

MEMORANDUM

Special Item No. 8

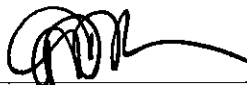
TO: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners


DATE: September 19, 2019

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Resolution approving a Preferential Berthing Rights Agreement (Agreement) between the County and Carnival Corporation (Carnival) granting Carnival preferential berthing rights at Cruise Terminal F for an initial term of twenty (20) years from the date of substantial completion of the Cruise Terminal F improvements, with anticipated revenues to the County of \$428,851,177.00 in unitary fee payments over the initial term, requiring the County to enter into a design-build agreement for improvements to Cruise Terminal F at a cost of approximately \$195,000,000.00, with any cost overruns to be borne by the County unless caused by Carnival requests, and with required reimbursement payments from Carnival to the County of \$120,342,980.00, requiring the County to make additional improvements to Cruise Terminals D and E by October 31, 2026, unless two (2) years' notice is sooner provided by Carnival, and amending the existing Preferential Berthing Rights Agreement concerning Cruise Terminals D and E to modify the manner of incentive payments to Carnival; authorizing the County Mayor to solicit and award a design-build contract for improvements to Cruise Terminals D, E and F pursuant to section 2-8.2.15 of the Code; waiving the requirements of Resolution No. R-130-06; and authorizing the County Mayor to take all actions necessary to effectuate the agreement and, upon the approval and full execution of agreements wherein MSC Cruises S.A. and Virgin Cruises intermediate limited unconditionally relinquish any preferential berthing rights at Cruise Terminal F on or before October 31, 2022, authorizing the County Mayor to execute the Agreement for and on behalf of the County and to exercise all rights contained therein

The accompanying resolution was prepared by the Port of Miami and placed on the agenda at the request of Prime Sponsor Vice Chairwoman Rebeca Sosa.



Abigail Price-Williams
County Attorney 

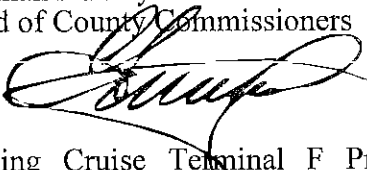
APW/smm

Memorandum



Date: September 19, 2019

To: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

From: Carlos A. Gimenez 
Mayor

Subject: Resolution Approving Cruise Terminal F Preferential Berthing Agreement between Miami-Dade County and Carnival Corporation, and Improvements to Cruise Terminal F, Authorizing the County Mayor of the County Mayor's Designee to Award the Cruise Terminal Project Pursuant to the Terms of the Port Miami Expedite Ordinance

Recommendation

It is recommended the Board of County Commissioners (Board) adopt the accompanying resolution authorizing the execution of the Cruise Terminal F Preferential Berthing Agreement (Agreement) between Miami-Dade County (County) and Carnival Corporation, (Carnival) including improvements to Cruise Terminal F, and waive, in the best interests of the County, the requirements of Resolution No. R-130-06 and authorize the County Mayor or the County Mayor's Designee to solicit and award a design build contract for the Cruise Terminal improvements in accordance with the terms of the PortMiami Expedite and Acceleration Ordinance.

Scope

The Port is located within District 5, which is represented by Commissioner Eileen Higgins. The impact of this agenda item is countywide, as the Port is a regional asset and generates employment for residents throughout Miami-Dade County.

Background

PortMiami and Carnival have shared a long and prosperous relationship over the last 47 years. Carnival began operations from Miami in 1972 and has continued to grow its business ever since. Carnival has always been a leader in Miami in terms of passenger movements and has played a major role in making PortMiami the Cruise Capital of the World.

Carnival Corporation is the largest cruise company in the world with a fleet of 102 vessels, operating nine cruise brands: Carnival Cruise Line, Princess Cruises, Holland America Line, Seabourn, Cunard, AIDA Cruises, Costa Cruises, P&O Cruises (UK), and P&O Cruises (Australia).

On October 15, 1998, the Board approved Resolution No. R-1196-98, authorizing the execution of a Cruise Terminal Agreement with Carnival. This agreement had a 15-year term with a five-year renewal option. The agreement provided the Port with significant guaranteed passenger volumes and revenues.

On June 15, 2010, the Board approved Amendment No. 1, via Resolution No. R-967-10, which approved the execution of the optional renewal period early and an extension of the Term for

another five years through FY 2018. The Amendment outlined Minimum Annual Guarantees to the County and incorporated the concept of a Unitary Fee which consists of charges for dockage, wharfage and water. It also provided a Marketing Incentive to Carnival through shared parking revenue.

On May 3, 2011, the Board approved Amendment No. 2, via Resolution No. R-343-11, which guaranteed the then-latest newbuild, Carnival Breeze, to homeport at PortMiami. Amendment No. 2 also committed the Port to make certain terminal improvements to Cruise Terminal D and provided additional marketing incentives based on Carnival's passenger throughput.

On February 3, 2015, the Board approved Amendment No. 3, via Resolution No. R-160-15, which guaranteed the then-new Carnival Vista to homeport at PortMiami, and extended the term of the Agreement by an additional 10 years to September 30, 2028, with one seven-year renewal option. As a result of this Agreement, the County made certain capital improvements at Cruise Terminals D and E in order to accommodate Carnival's vessels.

Carnival is once again embarking upon a new-build program with 19 new vessels scheduled to be delivered by 2022. Carnival has expressed its desire to homeport one of Carnival Cruise Line's XL Class vessels at PortMiami beginning in October 2022. In addition, Carnival wishes to homeport at least one additional XL Class vessel at PortMiami by October 2026. The XL class vessels have a capacity of 6,500 passengers and will be powered by liquefied natural gas (LNG).

In order to accommodate Carnival's growth at PortMiami, and specifically its XL Class vessels, the parties have agreed to invest in improvements to renovate and expand Cruise Terminal F so that Carnival may have preferential berthing rights at a renovated and expanded Cruise Terminal F (in addition to its current preferential berthing rights at Cruise Terminals D and E). The County will make the necessary improvements via a Design-Build Agreement that includes renovations at Cruise Terminal F at an estimated cost not to exceed \$175 million, of which \$65 million will be reimbursed by Carnival. In return, Carnival shall be obligated to homeport at least one XL Class ship at Cruise Terminal F for a minimum period of three years, commencing upon Substantial Completion of the Cruise Terminal F Improvements Project (Project) scheduled for October 31, 2022 (Substantial Completion), and has committed to a 20-year agreement with two seven-year optional renewal periods.

The improvements to the existing Cruise Terminal F are necessary to meet the growing demand of the cruise industry and allow the Port to expand its cruise terminal capacity. The renovated Terminal F will open opportunities for additional cruise business from Carnival. This agreement combined with Carnival's Cruise Terminals D and E agreement will yield 2,250,000 annual passenger movements at PortMiami. In exchange for the additional guaranteed passenger movements, Carnival will receive marketing incentives consistent with those in its Cruise Terminal D and E Agreement (parking revenue and supplemental market incentive based on passenger throughput).

This agreement allows the County to retain berthing rights on Mondays and Fridays at a terminal of Carnival's choice (Cruise Terminal D, E, or F) for one Disney cruise ship from

October 1, 2023 to September 30, 2025. In order to convey preferential berthing rights at Cruise Terminal F to Carnival, concurrent items are being presented separately to the Board today, amending or terminating the agreements of other cruise lines that currently have preferential berthing rights at Cruise Terminal F.

In order to accommodate a second XL Class vessel, the County must make additional improvements to Cruise Terminals D and E that consist of bulkhead repairs, concourse extensions and passenger boarding bridge modifications. Upon the earlier of (i) October 31, 2026 or (ii) two years from the County's receipt of written notification from Carnival that it is committing to homeport an additional XL Class vessel at Cruise Terminals D or E, the County must complete these additional improvements. These additional improvements are anticipated to cost approximately \$20 million and is included in the project budget.

The improvements to Cruise Terminals D, E, and F (the "Terminal Improvements Project") will be completed by way of a design-build project which will be advertised in accordance with the standard County procurement process. The County intends to issue a design-build solicitation based on the project's design criteria package, the scope of which is detailed in Exhibit F of the Agreement. In order to facilitate the Port meeting its contractual obligation to complete the Cruise Terminal F expansion by October 31, 2022, it is recommended that the Board authorize the County Mayor or the County Mayor's Designee to solicit and award a design-build contract for the construction of the Terminal Improvements Project, pursuant to the PortMiami Expedite and Acceleration Ordinance.

Finally, for a proposed period of 12 months from the effective date of this Agreement, the parties agree to commence negotiations for an agreement to design and construct additional port improvements, relating to a parking garage containing up to 5000 spaces and amenities for Port users or visitors, to be located in an area adjacent to Cruise Terminals D, E and F. Should the parties reach an agreement on terms for the garage and amenities, an item will be presented to this Board for its consideration.

Fiscal Impact/Funding Source

Commencing upon Substantial Completion of the Project, Carnival will provide the County with a Minimum Annual Guarantee equivalent to 750,000 Carnival passenger movements at Cruise Terminal F each fiscal year throughout the initial 20-year term. Carnival has the option to extend the agreement for two additional periods of seven years each. This Agreement is expected to generate \$15,960,000 in gross unitary fee revenues during Fiscal Year 2022-23 which will increase at a rate of three percent compounded annually throughout the term. The initial 20-year term will yield \$428,851,177 in gross unitary fee revenues to the County. Should Carnival exercise all optional extensions, the County will receive \$921,373,617 in gross unitary fee revenues as indicated in Exhibit C of the Agreement.

The Terminals' D, E and F improvements to accommodate two XL Class vessels are estimated to cost no more than \$195 million. The County's reimbursable contribution towards the construction of the Project by Carnival is \$65 million plus costs and interest calculated at 6.5 percent. The County has agreed to advance the Carnival Contribution in an amount not to exceed \$65 million, to be reimbursed via a capital recovery surcharge of \$2.67 per passenger

movement at Cruise Terminals D, E, and F, commencing 90 days after the effective date of this Agreement, as detailed in Exhibit D of the Agreement. In addition to its \$65 million principal contribution, Carnival has agreed to fund the entire cost of aesthetic improvements on the North façade to include at minimum, decorative lighting and installation of a multimedia mesh that will allow the County to place visual content on the North facing façade, as depicted in Exhibit G of the Agreement. Should the County and Carnival agree that the cost of these aesthetic improvements will be advanced by the County, Carnival will be assessed an additional capital recovery surcharge to cover such costs.

Funding for the Project shall be allocated from the Port's Fiscal Year 2020, 2021, and 2022 capital budgets using available proceeds from the Port's commercial paper program, capital reserves, bond proceeds, grants, and tenant reimbursements.

Track Record/Monitor

The Seaport Department staff members responsible for monitoring the Agreement are Hydi Webb, Deputy Director; Elizabeth Ogden, Assistant Port Director, Capital Development; Andy Hecker, CFO; and Basil A. Binns, II, Assistant Port Director, Business Development.

Delegated Authority

This item authorizes the County Mayor or County Mayor's designee to execute the Cruise Terminal F Preferential Berthing Rights Agreement on behalf of Miami-Dade County and to exercise, approve, or deny (as applicable) any cancellation rights, termination rights, berthing requests, and/or other County rights conferred in the Agreement and authorizes the County Mayor or the County Mayor's designee to issue a solicitation and subsequent award of a design-build agreement for the Cruise Terminal F Improvements Project, subject to ratification by the Board in accordance with the Port Miami Expedite Ordinance.



Jack Osterholt
Deputy Mayor

CRUISE TERMINAL F AGREEMENT

This Cruise Terminal F Agreement (the "Agreement") is entered into this ___ day of September, 2019, by and between Miami-Dade County (the "County"), a political subdivision of the State of Florida, and Carnival Corporation ("Carnival"), a Panamanian corporation authorized to do business in the State of Florida. The County and Carnival are each a "Party," and, jointly, the "Parties."

RECITALS

WHEREAS, the Parties have enjoyed a mutually beneficial relationship since October 20, 1998, when the Miami-Dade County Board of County Commissioners (the "Board") adopted Resolution No. R-1196-98, approving a Cruise Terminal Agreement between the County and Carnival, amended by Resolution No. R-697-10, approving Amendment No. 1 to the Cruise Terminal Agreement in 2010, Resolution No. R-343-11, approving Amendment No. 2 to the Cruise Terminal Agreement in 2011, and Resolution No. R-160-15, approving Amendment No. 3 to the Cruise Terminal Agreement in 2015, through which the Parties entered into various commitments regarding Carnival's preferential berthing rights at terminals D and E at the PortMiami (the "D/E Terminal Agreement"); and

WHEREAS, other than those claims identified in Exhibit A hereto, as of the Effective Date of this Agreement, the Parties are in good standing with respect to their obligations under the D/E Terminal Agreement, and neither side claims that the other is in breach of any obligation under the D/E Terminal Agreement; and

WHEREAS, as evidence of that success and as a testament to Carnival's status as one of the largest cruise companies in the world, with a fleet of over 100 vessels, the Parties desire to expand that relationship through the County's investment of an estimated \$195 million in improvements to Cruise Terminals D, E, and F, so that Carnival may have preferential (non-exclusive) berthing rights at the renovated Cruise Terminal F,

NOW, THEREFORE, in exchange for adequate and valuable consideration, the receipt of which the Parties acknowledge, the Parties enter into this Agreement on the following terms and conditions:

TERMS AND CONDITIONS

ARTICLE I

General Conditions

1.01 **Incorporation of Recitals.** The Parties agree each of the foregoing recitals are true and correct and are incorporated herein.

1.02 **Effective Date.** This Agreement shall become effective upon its execution by all Parties, provided that the County shall not be required to execute the Agreement before

the effective date of the resolution of the Board of County Commissioners approving this Agreement (the “Effective Date”).

1.03 **Term of Agreement.** Unless earlier terminated in accordance with the provisions of this Agreement, the term of this Agreement shall commence on the Effective Date and expire on the date that Carnival’s Preferential Berthing Rights expire under this Agreement (the “Term”). Carnival shall have Preferential Berthing Rights for a period of twenty (20) years commencing on the date on which the County certifies that Cruise Terminal F has reached Substantial Completion, which period Carnival may extend for two (2) additional periods of seven (7) years each; provided, however, that regardless of the date of achievement of Substantial Completion, the Term and Carnival’s Preferential Berthing Rights shall not begin before October 31, 2022. Certain obligations survive the expiration or earlier termination of this Agreement as more specifically set forth below.

1.04 **Nature of Agreement.** It is agreed that this Agreement is not a lease, and that no interest or estate in real property or the improvements located at Cruise Terminal F is created by this Agreement.

ARTICLE II

Development of Improvements to Cruise Terminal F

2.01 **County’s Obligation to Make Improvements.**

(a) **Improvements to Cruise Terminal F.** Subject to the terms and conditions of this Agreement, the County shall procure and enter into a design-build agreement (the “Design-Build Agreement”) for the implementation of the improvements to Cruise Terminal F (the “Cruise Terminal F Improvements”), all in accordance with Applicable Law. The County, at its sole risk, cost and expense shall design, engineer, develop, and construct the Cruise Terminal F Improvements in accordance with the design criteria, program guidelines, plans, specifications, standards and scope set forth in the final plans and specifications (the “Plans”). The Plans for the design and construction of the Cruise Terminal F Improvements, including procedures for the construction management of such improvements, shall be subject to the Carnival review and comment procedures set forth in Section 2.05(b) of this Agreement. The Design-Build Agreement shall be subject to the approval of the Board in the exercise of its sole legislative discretion as the governing board of Miami-Dade County, a political subdivision of the State of Florida.

(b) **Additional Improvements to Cruise Terminals D and E.** By the earlier of (i) October 31, 2026, or (ii) provided that no such notice may be given by Carnival before October 31, 2020, two (2) years from the County’s receipt of written notification from Carnival that it is committing to homeport an additional XL-class vessel at Cruise Terminals D or E, the County shall achieve substantial completion on the “Terminal D/E Additional Improvements,” as defined in this subparagraph. At the County’s election, the Terminal D/E Additional Improvements (or any portion thereof) may be completed as part of the Design-

Build Agreement, which includes up to Twenty Million Dollars (\$20,000,000) for such additional improvements, or as part of a future County construction agreement. The Terminal D/E Additional Improvements shall be funded by the County, and the County shall retain control over all aspects concerning the design and construction of the Terminal D/E Additional Improvements. As used in this subparagraph, the "Terminal D/E Additional Improvements" may consist of the bulkhead, passenger boarding bridge, and concourse modifications at Cruise Terminals D and E that would enable Carnival to safely accommodate three XL-class ships on a simultaneous basis at Cruise Terminals D, E, and F, with each such vessel appropriately aligned with each of Cruise Terminals D, E, and F so that the vessel berthing operations may be carried out from either the starboard or portside of the vessels at each of the three terminals, the Parties agreeing that it shall not be a requirement of this subparagraph that all vessels must be able to simultaneously dock on the same side (e.g., starboard side). To the extent the County, in the exercise of its sole and exclusive discretion, decides to include the Terminal D/E Additional Improvements within the scope of the Design-Build Agreement for the implementation of the Cruise Terminal F Improvements, it is understood and agreed that for the purpose of the assessment of liquidated damages under Section 2.02(d) of this Agreement, the achievement of Substantial Completion and Final Completion as defined herein, or the exercise of any remedy provided in this Agreement, the Terminal D/E Additional Improvements shall not be subject to the obligation to complete the Terminal D/E Additional Improvements on or before the Substantial Completion Date, and that the assessment of liquidated damages and the achievement of Substantial Completion and Final Completion relate only to the Cruise Terminal F Improvements.

2.02 The Design-Build Agreement.

(a) Subject to the terms and conditions of this Agreement, the County shall enter into the Design-Build Agreement. Such Design-Build Agreement shall provide for the construction of the Cruise Terminal F Improvements in substantial conformity with the jointly prepared and approved design criteria package that is attached hereto as Exhibit F, as Exhibit F may be amended by mutual agreement. The Design-Build Agreement shall require the provision of all necessary or required architectural, design, engineering services, labor, materials, equipment, supplies, tools, transportation, utilities, installations, accounting, record-keeping and all other things and services necessary or required for the full performance and completion of the design, engineering, construction, start-up, and commissioning of the Cruise Terminal F Improvements including the attainment of all government approvals, licenses, and permits and shall provide for the design and construction of the Cruise Terminal F Improvements in a good and workmanlike manner that complies with all applicable requirements of federal, state, and local laws (including County ordinances, resolutions, or regulations) and deed restrictions governing the use of PortMiami.

(b) Carnival shall not be a party to the Design-Build Agreement, except that Carnival shall be (1) an intended third-party beneficiary of the Design-Build Agreement, provided that Carnival's status as a third-party beneficiary shall extend solely to warranties

and the duty of care to be exercised by the design professionals, and shall not entitle Carnival to demand changes to the contract(s) or otherwise invoke rights held by the contracting parties; (2) entitled to assert rights under the warranties provided by the County's contractors or their subcontractors; (3) an additional named insured under the insurance policies required under the Design-Build Agreement; (4) an additional named dual-obligee under the payment and performance bond issued thereunder; and (5) an indemnified person for the purpose of the indemnification provisions provided under the Design-Build Agreement which indemnification shall include, without limitation, indemnity against any and all third party claims of whatever nature related to the construction and use of Terminal F through the Final Completion Date. The Design-Build Agreement shall provide that the design professionals or contractors contracted thereby shall have no recourse against Carnival with respect to any breaches or liabilities arising out of those agreements.

(c) The project budget for the Design-Build Agreement is One Hundred Ninety-Five Million Dollars (\$195,000,000) (the "Project Budget"). The Project Budget includes a fifteen percent (15%) construction contingency and provision for fees and other contingencies customarily included within County construction contracts such as dedicated allowances for permitting, compliance with the Art in Public Places Program, a One Million, Five Hundred Thousand Dollars (\$1,500,000) CBP FFE Allowance Account and a Seven Hundred Fifty Thousand Dollars (\$750,000) Project FFE Allowance Account. Any increase in the Project Budget for reasons other than a Carnival Requested Change, shall be the sole risk, cost, and expense of the County. It is expressly agreed by the County that Carnival shall only be liable to County for Project Budget costs up to the Carnival Contribution and that Carnival shall have no liability for any amount above said contribution, except for a Carnival Requested Change.

(d) The Design-Build Agreement shall provide for Substantial Completion of the Terminal F Improvements not later than October 31, 2022 (the "Substantial Completion Date"), which Substantial Completion Date may only be extended as provided in this subsection. The Parties agree that time is of the essence and that Carnival will suffer financial loss if the Cruise Terminal F Improvements are not completed by the Substantial Completion Date. In order to compensate Carnival for damages that are not readily ascertainable at the execution of this Agreement and which Carnival will reasonably incur, the County and Carnival agree that as liquidated damages for delay (but not as a penalty), the County shall pay Carnival the amount of Twenty Five Thousand Dollars (\$25,000.00) for each and every day (including partial day) that the County fails to achieve Substantial Completion beyond the expiration of the Substantial Completion Date. The County shall pay the liquidated damages due to Carnival hereunder within thirty (30) days of the County's receipt of Carnival's written demand therefor, and such payment will be without deduction, set-off, reduction or counterclaim; the foregoing, however, shall not be construed as a waiver of any claims that the County might have against Carnival, or of any amounts due by Carnival to the County, at the time of Carnival's assessment of liquidated damages under this paragraph. It is understood that the rights of Carnival set forth herein regarding other breaches by the County unrelated to delays, are not limited by this provision regarding liquidated damages for delay.

(1) "Substantial Completion" shall mean the time at which the Cruise Terminal F Improvements have progressed to the point where they are sufficiently complete, in accordance with the Design-Build Agreement, so that all such improvements and work can be utilized for the purposes for which it is intended. Substantial Completion shall be achieved and certified by the County and the architect of record under the Design-Build Agreement when (a) the Cruise Terminal F Improvements have obtained the initial governmental approval necessary for the use (as intended) and occupancy of Cruise Terminal F by members of the public (i.e., a temporary certificate of occupancy) following the inspections of such improvements necessary to obtain that initial governmental approval; (b) all construction, including, without limitation, all components, facilities and portions of the Cruise Terminal F Improvements have been completed, to the extent and in the manner required by the Design-Build Agreement (except that completion of reasonable punch-list items that do not affect County's or Carnival's ability to use the improvements and continue with the project as intended shall not be required prior to such certification), such that the entire scope of the Cruise Terminal F Improvements are usable for County's and Carnival's intended purposes; and (c) except in those areas designated by the Parties for the storage of the equipment and materials necessary for the completion of any punch-list items, Cruise Terminal F is free from all construction debris, rubbish, materials and equipment with all furnishings and fixtures in place, and all surfaces, flooring, windows cleaned and ready for use as intended. The terms "substantially complete" and "substantially completed" as applied to all or part of the work shall refer to Substantial Completion thereof within the Design-Build Agreement.

(2) "Final Completion" shall mean when (a) Substantial Completion has occurred and all punch-list items have been completed; (b) all construction materials and equipment have been removed from the site and adjacent land or staging areas, if any; (c) all final certificates of occupancy have been issued; and (d) County has approved and signed the final acceptance certificate as per the terms of the Design-Build Agreement.

(3) [reserved]

(4) The Design-Build Agreement shall provide the Substantial Completion Date, which may be extended where such extension is necessitated by (i) Force Majeure events; (ii) Carnival Requested Changes; or (iii) as otherwise mutually agreed (including agreement by Carnival).

2.04 **County's Indemnification of Carnival.** Subject to the limitations set forth in Fla. Stat. § 768.28 (but only for those claims subject thereto) whereby the County shall not be liable in excess of the monetary limits set forth therein and for acts or omissions for which the County is otherwise immune from liability, the County shall indemnify and defend Carnival from any liability, damages, claims or losses of whatsoever nature brought by any third party (including any third-party cruise line or cruise line guest, employee, invitee or vendor) as a result of the construction works being undertaken under this Agreement in connection with Cruise Terminal F or the use of Cruise Terminal F by such third parties from the date of the execution of this Agreement until the Final Completion Date. The County may meet its obligations under this paragraph through a self-insurance program. The County represents and warrants to Carnival that there are no agreements, contracts or other arrangements with

third party cruise operators or other users of Terminal F that would restrict, prohibit or otherwise adversely affect County's right to enter into the Design-Build Agreement or otherwise undertake the Cruise Terminal F Improvements or to perform its obligations under this Agreement.

2.05 Carnival's Right to Appoint a Project Monitor and Inspecting Engineer.

Carnival shall have a right pursuant to this Agreement, and the Design-Build Agreement shall authorize the participation of a "Carnival Project Monitor" and "Inspecting Engineer" who shall be a firm or individual appointed by Carnival to oversee the Cruise Terminal F Improvements on behalf of Carnival in accordance with the procedures set forth herein. Carnival shall be required to provide the County with the name and contact information (email and physical address) of the Carnival Project Manager and Inspecting Engineer in writing and update as required.

(a) Review of Design-Build Agreement. The County shall keep Carnival timely advised and updated on the negotiations for the drafting of the Design-Build Agreement with the proposed contractor as selected by County and shall circulate the initial draft of the Design-Build Agreement to Carnival for review and comment during such negotiations and prior to execution of same by County. Carnival may participate in such negotiations and provide simultaneous comment on design items related to the Cruise Terminal F Improvements, provided that Carnival's right to participate in the negotiations of the Design-Build Agreement shall not be construed to require the County to incur additional costs in connection with the Design-Build Agreement unless such costs are treated as Carnival Requested Changes as provided in this Agreement. Before the commencement of negotiations, Carnival shall have ten (10) days to review the draft Design-Build Agreement and submit comments to the County for its review. The County and Carnival shall hold a progress meeting or meetings, as necessary, to discuss and review Carnival comments prior to submission to contractor representatives. The Design-Build Agreement, at a minimum, shall meet the requirements of Section 2.02 of this Agreement and shall otherwise be consistent with the terms of this Agreement and shall be in the best interest of County, as owner, and Carnival, as the holder of preferential berthing rights at Cruise Terminal F, containing such terms and conditions as is customary of similar County construction contracts.

(b) Plan Review. Carnival shall have the right to review the construction plans prepared by the design-builder in accordance with the same review milestones set forth in the Design-Build Agreement, provided that Carnival's comments shall be provided to the County at least seventy-two (72) hours before the County's response to the plans is due to the design-builder under the Design-Build Agreement so that the County, as appropriate, may incorporate Carnival's comments into the County's comments, and the design-builder receives a single set of comments.

(c) Construction Monitoring and Project Timelines. The Carnival Project Monitor shall have access to the site, construction documentation, project milestones and

timelines, and shall be invited to attend and participate in regularly scheduled meetings with design professionals and/or contractors responsible for the design and construction of the Cruise Terminal F Improvements; any input from the Carnival Project Manager or Inspecting Engineer shall only be communicated to the County's project manager responsible for overseeing the implementation of the Cruise Terminal F Improvements. The Carnival Project Manager shall be kept apprised of any change orders, delays, non-conforming work, site incidents and/or similar issues affecting the design or construction of the Cruise Terminal F Improvements. The Inspecting Engineer shall have the same rights of access and participation as the Carnival Project Monitor to review and inspect the Cruise Terminal F Improvements as they progress to confirm that the work is being undertaken in a timely manner and in accordance with the Design-Build Agreement and any construction schedule that is a part thereof. The Carnival Project Monitor and Inspecting Engineer shall be provided with the schedule of work with appropriate milestones and goals, which schedule shall be reviewed as required during each progress meeting; any known area of delay or known missed targets will be identified and, without requiring the expenditure of additional funds, corrective action will be implemented. Notwithstanding the foregoing, the Carnival Project Manager and Inspecting Engineer shall not have the right to interfere with the progress of the design or construction of the Cruise Terminal F Improvements or to make any contractual demands under the Design-Build Agreement. The Carnival Project Manager and Inspecting Engineer shall be hired at Carnival's sole expense.

2.06 **Carnival's Right to Request Changes.** Carnival shall be entitled to request changes to the Design-Build Agreement (the "Carnival Requested Changes"). Carnival shall initiate any desired Carnival Requested Change in writing addressed to the County which shall set forth: (a) a description of the proposed changes including provisions for any and all architecture and engineering changes; (b) an estimate of the costs anticipated for such proposed Carnival Requested Changes, including all direct and indirect cost of architecture, engineering and construction costs which may result from such proposed change and where applicable the cost of any necessary project acceleration; (c) a statement of how Carnival proposes to defray such costs and any and all conditions attendant to the same; (d) a time impact analysis showing the impact of the Carnival Requested Changes on the critical path of the Project, any and all required acceleration. The County shall adopt the Carnival Requested Changes if the County determines in the exercise of its sole discretion that the proposed changes: (a) will not cause the costs to the Project to exceed the Project Budget, or otherwise, that Carnival has made adequate provisions for the payment of such excess costs; (b) will not cause a delay to the critical path of the Cruise Terminal F Improvements that will cause the Cruise Terminal F Improvements to be completed beyond the Substantial Completion Date or, if the Carnival Requested Change will cause a delay in the Substantial Completion Date, that the Substantial Completion Date will be adjusted accordingly; (c) will not create adverse impacts to the County's operation and governance of the Port. The County, in its sole and absolute discretion, may precondition approval of any Carnival Requested Changes on Carnival's prepayment of the costs associated with said changes. Carnival shall not be obligated to pay for a Carnival Requested Change if the total cost of the Cruise

Terminal F Improvements does not exceed the Project Budget upon completion. In the event that the County approves a Carnival Requested Change without demanding payment from Carnival and the Project Budget is later exceeded, Carnival agrees to reimburse the County for any such excess in the Project Budget up to the amount of the cost(s) of the Carnival Requested Change(s) within thirty (30) days of invoicing from the County.

2.07 **Damages for Delay.** Carnival's entitlement to collect liquidated damages shall be in accordance with Section 2.02(d). Notwithstanding the payment of liquidated damages, County shall make every commercially reasonable effort to complete the Cruise Terminal F Improvements and safely and efficiently accommodate and berth Carnival Vessel calls at Terminal F in accordance with the Berth Schedule.

2.08 **County's Obligations Under the Design-Build Agreement.** The County shall be responsible for paying for all costs under the Design-Build Agreement, including all cost overruns, except for the costs relating to Carnival Requested Changes, which are to be borne by Carnival in the manner set forth in this Agreement. The County shall act with due diligence in the enforcement of the Design-Build Agreement and shall always act as a prudent owner of the Cruise Terminal F Improvements.

2.09 **Carnival's Capital Reimbursement Obligation.**

(a) Carnival shall be obligated to reimburse the County Sixty-Five Million Dollars (\$65,000,000.00), with costs including interest calculated at six and one-half percent (6.5%), as reflected in Exhibit D attached, if the County secures financing for the cost of the Cruise Terminal F Improvements, or at three percent (3%), if the County does not secure financing for the cost of the Cruise Terminal F Improvements. The \$65,000,000.00 principal, as may be increased as elsewhere provided in this Agreement, including with respect to the Additional Design Features, as defined below, plus the aforementioned financing costs and interest shall constitute the "Carnival Contribution," with the total amount of all such permitted costs and interest as reflected in Exhibit D. The Parties have agreed to include certain additional design enhancements to the Plans to introduce a media mesh and enhanced lighting features on the north facing side of Cruise Terminal F (the "Additional Design Features"). The Additional Design Features will be undertaken by the County as part of the Project and the costs of such work shall be reimbursed by Carnival through an increase in the principal amount of the Carnival Contribution, which will be reflected in an amended Exhibit D, once the costs of such Additional Design Features are agreed. Carnival's obligation to reimburse the County the Carnival Contribution under this Agreement shall be in accordance with the "Carnival Contribution Payment Schedule and Rates" attached hereto and incorporated herein as Exhibit D (to be amended as per the preceding sentence). As a matter of timing, absent Carnival's default, the Carnival Contribution payment obligations to the County shall be computed on an annualized basis (based on the County's fiscal year) by multiplying the then-applicable Carnival reimbursement rate set forth in the Carnival Contribution Payment Schedule and Rates times the greater of (i) Carnival's actual total passenger movements in that fiscal year at PortMiami or (ii) Carnival's total minimum annual passenger guarantee at

PortMiami in that fiscal year. Carnival's obligation to pay County the entire Carnival Contribution shall not be subject to reductions, offsets, or credits, based on the unavailability, sufficiency, or amount of any passenger surcharges or fees imposed or collected by Carnival. Carnival's obligation to pay County the entire Carnival Contribution shall survive the expiration or early termination of this Agreement, except as otherwise set forth in this Agreement.

(b) Carnival's obligation to pay the Carnival Contribution in accordance with the Carnival Contribution Payment Schedule and Rates shall be through a Capital Recovery Surcharge as provided in Exhibit D and shall apply to the passenger count at Cruise Terminals D, E, and F commencing ninety (90) days after the Effective Date of this Agreement (the "Repayment Commencement Date"), and continue until the date on which the County is paid the full Carnival Contribution amount, including applicable interest (the "Repayment Period"). At such time as the Carnival Contribution amount has been paid in full (as per Exhibit D or sooner as a result of accelerated payments hereunder, savings and/or reductions in the Carnival Contribution amount), Carnival's obligation to pay the Capital Recovery Surcharge shall terminate. All funds collected as a Capital Recovery Surcharge shall be credited against the outstanding Carnival Contribution amount. Carnival may pre-pay the outstanding principal balance of the Carnival Contribution amount at any time during the Term, without penalty. If for any reason, Carnival pays amounts in excess of those required under Exhibit D, the County shall refund such excess payments at the end of the Repayment Period. The existence of a shortfall amount (should the total minimum guarantee of passengers at PortMiami not be met by Carnival in any fiscal year) shall not constitute an event of default hereunder so long as Carnival pays the shortfall in the Capital Recovery Surcharge within thirty (30) days of receiving an invoice from County therefor, issued after the end of such fiscal year. The County represents and warrants to Carnival that the financing terms for the Cruise Terminal F Improvements including the interest rate and financing costs thereunder, are no less favorable than the financing terms payable by other multi-day passenger cruise companies for other comparable cruise terminal construction projects undertaken during the prior three (3) year period from the date of this Agreement. For the purpose of this representation and warranty, the County's assumption of costs related to a cruise terminal development (including, but not limited to, costs related to pre-development costs, land acquisition, environmental remediation, or the purchase of passenger boarding bridges or furniture, fixtures, and equipment), whether or not reimbursable, shall not be considered; this representation and warranty relates exclusively to development or construction costs financed by the County through the issuance of debt. The County further represents and warrants to Carnival that the financing terms for the Cruise Terminal F Improvements, including the interest rate and financing costs thereunder, shall not be less favorable than the financing terms payable by multi-day passenger cruise companies for their comparable cruise terminal construction projects; provided, however, that this representation and warranty shall only be effective to the extent the cruise terminal construction agreements with the aforementioned cruise companies are finalized (as evidenced by the attainment of the final approvals necessary to make those agreements legally binding) within twelve (12)

months of the Effective Date of this Agreement. If either of the foregoing representations and warranties is breached, then the County shall notify Carnival promptly after the County determines in its discretion, reasonably exercised, that a breach of the immediately foregoing representation and warranty has occurred, and as Carnival's sole and exclusive remedy therefor, Exhibit D and the Carnival Contribution payable thereunder shall be revised to **match the more favorable interest rate and financing costs**, which adjustment shall be effective as of the later of (1) the Effective Date of this Agreement or (2) the effective date of the agreement with the more favorable financing terms.

(c) Upon Carnival's failure to pay the Carnival Contribution in the manner required under this Agreement, and upon the County's giving of at least thirty (30) days' written notice and opportunity to cure to Carnival, in addition to any other remedies available to the County at law or in equity (including termination of this Agreement), Carnival's payment default shall render the Carnival Contribution immediately due and payable, notwithstanding the schedule established in the Carnival Contribution Payment Schedule and Rates.

(d) The County shall invoice Carnival for payment of the Carnival Contribution on a per vessel call basis, and Carnival shall pay the County for same within thirty (30) calendar days of receipt of the County's invoice.

(e) If for any reason Carnival's repayment of the Carnival Contribution cannot occur through the imposition of a Capital Recovery Surcharge or if the D/E Terminal Agreement expires and the County and Carnival do not enter into a successor agreement for Carnival's use of Cruise Terminals D and E guaranteeing passenger counts that are at least sufficient to generate the amounts required under Exhibit D, then Carnival shall be obligated to repay the Carnival Contribution through any other means reasonably acceptable to the County that would result in the payment of the Carnival Contribution within the same time frame, or sooner (if agreed by the Parties), than the payment of the Carnival Contribution would be made under Exhibit D; provided, however, that any plan created under the foregoing circumstance shall require periodic payments to the County in an amount that is at least equal to the amounts set forth in Exhibit D or such lower amount as agreed by the Parties in the event of a refinancing on mutually agreeable terms. The foregoing shall not be construed to limit the County's right to accelerate Carnival's obligation to pay the Carnival Contribution in accordance with Section 7.03 of this Agreement.

ARTICLE III **Terminal Use and Payments**

3.01 **Terminal Use.** Effective on the date set forth in § 1.03 of this Agreement, as to Cruise Terminal F, the County hereby grants to Carnival first priority right and preference to Carnival vessels over any other ship requesting berthing rights as set forth herein ("**Preferential Berthing Rights**"). The Preferential Berthing Rights herein conferred to Carnival shall be limited to those vessels sailing under the Carnival Corporation & plc cruise

brands (now or in the future) which currently include but are not limited to Carnival Cruise Line, Holland America Line, Princess Cruises, P&O Cruises, Cunard, Seabourn, Costa Cruises, and Aida. The Preferential Berthing Rights granted herein are not exclusive berthing rights and are subject to § 3.01(c) of this Agreement.

(a) **Berth Schedule.** Carnival's Preferential Berthing Rights shall exist for all seven days of the week, fifty-two weeks a year, during the Term of this Agreement, subject to Section 3.01(e). Carnival shall prepare and submit to the County the first proposed Berth Schedule at least twelve (12) months before Substantial Completion Date (the "Berth Schedule"). The Berth Schedule shall set forth the dates and times on which Carnival intends to utilize Cruise Terminal F pursuant to the Preferential Berthing Rights granted herein over a period of twelve (12) months. The County shall not change or amend such Berth Schedule submitted by Carnival to the extent such submission is in accordance with the terms of this Agreement and its Preferential Berthing Rights herein.

(b) **Updates and Revisions to Berth Schedule.** During the Term, Carnival shall provide updated Berth Schedule(s) to the Port Director or his designee no later than eighteen (18) months prior to the expiration of the 12-month cruise period covered by the then current Berth Schedule. Carnival shall notify the County, in writing, of any changes or amendments to the Berth Schedule not less than twelve (12) months prior to the earliest date affected by the change to such schedule, provided that Carnival's changes or amendments shall be accepted by County as long as such changes or amendments do not create a conflict between Carnival's use of Cruise Terminal F and any third-party cruise line's use of Cruise Terminal F pursuant to a berth schedule approved by County (and made in accordance with this Agreement) before Carnival's requested change or amendment. The Parties acknowledge that it is in the best interest of the cruise lines and the Port to work together cooperatively concerning scheduling to maximize the use of the Port's cruise terminal(s).

(c) **Exclusive Rights During Dates/Time in Berth Schedule.** During the dates and times set forth in the Berth Schedule then in effect, the County covenants and agrees that Carnival and its subsidiaries, divisions and affiliates shall have the exclusive right to utilize Terminal F (including all office, public areas, storage and other interior spaces and facilities therein, other than those offices, public areas, storage and other interior spaces and facilities therein that the County has designated for its own use), for the berthing and related operations of Carnival vessels for the embarkation and disembarkation of passengers and for other Carnival vessel related events such as inaugural sailings, travel agent, sales employee receptions, cruise to nowhere and other promotional events associated with the marketing of the Cruise Vessel, Carnival or PortMiami so long as the events are reflected in the Berth Schedule, as updated or changed pursuant to this Section 3.01.

(d) **Third Party use of Terminal F.** Subject to Carnival's Preferential Berthing Rights herein, when Cruise Terminal F is not otherwise being used by Carnival pursuant to the Berth Schedule, the County shall have the right to allow other vessels to use Cruise Terminal F at any time during the cruise period covered by the then-current and applicable

Berth Schedule submitted by Carnival under subsection (a) above, but not beyond such cruise period , provided such use does not unreasonably interfere with Carnival’s right to use Cruise Terminal F pursuant to the then-current Berth Schedule.

(e) **Shared Use of Cruise Terminal F for Specific Period.** The County shall retain berthing rights for one cruise ship from Magical Cruise Company (d/b/a Disney Cruise Line) on Mondays and Fridays at a terminal of Carnival’s choice (Cruise Terminals D, E, or F) from October 1, 2023, through September 30, 2025; such vessel to operate solely on a 3 and 4-day cruise schedule itinerary. County shall confirm to Carnival in writing of its election to use such berth for such third-party cruise line no later than twenty-four (24) months prior to the designated period of use (i.e., on or before October 1, 2021). Should the County fail to confirm the berthing right by such date, County shall have waived such right to retain a berth. Carnival shall notify the County of its choice of terminal within thirty (30) days after receipt of such confirmation notice from County, with each selected terminal being allowed for use for a minimum of one year. All vessel calls of Disney vessels using the berth designated in accordance with this subsection shall count towards Carnival’s passenger minimum annual guarantee for the corresponding fiscal year and terminal.

(f) **Home Porting Obligation.** Commencing upon Substantial Completion (provided such date is not extended or delayed for any reason), Cruise Terminal F at PortMiami shall be the Home Port of at least one (1) XL-class ship with no less than 5,000 lower berths for a minimum period of three years (absent a Force Majeure event or uncured County breach of this Agreement). For the purpose of this Agreement, “Home Port” shall mean the port from which a vessel embarks and disembarks passengers as the point of origination and conclusion.

3.02 **Port Fees.**

(a) **Unitary Fee.** Carnival shall be obligated to pay the County a Unitary Fee of \$21.28 per passenger embark and per passenger debark at Terminal F during Fiscal Year 2023. In the manner set forth in Exhibit B hereto, the Unitary Fee shall increase each Fiscal Year thereafter by an amount equal to the increase in the wharfage and dockage fees under the published PortMiami Tariff (provided that any such increase in the Unitary Fee shall not exceed three percent (3%), compounded each Fiscal Year, except as provided in subsection (d)(2) below). The County shall not increase the Unitary Fee payable by Carnival unless such increases are equally imposed (on the same percentage basis) on all other multiple night cruise operators at the Port, it being understood and agreed by the Parties that this limitation shall apply only to those fees that the County retains and shall not be implicated in instances in which multiple night cruise operators at the Port have been granted the right to establish any of the fees that are the components of the Unitary Fee assessed under this Agreement pursuant to their lease, terminal, management, operating, or similar agreement(s) granting such multiple night cruise operators the right to operate at the Port. The Parties agree that the corresponding limitation in the D/E Terminal Agreement, requiring that the County shall not increase the Unitary Fee payable by Carnival unless such increases are equally imposed

(on the same percentage basis) on all other multiple night cruise operators at the Port, shall be construed in the same manner required under the preceding sentence of this Agreement. The County shall provide Carnival with no less than ninety (90) days' prior written notice of any such proposed increase in the Unitary Fee. The Unitary Fee consists of a combined per passenger fee encompassing the wharfage tariff, dockage tariff, and water fees, subject to the last sentence of this subsection. Other than the Unitary Fee and harbor fees assessed in accordance with Port Tariff No. 010 (the "Port Tariff"), the Parties acknowledge and agree that there are currently no other fees, rates, or tariffs paid by Carnival to the County or the Seaport Department under this Agreement or the Port Tariff. Notwithstanding the foregoing, for each Fiscal Year in which Carnival consumes more than Nine Hundred One Thousand Seven Hundred Thirty Dollars (\$901,730.00) in water at Cruise Terminal F (amount assumes commencement of use of Cruise Terminal F in Fiscal Year 2023 and shall be prorated depending on actual date of commencement), which amount shall increase by three percent (3%) each Fiscal Year, Carnival shall be obligated to pay the County for the difference between the actual amount of water consumed at Cruise Terminal F and Nine Hundred One Thousand Seven Hundred Thirty Dollars (\$901,730.00).

(b) **New Port Charges.** If, after the date of this Agreement, a new levy, charge, or fee is imposed or assessed under any applicable law, rule, regulation, directive, or other legal requirement of any federal, state, or local governmental authority including any new charge, fee, or levy for increased security requirements but excluding any levy, charge, or fee imposed by the County or the Seaport Department, specifically against Carnival and all other multi-day passenger cruise lines berthed at or operating from PortMiami (a "New Port Charge"), then the Unitary Fee shall be increased to include the New Port Charge as of its effective date.

(c) **New Port Charges Resulting in Material Adverse Changes.** In the event the imposition or assessment of a New Port Charge results in a "Material Adverse Change" on Carnival's operations from the Port, then representatives of the Seaport Department and Carnival shall meet to discuss the resulting financial impact on Carnival. If the Parties are unable to reach an agreement reasonably satisfactory to Carnival within ninety (90) calendar days following written notice to Carnival of the imposition or assessment date of the New Port Charge, Carnival shall have the right to terminate this Agreement in accordance with § 7.05. Such actions by Carnival shall not be deemed a default under the Agreement and the Parties shall thereafter be released and relieved from all further obligations thereunder, other than Carnival's obligation to pay the annual Carnival Contribution payment which shall be suspended, but not terminated, as per the terms below. As used herein, the term "Material Adverse Change" shall mean a New Port Charge, which would increase the then-current Unitary Fee payments payable by Carnival by Ten Million Dollars (\$10,000,000.00) or greater in any Fiscal Year if Carnival were to continue using the Port. If the law or action causing the Material Adverse Change is repealed or changed (such that the Material Adverse Change threshold is no longer met or exceeded) within twelve (12) months of its enactment, Carnival shall (subject to Carnival's then current itineraries, port commitments, marketing plan and operations, but no later than twelve (12) months following the repeal or modification of the

New Port Charge causing the Material Adverse Change) reposition the Carnival vessels to the Port at which time the Parties agree that the terms of this Agreement shall be restored and in full force and effect for the remaining Term. In such an event, the per passenger Capital Recovery Surcharge payable by Carnival shall be increased by an amount sufficient to recover the unpaid Capital Recovery Surcharge payments during the termination period to allow the Capital Contribution amount to be repaid in full within the original Repayment Period. After the twelve (12) month period, if the New Port Charge remains a Material Adverse Change, then Carnival shall repay the Carnival Contribution through any other means reasonably acceptable to the County that would result in the payment of the Carnival Contribution within the same time frame, or sooner (if agreed by the Parties), than the payment of the Carnival Contribution would be made under Exhibit D; provided, however, that any plan created under the foregoing circumstance shall require periodic payments to the County in an amount that is at least equal to the amounts set forth in Exhibit D or such other amount as agreed by the Parties in the event of a refinancing on mutually agreed terms and any such plan shall take into account any mitigation of damages by the County, to the extent such mitigation is required by applicable law. Should the County enter into a more favorable provision with another multi-night cruise operator than what is provided in this Section 3.02(c), Carnival will be granted the full benefit of such terms.

(d) **PortMiami Specific Charges; Exception to Cap.**

(1) **Imposition of New PortMiami Specific Charges.** Subject to the limitation on Unitary Fee increases set forth in subsection (a) above, the County shall provide advance written notice of any public meeting at which the Board will consider any new fee that may impact Carnival and at least six (6) months' written notice to Carnival prior to the effective date of any new levy, charge, or fee imposed or assessed by County against all multi-day passenger cruise operators using any terminal or berth at PortMiami after the date of this Amendment which is specific to the Port or Port operations ("PortMiami Specific Charge"). Such PortMiami Specific Charge shall be added as an additional component of the Unitary Fee. If any new PortMiami Specific Charge would, when added to the existing Unitary Fee, cause the Unitary Fee to exceed the limitation on annual increases hereunder, the Unitary Fee shall not be increased above the annual limitation provided hereunder (i.e., 3%); it being the intention of the Parties that all such PortMiami Specific Charges be subject to the 3% per annum cap on increases in the Unitary Fee. Accordingly, any such new PortMiami Specific Charge shall apply to Carnival to the extent that such charge, when added to other increases (if any) in the Unitary Fee, does not increase the amount payable by Carnival by more than 3% over the prior Fiscal Year.

Without limiting the foregoing, the County shall provide all of the services covered by the Unitary Fee and any New Port Charge or PortMiami Specific Charge in accordance with the terms, conditions, and standards provided in the Port Tariff and consistent with the standards adhered to by the Seaport Department in the operations of the Port; provided that, with respect to the PortMiami Specific Charge and related services, Carnival has agreed to pay for

such charge notwithstanding the limitations on the cap and the notice requirements set forth in the preceding paragraph.

(2) Exception to PortMiami Specific Charges Cap; Right of Termination.

The County reserves the right to increase the Unitary Fee at a percentage increase no greater than that applied to other multiple night cruise line operators at the Port upon a reasonable determination by the County's independent financial advisor that Port revenues in the aggregate will not be sufficient to meet the rate covenant and/or additional bonds tests on all outstanding Seaport bonds obligations or any bond coverage requirements contained therein. The County shall give Carnival thirty (30) days' written notice of its intent to increase the rates pursuant to this provision of the Agreement, and shall make reasonable efforts, within the limitations of the applicable bond documents, to provide Carnival more than thirty (30) days' notice. If the Unitary Fee is increased in accordance with this paragraph, and the impact of that increase to the Unitary Fee would increase the then-current Unitary fee payments by Carnival by Five Million Dollars (\$5,000,000.00) or greater in any Fiscal Year if Carnival were to continue using the Port, then Carnival shall have the right to terminate this Agreement on no less than twelve (12) months' prior written notice, without liability to County at which time Carnival's Cruise Terminal F Minimum Annual Guarantee and the obligation to pay the outstanding amount of the Carnival Contribution shall cease and be of no further force or effect, the Parties agreeing that the proposed increase to the Unitary Fee shall apply and be paid prior to the effective date of termination. If Carnival does not exercise its right to terminate this Agreement, the increased rates shall become effective immediately and Carnival shall have no other recourse with respect to such increase. With respect to the County's right to increase the Unitary Fee under this paragraph, unless the County imposes the increase proportionately across all multi-day passenger cruise lines, Carnival shall Carnival's Unitary Fee shall not be subject to adjustment in accordance with this paragraph.

3.03 Minimum Annual Guaranteed Payment. Commencing on the date of Substantial Completion, Carnival vessels shall berth at Terminal F during each Fiscal Year a sufficient number of times to generate the Minimum Annual Guaranteed Payment from the Unitary Fee payable to the County during each Fiscal Year that this Agreement remains in effect until contract expiration or earlier termination. The Minimum Annual Guaranteed Payment (the "Cruise Terminal F Minimum Annual Guarantee") is set forth in Exhibit C attached, which is in addition to the annual guarantees in the existing D/E Terminal Agreement, as amended.

3.04 Reconciliation Account. Within sixty (60) calendar days following the end of each Fiscal Year, the County shall calculate the actual Unitary Fees paid by Carnival for such Fiscal Year based on the passenger manifests submitted by Carnival, and shall send a written notice (the "Differential Notice") to Carnival setting forth the difference (positive or negative) between the Unitary Fees paid and the Cruise Terminal F Minimum Annual Guarantee for such Fiscal Year (the "Differential"). If the Differential for any Fiscal Year is a negative amount (a "Shortfall Amount") or a positive amount (a "Surplus"), the Differential Notice

shall confirm the Shortfall Amount or Surplus to Carnival. Subject to the terms below, if the Differential Notice for a Fiscal Year reflects a Shortfall Amount, Carnival shall pay to County, within sixty (60) calendar days of receipt of such notice the Shortfall Amount, subject to Carnival's right to credits from the Reconciliation Account (defined below) as hereinafter provided (for purposes herein, the Reconciliation Account shall include any Surplus funds credited under the D/E Terminal Agreement, as amended). If the Differential for any Fiscal Year (including the first Fiscal Year) is a Surplus, then no shortfall payment shall be due from Carnival for such Fiscal Year and County shall allocate the Surplus to an account (the "Reconciliation Account") held by County to be used solely for the purposes described herein. Such Surplus shall be carried forward to future Fiscal Years, subject to the terms outlined herein, as a credit against any Shortfalls for future Fiscal Years such that any future Shortfall shall first be credited against the amounts of any existing Surplus in the Reconciliation Account prior to any payment by Carnival hereunder. Surplus amounts shall accrue each Fiscal Year where Carnival exceeds the Cruise Terminal F Minimum Annual Guarantee for that year, not to exceed Six Million Dollars (\$6,000,000.00) in the aggregate (taking into account any Surplus credits from the D/E Terminal Agreement including, any existing Surplus balance as of the Effective Date herein) (the "Surplus Cap"). Any amount in excess of the Surplus Cap remaining in the Reconciliation Account at the expiration or termination of this Agreement shall be retained by the County.

For the avoidance of doubt, a Surplus in the Reconciliation Account shall apply and be used as a credit against a Shortfall Amount during the Term of this Agreement, inclusive of extensions, if exercised. To the extent funds in the Reconciliation Account are used during the Term as credits against Shortfall Amounts as hereinabove provided, then any future Surplus shall be used to replenish the account up to the Surplus Cap. If the Reconciliation Account contains unused Surplus funds at the end of the Term of this Agreement, the County shall be entitled to retain all such funds.

Notwithstanding anything to the contrary herein, the payment by Carnival to the County of the Shortfall Amount as to any Fiscal Year shall represent the sole and exclusive liability of Carnival for failing to reach the Cruise Terminal F Minimum Annual Guarantee for such Fiscal Year and the fact that there exists a Shortfall shall not, in itself, constitute an event of default under the Agreement.

Notwithstanding the foregoing, if Carnival has a Shortfall Amount in any Fiscal Year (including the first year), and lacks sufficient credits in the Reconciliation Account to reduce such Shortfall Amount to zero, then any portion of the Shortfall Amount remaining after the available Reconciliation Account credits are consumed, shall be paid by Carnival to the County within sixty (60) calendar days of Carnival's receipt of the County's Differential Notice, provided, however, that Carnival may elect to defer up to Two Million Dollars (\$2,000,000.00) of such payment in any Fiscal Year other than last Fiscal Year of the Agreement, until receipt of the County's Differential Notice for the following Fiscal Year. If such following Fiscal Year's Differential Notice shows that Carnival has a sufficient Surplus in the Reconciliation Account to then reduce the prior year's Shortfall Amount to zero, then

such Surplus shall be deemed consumed and extinguished to the extent necessary to reduce the prior year's Shortfall Amount to zero and the prior year's Shortfall Amount payment obligation shall be deemed satisfied. If such Differential Notice indicates the Reconciliation Account lacks sufficient Surplus to reduce the prior Fiscal Year's Shortfall Amount to zero, then the prior Fiscal Year's Shortfall Amount shall be reduced by the amount of then available Surplus in the Reconciliation Account and any remaining Shortfall Amount shall be paid by Carnival to the County within sixty (60) calendar days of Carnival's receipt of such Differential Notice. For the avoidance of doubt, Carnival may defer up to \$2,000,000 Shortfall taking into account any Shortfall balance outstanding under the D/E Terminal Agreement, as amended such that the amount deferred under both agreements shall not exceed \$2,000,000. For purposes herein, the term "Fiscal Year" shall mean each 12-month period from October 1 to September 30 after the Substantial Completion Date.

3.05 **Proration.** Unless Substantial Completion coincides with the first day of a Fiscal Year, Carnival's obligations under this Agreement which are based on Fiscal Year commitments (e.g., the Cruise Terminal F Minimum Annual Guarantee) shall be prorated based on the date of Substantial Completion.

3.06 **Terminal Use.** Subject to County's reasonable rules and regulations applicable to all cruise line operators at PortMiami, and the berthing schedules then in effect, Carnival shall have in connection with its rights as set forth in this Agreement: (a) the right of ingress and egress to and from Cruise Terminal F and related Port facilities, as applicable, for its officers, cruise agents, employees and passengers and those of its principals, (b) the right to embark and disembark passengers, and to bunker, load, store and moor Carnival cruise ships at said berth, (c) the right to use all passenger facilities located at such berths, including the use of passenger waiting rooms, comfort and washroom facilities, and the United States Customs and Border Protection and/or federal inspection site (F.I.S. facility) used in connection with the embarking and debarking of passengers and their luggage, during such times and durations as its vessels are at the Port and (d) the right to place signage in the Terminal F in accordance with this Agreement; provided, however, that if such signage contains the Carnival logo or is Carnival branded, then such signage shall be easily removable or able to be covered.

3.07 **Terminal and Port Security.** During the Term, the County shall provide, at its sole cost and expense, security levels at the Port facilities consistent with MARSEC Level 1. In the event the U.S. Coast Guard increases the MARSEC level at the Port above MARSEC Level 1 (or a comparable state of required security readiness), Carnival shall pay the County (as part of a line item charge within the Unitary Fee) its pro rata share of the additional related costs and expenses associated with Port Authority providing increased cruise terminal security services required by the increase in the MARSEC level (provided such costs are also assessed against and paid by other cruise line operators). On days where there is a Carnival vessel scheduled to be berthed at Cruise Terminal F, County must, at its own cost and expense, keep Cruise Terminal F and the adjacent areas in an orderly, secure, and safe condition, and in accordance with current practices, be responsible for the security on the areas of the Port surrounding the Terminal and adjacent apron and wharf. Carnival shall be

responsible for its compliance with applicable federal, state and local laws, rules and regulations and such laws and regulations as may be imposed from time-to-time by the U.S. Coast Guard, U.S. Customs and Border Protection, or other federal or state or local agencies, with respect to passenger security, immigration, drug interdiction and other import and export controls related to its cruise operations at Cruise Terminal F.

3.08 **No Unlawful or Unauthorized Use.** Carnival shall not use Cruise Terminal F for any unlawful purpose, any use other than a cruise passenger terminal (and related office and administrative uses), or any use prohibited by Applicable Law, as such Applicable Law may be amended from time to time.

3.09 **No Liens or Mortgages.** Carnival shall not have the authority to and shall not cause any liens to be recorded on County property, including Cruise Terminal F. In addition, Carnival shall not have the authority to or cause County property, including Cruise Terminal F, to be mortgaged.

3.10 **No Abandonment or Cessation of Service.** Except as elsewhere permitted in this Agreement, during the Term, Carnival shall not abandon or cease service to Cruise Terminal F.

3.11 **Terminal Advertising and Promotions.** The County shall have the right to advertise or promote in the interior and exterior of Cruise Terminal F, at no charge by Carnival to the County (i) any County facilities, parks, attractions, or special events and (ii) any tourism attractions, facilities, or sites, or special events that are located, or to be held, within Miami-Dade County, both subject only to Carnival's prior reasonable approval with regard to the number, size, and location of such promotions and advertisements, but only when such advertisements and promotions are proposed for the interior of the Cruise Terminal F, the entrance thereto, or exits therefrom and provided further that such approval may not be unreasonably withheld, conditioned, or delayed, and provided that such promotions and advertisements do not include or directly promote or advertise any cruise vessel operation other than Carnival. Notwithstanding the foregoing, the Parties expressly agree that any preexisting port-wide or County-wide agreements for advertising in County facilities shall not be subject to the restrictions contained herein and shall not require the prior approval or consent of Carnival before their installation.

3.12 **Market Incentive and Supplemental Marketing Incentives.** Under the D/E Terminal Agreement, Carnival is granted both a "Market Incentive" and a "Supplemental Market Incentive," which the Parties desire to carry over into this Agreement as set forth herein. For the purpose of calculating the Market Incentive under Section 3.12(a), *infra*, passenger embarkations across all Carnival brands at the Port shall be counted; for the purpose of calculating the Supplemental Market Incentive granted under Section 3.12(b), passenger embarkations and debarkations across all Carnival brands shall be counted.

(a) Market Incentive. In consideration of the brand recognition that Carnival brings through its advertising campaigns to the year-round drive market at the Port and the related economic benefits derived by the County therefrom, the County will pay to Carnival a market incentive to be dedicated to the promotion of cruises from the Port based on the parking revenue collected by the County for those vehicles that park at County-owned and operated parking lots or garages at the Port for the term of this Agreement (“Parking Revenues”). Parking Revenues shall exclude any fees or surcharges imposed on vehicle parking that are additional to or separately listed from the base parking fee established in the Port Tariff. The Market Incentive shall be determined based on the proportion of Carnival embarkations to total embarkations at the Port, excluding embarkations at terminals that are not owned or operated by the County. In addition, embarkations associated with port-of-call vessels shall not be included in the calculation relating to the vehicle parking revenue collected by the Port from cruise passengers. As an example, if Carnival’s embarkations are fifty percent (50%) of the Port’s total embarkations, then Carnival will receive fifty percent (50%) of Parking Revenues. The Port shall remit Parking Revenues to Carnival within sixty (60) days of the close of each fiscal quarter, as such fiscal quarter is determined by the County’s fiscal year. Given existing and ongoing changes in transportation preferences (e.g., the rising prevalence of ride-sharing services) and development/construction at the Port (including alternate parking arrangements with the Port’s cruise partners, such as tenant-owned garages), the County makes no representations or warranties as to the future price of parking at the Port, revenue expectations, or the amount of parking available at the Port which generates Parking Revenues as defined herein. The County agrees to provide advance written notice to Carnival of any public meeting at which the Board of County Commissioners will consider a change to the current Port parking price chargeable at County-owned and operated parking garages or lots at the Port.

(b) Supplemental Market Incentive. In addition to the Market Incentive described in Section 3.12(a), the County shall pay Carnival a Supplemental Market Incentive, in the amount set forth in Exhibit E hereto and based on the passenger movement thresholds set forth in that same exhibit (inclusive of all passenger embarkation and disembarkation across all Carnival brands applied to any terminal used by Carnival Vessels at the Port including, without limitation, Terminals D, E and F). The County shall pay Carnival the incentives due under Exhibit E within sixty (60) days of the end of each Fiscal Year. The Supplemental Market Incentive shall be in addition to any other payments or financial incentives payable to Carnival under this Agreement. If in any Fiscal Year of the Term (as may be extended hereunder) the County increases the Unitary Fee by up to three percent (3%) per Fiscal Year, then in such event the amount of the Supplemental Market Incentive payment due to Carnival for the corresponding Fiscal Year shall increase by the same percentage increase (up to three percent (3%)). If the County does not increase the amount of the Unitary Fee due in any Fiscal Year of the Term (as may be extended hereunder), then the Supplemental Market Incentive due to Carnival in the corresponding Fiscal Year shall not increase.

(c) Effectiveness; Conforming Amendment to D/E Terminal Agreement.

This Section 3.12 shall supersede and supplant (1) the Market Incentive described in Section 11(iii) of Amendment No. 1 to the Cruise Terminal Agreement Between Miami-Dade County and Carnival Corporation, effective on the Effective Date of this Agreement and (2) the Supplemental Market Incentive described in Section 8 of Amendment No. 3 to the Cruise Terminal Agreement Between Miami-Dade County and Carnival Corporation (the “Third Amendment”), effective on the achievement of Substantial Completion, the Parties agreeing and understanding that prior to Substantial Completion, the thresholds and incentives related to the Supplemental Market Incentive set forth in Exhibit D to the Third Amendment shall continue to govern. Notwithstanding anything to the contrary in this Agreement, the amendment set forth in this paragraph to the D/E Terminal Agreement shall survive any termination of this Agreement. Upon the expiration of the D/E Terminal Agreement, the passenger movement thresholds applicable to the payment of the Supplemental Market Incentive hereunder shall be amended as set forth in Exhibit E-1.

ARTICLE IV

Books and Records and Audit Rights

4.01 **County’s Right to Audit and Inspect.** The County, its auditors, or their designee(s) shall have the right, once a year, at any time during the Term to audit, check, inspect and review the Carnival Records and Reports (defined below) pertaining to the obligations of Carnival under this Agreement for purposes of determining compliance with this Agreement. At least 30 days prior written notice shall be provided to Carnival before the County conducts an audit, and during the conduct of such audit, the County shall not unreasonably interfere with the conduct of Carnival’s operations. The County shall endeavor to perform such audit on a yearly basis, and except as noted below, the period for audit may never exceed 3 years. If during any audit, a discrepancy is noted that may affect any unaudited years within a 5-year audit period, then only for the discrepancy noted, the County shall have the right to audit those unaudited years. Notwithstanding the foregoing, if the County is unable or fails to perform an audit in any given year, that shall not mean that the County has waived its rights to audit that year nor that the County has waived any claims it may have for non-compliance with this Agreement for such year.

4.02 **Records and Reports.** Carnival shall maintain, at a location within Miami-Dade County or in an electronic format readily accessible by the County, complete and accurate books and records of all passenger movements (based on the cruise ship passenger manifests of Carnival vessels berthing at PortMiami) and, as applicable under this Agreement, expenses chargeable to the County in a form consistent with generally accepted accounting principles for a minimum of five (5) years (the “Carnival Records and Reports”). Carnival shall maintain such Carnival Records and Reports in accordance with generally accepted auditing standards, Government Auditing Standards, and/or professional internal auditing standards.

4.03 **Carnival's Right to Audit and Inspect.** Carnival, its auditors, or their designee(s) shall have the right, once a year, at any time during the Term to audit, check, inspect and review the County records and reports pertaining to the obligations of County under this Agreement (including the Design-Build Agreement and related contracts) for purposes of determining compliance with this Agreement. At least 30 days prior written notice shall be provided to County before Carnival conducts an audit, and during the conduct of such audit, Carnival shall not unreasonably interfere with the conduct of County's operations. Carnival shall endeavor to perform such audit on a yearly basis, and except as noted below, the period for audit may never exceed 3 years. If during any audit, a discrepancy is noted that may affect any unaudited years within a 5-year audit period, then only for the discrepancy noted, Carnival shall have the right to audit those unaudited years. Notwithstanding the foregoing, if Carnival is unable or fails to perform an audit in any given year, that shall not mean that Carnival has waived its rights to audit that year nor that Carnival has waived any claims it may have for non-compliance with this Agreement for such year.

4.04 **Inspector General and Independent Private Sector Inspector General.** Section 2-1076 of County Code establishes the Miami-Dade County Office of the Inspector General, which has the authority and power to investigate County affairs and review past, present, and proposed County programs, accounts, projects, contracts and transactions. According to Section 2-1076 of the Code of Miami-Dade County, as amended, Miami-Dade County has established the Office of the Inspector General which may, on a random basis, perform audits on all County contracts, throughout the duration of said contracts, except as otherwise provided below. In addition to or in lieu of the use and deployment of the Inspector General, the County shall have the right but not the obligation to retain the services of an independent private sector inspector general (IPSIG) who may be engaged to audit, investigate, monitor, oversee, inspect and review the operations, activities and performance of the County and any contractor retained by County in connection with this Agreement (the "Review"). In connection with the Review by the Inspector General and/or IPSIG, Carnival agrees to make available the Carnival Records and Reports referenced in Section 4.02 within thirty (30) days written notice to Carnival from the Inspector General and/or IPSIG. Carnival shall reasonably cooperate with the Inspector General and/or any IPSIG conducting a Review pursuant to this paragraph.

Nothing in this Section shall impair any independent right that Carnival may grant to the County to review the Carnival Records and Reports as set forth in Section 4.02 herein. The provisions of this Section are neither intended nor shall they be construed to impose any liability on the County, Carnival or third parties.

ARTICLE V
Maintenance and Repair of Cruise Terminal F

5.01 **Terminal Maintenance Responsibility.** Carnival shall have no responsibility or obligation to maintain Cruise Terminal F, except as expressly provided in this Agreement. The County shall at all times, at its own cost and expense, keep Cruise Terminal F in a clean, orderly, secure, and safe condition, free of rubbish and trash, and in good working order, maintain the landscaping in the interior and exterior of Cruise Terminal F, and be responsible for the maintenance and security of the apron and wharf portions of Cruise Terminal F. The County shall make repairs at its own cost and expense to all paved surfaces, all utilities, and lighting.

(a) **Applicable Level of Maintenance; Failure to Maintain to Maintenance Standard.** The County shall keep and maintain Cruise Terminal F at a high level of maintenance to ensure a positive guest experience and shall ensure that all systems, equipment and services are functioning at their designed standard at all times (the "Maintenance Standard"), ordinary wear and tear excepted. At minimum, Terminal F shall be maintained at the same level of upkeep and maintenance as the County's other newly built cruise terminals and as otherwise required by Applicable Law. Should the County fail to meet the Maintenance Standard, and if after having received written notice of its failure from Carnival, fails to place Terminal F at the Maintenance Standard within thirty (30) days, Carnival shall have the right to claim damages against the County (subject to the terms herein) or the right to undertake all maintenance work and correct all deficiencies and charge the County the actual costs of such maintenance work and corrections in accordance with Section 5.07 herein.

(b) **County's Right to Enter Cruise Terminal F.** The County and its agents, consultants, representatives, or other individuals authorized by the County may at all times and without advance notice to Carnival enter Cruise Terminal F to view, inspect, and/or show Cruise Terminal F for any purpose, so long as the County's activities do not unreasonably interfere with Carnival's operations.

(c) **County's Obligations.** At no cost to Carnival, the County shall be required to: (a) provide electricity, water, and sewer service to Cruise Terminal F, provided that Carnival shall not be permitted to place an unacceptable load or burden on the capacity of the electrical, water, or sewer utilities at Cruise Terminal F, as determined by either the utility providing such service or the County in the exercise of its reasonable judgment; (b) maintain, repair, and replace, as the need for such maintenance, repair, and replacement is determined by the County, the electrical, heating, ventilating, air-conditioning, elevators, escalators, mechanical, plumbing, safety systems, wiring systems, carpets, fixtures, furniture, lighting, and structural components of the buildings and improvements comprising Cruise Terminal F and paint the exterior and interior of Cruise Terminal F, as the need is reasonably determined by the County, and keep Cruise Terminal F in good working order and operating condition, and at all times meeting the Maintenance Standards; and (c) provide all necessary janitorial

services such that the Terminal and adjacent areas are kept clean without trash, stains, spills, or other waste and comparable to the other terminals at PortMiami.

(d) **Signage.** The County requires the use of international symbols for all safety and visitor signs (such as elevators, check-in, and safety instructions) and the County always agrees to maintain such international signage at Cruise Terminal F, at its sole cost and expense. Carnival shall at all times be permitted to maintain signage inside and outside of Cruise Terminal F for Carnival and its subsidiaries, divisions, affiliates, and the Carnival vessels, as long as any such signage complies with all Miami-Dade County sign ordinance requirements and has been approved by the Port Director or the Port Director's designee, such approval not to be unreasonably withheld, conditioned, or delayed. Signage identifying Cruise Terminal F as Carnival's space shall be located above the entry of Cruise Terminal F, or as elsewhere located in accordance with the County's construction of the Cruise Terminal F Improvements. Carnival shall be solely responsible for all costs and expenses associated with the design, construction, and installation of such signage, except to the extent such signage is designed, constructed, and installed in connection with the Cruise Terminal F Improvements. To the extent any signage installed under this paragraph contains the Carnival logo or is Carnival branded, then such signage shall be easily removable or able to be covered.

5.02 **Limitation on Alterations by Carnival.** Carnival shall not make any change or alteration to Cruise Terminal F without the prior written permission of the County, such permission not to be unreasonably withheld, conditioned, or delayed, provided that the County may condition such permission on Carnival's payment for the costs associated with such change or alteration including any additional recurring or non-recurring costs of maintenance or repair, without offset of any amounts due to the County.

5.03 **Annual Inspections and Repairs.** Within thirty (30) days of each anniversary of the Cruise Terminal F Term, Carnival and the County agree to jointly inspect Cruise Terminal F and prepare a joint report indicating the condition of said area and specifying any damages which shall be repaired by the County, subject to the standard set forth in § 5.01(a). The County shall see that the necessary repairs are, where reasonably practicable, started within thirty (30) days after the issuance of said report, and completed promptly, with the County paying all costs and expenses associated therewith unless the repairs are to alterations made by Carnival pursuant to § 5.02 of this Agreement. Notwithstanding the foregoing, such time periods may be extended by the County in its sole discretion should the County elect to procure the needed repairs using a competitive selection process.

5.04 **Remediation of Environmental Conditions.** The County shall be responsible to promptly correct, at its sole cost and expense, to the extent required by Applicable Laws, any environmental conditions or environmental hazards existing at Cruise Terminal F, excluding only any hazards or environmental conditions caused or contributed to by Carnival or its agents, employees, or contractors, which hazards and conditions shall be promptly remediated by Carnival at its sole cost and expense to the extent required by Applicable Laws. Carnival will reasonably cooperate with the County in such correction or remediation of any

environmental hazards for which the County is responsible, provided same is performed in a manner that does not unreasonably interfere with Carnival's use of Cruise Terminal F. Similarly, the County will cooperate with Carnival in its remediation of any hazards or conditions for which Carnival is responsible. Carnival shall promptly notify the County of the presence of any environmental conditions or environmental hazards found at Cruise Terminal F which come to Carnival's actual knowledge and assist the County and/or any of the County's environmental consultants in monitoring the environmental condition of Cruise Terminal F and in conducting any environmental testing which the County may desire to conduct.

5.05 **Non-Interference with Third-Party Cruise Lines.** Subject to the terms of this Agreement, to the extent the County enters into an agreement with third-party cruise line(s) for the use of Cruise Terminal F, Carnival shall be required to perform all its obligations under this Agreement in a manner that does not unreasonably interfere with the use of Cruise Terminal F by any third-party cruise line. Similarly, the County shall ensure that the use of Terminal F by a third-party cruise line shall not unreasonably interfere with Carnival's rights and use of Terminal F in accordance with this Agreement.

5.06 **Casualty.**

(a) **Partial Destruction.** If Cruise Terminal F, or any improvement thereto, is partially damaged or destroyed by fire, windstorm, hurricane or any other casualty, the County shall within twenty four (24) months diligently and, without undue delay, commence and complete the repair, reconstruction, or replacement of the terminal, or those improvements and, if necessary, temporarily relocate Carnival in accordance with the provisions below. In such event, the County will be entitled to all insurance proceeds (if any) payable by reason of the casualty to the property, provided that such insurance proceeds shall be applied solely to repair, reconstruct, or replace the terminal, or those improvements. Should such repair or reconstruction work take over thirty (30) days, during which Cruise Terminal F or a substitute terminal/berth (provided in accordance with this paragraph) is unavailable for use, then the Cruise Terminal F Minimum Annual Guarantee shall be reduced by any missed Carnival vessel calls at Cruise Terminal F due to the unavailability of the berth or Cruise Terminal F and Carnival's obligation to pay the Capital Recovery Surcharge shall be temporarily suspended until the substantial completion of the repairs to Cruise Terminal F allowing for the use of Cruise Terminal F and its related berth by Carnival. During any period of time that Cruise Terminal F or the berth is unusable because of casualty and any associated maintenance or repairs, the County shall temporarily substitute another available wharf or berth for the terminal/berth if the substituted wharf or berth (i) can safely accommodate the relocated vessel; (ii) is of similar quality to the Cruise Terminal F terminal/berth; and (iii) allows Carnival to safely and efficiently perform its required cruise operations including the embarking and debarking of passengers. Upon the County's provision of a terminal/berth in accordance with this paragraph, Carnival's obligation to pay the Unitary Fee shall be restored. The County must, if possible, provide written notification of any such substitution to Carnival at least ninety (90) days before Carnival is required to

occupy the substituted wharf or berth. The Term of this Agreement shall be extended by the period of time under which Cruise Terminal F or its associated berth is under repair or reconstruction (and unused by Carnival vessels) as a result of such casualty event. Upon the earlier of the substantial completion of the repairs to Cruise Terminal F such that Cruise Terminal F and its related berth are available for use by Carnival or Carnival's resumption of use of Cruise Terminal F, the Capital Recovery Surcharge payments shall resume and be paid over the remaining Term, as extended hereby, until the entire Carnival Contribution is repaid in full; provided that Carnival shall not be assessed any penalty, fee, interest or other charge for any missed payments of the Carnival Contribution during the period of suspension. It is the intention of the Parties hereby that Carnival remain obligated to pay the Carnival Contribution amount, through the annual Capital Recovery Surcharge payments (or otherwise), once Cruise Terminal F and associated berth is repaired by the County and ready for use in accordance with this paragraph.

(b) Total Destruction. If County and Carnival determine after consultation that Cruise Terminal F and/or its associated berth has been totally destroyed by fire, windstorm, hurricane, or any other casualty, this Agreement will terminate (without any further liability of the Parties) and the County will be entitled to all insurance proceeds (if any) payable by reason of the casualty to the property, unless the County agrees, within sixty (60) days of the casualty, in its sole and absolute discretion, and without the requirement of additional payments by Carnival other than the payments required under this Agreement (as suspended during the rebuilding period), to complete repairs to Cruise Terminal F and/or its associated berth within three (3) years of the casualty event causing total destruction. Upon substantial completion of those repairs, Carnival and the County shall resume their obligations under this Agreement for the remaining Term, as extended by the rebuilding period, including the payment by Carnival of the Carnival Contribution through a Capital Recovery Surcharge (or other means of repayment reasonably acceptable the County) until the entire Carnival Contribution is repaid in full within the same time frame, or sooner (if agreed by the Parties), than the payment of the Carnival Contribution would be made under Exhibit D; provided, however, that Carnival shall not be assessed any penalty, fee, interest or other charge for any missed payments during the rebuilding period.

(c) Definition of Partial and Total Destruction. A "Partial Destruction" shall be any destruction caused by fire, windstorm, hurricane, or any other casualty, that results in the destruction, in any degree that does not constitute a "Total Destruction" as defined herein, of Cruise Terminal F and/or its associated berth. A Total Destruction shall exist when (i) at any point during the Term, the cost of repairs to the Cruise Terminal F terminal and berth exceeds fifty percent (50%) of its appraised value, as such appraised value is determined by a mutually designated appraiser (or, if no agreement is reached as to the appraiser, by the neutral appraiser jointly selected by an appraiser designated by the County and Carnival) or (ii) during the last five (5) years of the Term then in effect, the cost of repairs exceeds the average of the remaining payments due under Section 3.03 of this Agreement.

5.07 Self-Help. In the event the either Party fails to maintain and repair Cruise Terminal F as required by this Article, which failure is not cured within sixty (60) days'

written notice by the Party claiming the lack of maintenance, the other Party may take all actions reasonably necessary, in its sole discretion, reasonably exercised, to remedy such failure. Before utilizing the remedy afforded under this Section, the Party claiming inadequate maintenance shall deliver prior written notice to the other Party at least five (5) days before exercising its rights hereunder. The Party performing the maintenance and repair under this Section shall be entitled to reimbursement for all costs and expenses incurred within thirty (30) days of written demand accompanied by appropriate backup documentation with respect to the costs incurred; provided, that neither Party shall charge a mark-up or other administrative or management fee for the work performed and provided that the costs shall be based on prevailing market and industry rates and practice.

5.08 **Nuisance.** Carnival shall not commit any nuisance in Cruise Terminal F or do or permit to be done anything that may result in the creation or commission of a nuisance in Cruise Terminal F.

ARTICLE VI

Insurance and Indemnification

6.01 **Insurance Requirements of Carnival.** Carnival shall maintain the following insurance coverage from the Effective Date of this Agreement and throughout the Term:

(a) **Comprehensive General Liability Insurance.** Carnival shall procure and maintain at its sole cost and expense comprehensive general liability insurance with limit of liability of not less than ten million dollars (\$10,000,000) for all injuries or deaths and property damage liability including, commercial general liability for premises/operations, with contractual liability coverage and independent contractors, from any one occurrence. Miami-Dade County must be shown as an additional insured with respect to Commercial General Liability.

(b) **Comprehensive Motor Vehicle Liability Insurance.** Carnival shall procure and maintain at its sole cost and expense Business Automobile Liability in the minimum amount of One Million Dollars (\$1,000,000) per occurrence for all owned, non-owned and hired autos operating in or out of the Port.

(c) **Workers' Compensation Insurance.** Carnival shall procure and maintain at Carnival's sole cost and expense, workers' compensation insurance for all employees for Statutory Limits in compliance with the applicable State and Federal laws. The limit of liability under the employer's liability section of the workers' compensation insurance policy shall be not less than One Million Dollars (\$1,000,000). Whenever applicable, coverage shall also include Federal Longshore and Harbor Workers Compensation Act, Jones Act and under any type of admiralty claim, unseaworthiness claim and/or any claim in admiralty in an amount of not less than One Million Dollars (\$1,000,000).

(d) Additional Insurance Requirements After Substantial Completion. Upon the achievement of Substantial Completion, and prior to Carnival vessels berthing at Cruise Terminal F, Carnival shall provide and maintain the following insurance coverage throughout the remainder of the Term:

(1) Vessel Liability Insurance (Hull and Machinery) covering all Carnival vessels using Cruise Terminal F, whether owned or chartered, in an amount not less than Ten Million Dollars (\$10,000,000) per occurrence for hull and property damage.

(2) Protection and Indemnity Insurance in an amount not less than One Million Dollars (\$1,000,000) per occurrence. Miami-Dade County must be named under a misdirected arrows clause with respect to this coverage.

(e) Primary Insurance. With respect to Carnival's operations at Terminal F and its obligations under this Agreement, all insurance required of Carnival in this Section shall be primary and noncontributory to any similar insurance that may be carried by the County but shall in no way limit Carnival's indemnity obligations to the County set forth in this Agreement.

(f) Insurance Certificates. During the Term, Carnival shall furnish the County with written evidence of the required insurance coverage set forth above and shall provide copies of annual renewals. In the event Carnival fails to maintain the required insurance in accordance with this Section, the County may procure such insurance on Carnival's behalf, at Carnival's cost and expense, and Carnival shall reimburse the County immediately upon notice of such procurement of insurance. The County shall have the right to set-off any amounts otherwise owed or credits due to Carnival under this Agreement or the D/E Terminal Agreement to reimburse the County for such costs in purchasing the required insurance.

(g) Cancellation Notice. Carnival shall promptly notify the County of any material change or cancellation of the insurance coverage required to be maintained by Carnival under this Agreement.

6.02 Indemnification of the County by Carnival. Carnival shall defend, indemnify, and hold harmless the County and its officers, employees, agents and instrumentalities from any and all liability, losses, or damages, including attorneys' fees and costs of defense, which the County or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, relating to or resulting from the performance of this Agreement by Carnival or its employees, agents, servants, partners principals or subcontractors. Carnival shall pay all claims and losses in connection therewith and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the County, where applicable, including appellate proceedings, and shall pay all costs, judgments, and attorney's fees which may issue thereon. Carnival expressly understands and agrees that any insurance protection required by this Agreement

or otherwise provided by Carnival shall in no way limit the responsibility to indemnify, keep, and save harmless and defend the County or its officers, employees, agents and instrumentalities as herein provided. Any language to the contrary notwithstanding, the covenants and agreements contained in this paragraph survive the termination or expiration of this Agreement for whatever cause.

6.03 **Indemnification of Carnival by the County.** With respect to claims arising out of personal injury or property damage, the County does hereby agree to indemnify and hold harmless Carnival to the extent and within the limitations of Fla. Stat. § 768.28, subject to the provisions of that statute whereby the County shall not be held liable to pay a personal injury or property damage claim or judgment by any one person which exceeds the sum of \$200,000, or any claim or judgments of portions thereof, which, when totaled with all other occurrences, exceeds the sum of \$300,000, from any and all personal injury or property damage claims, liabilities, losses, and causes of action which may arise solely as a result of the negligence of the County. However, nothing herein shall be deemed to indemnify Carnival from any liability or claim arising out of the negligent performance or failure of performance of Carnival, its affiliates, licensees, contractors, subcontractors, agents or any other unrelated third party. Further, the County shall not be liable for any liabilities, damages, suits, claims and judgments of any nature (including reasonable attorneys' fees and expenses) arising from or in connection with any loss or liability due to a force majeure. For the avoidance of doubt, nothing in this paragraph shall limit the County's liability for damages payable to Carnival pursuant to a claim sounding in contract, which claim arises out of an uncured default by the County of an obligation under this Agreement.

6.04 **Notification of Injury or Damage.** In the event of any injury or damage to persons or property in or around Cruise Terminal F, Carnival shall immediately notify the County in writing and shall promptly thereafter furnish to the County copies of all related reports given to Carnival 's insurance carrier or carriers.

ARTICLE VII **Default and Termination**

7.01 **Events of Default by Carnival.** Carnival shall be in default under this Agreement if any of the following events occur and continue beyond the applicable grace period:

(a) **Carnival's Monetary Obligations.** Carnival fails to comply with any payment obligation arising hereunder which is not cured within thirty (30) days from Carnival's receipt of written notice from the County of failure to meet such payment obligation.

(b) **Carnival's Non-Monetary Obligations.** Carnival fails to perform an obligation under or breaches any term, covenant, or condition of this Agreement which is not cured within sixty (60) days after receipt of written notice from the County specifying the nature of such breach; provided, however, that if such breach cannot reasonably be cured

within sixty (60) days, Carnival shall not be in default if it commences to cure such breach within said sixty (60) day period and diligently prosecutes such cure to completion; provided such breach can be cured within a one-hundred and eighty (180) day period.

(c) **Bankruptcy.** If Carnival shall be adjudicated bankrupt, or if Carnival shall make a general assignment for the benefit of creditors, or if any proceedings based upon the insolvency of Carnival are commenced and not dismissed within sixty (60) days of filing or a receiver is appointed for all the property of Carnival which proceeding is not dismissed within sixty (60) days of such appointment.

7.02 **Events of Default by the County.** The County shall be in default of this Agreement if the County fails to perform an obligation under or breaches any term, covenant, or condition of this Agreement and such failure is not cured within sixty (60) days after receipt of written notice from Carnival specifying the nature of such breach; provided, however, that if such breach cannot reasonably be cured within sixty (60) days, the County shall not be in default if it commences to cure such breach within said sixty (60) day period and diligently prosecutes such cure to completion within a one-hundred and eighty (180) day period. Notwithstanding the foregoing, if the alleged default relates to specialized equipment (e.g., passenger boarding bridges) and requires additional time to cure, then the cure period under this Section shall be extended for an additional period of three (3) months. Such cure period is applicable only to any non-payment default of the County hereunder.

7.03 **Termination Upon Default.** Upon the issuance of the notice(s) required under this Agreement, the Party asserting a default may issue a notice of termination to the defaulting Party setting forth the date on which the termination of the Agreement is effective. Should this Agreement be terminated by reason of a County default (which shall not include a termination for the County's failure to (i) deliver the Cruise Terminal F Improvements on or before the Substantial Completion Date, unless the County's failure to deliver the Cruise Terminal F Improvements extends thirty (30) days beyond the Substantial Completion Date (as amended), in which case the notices required under Section 7.02 of this Agreement shall not be required prior to default and termination or (ii) maintain Cruise Terminal F in accordance with the Maintenance Standard), the liabilities of Carnival for the unpaid portions of the Carnival Contribution and the Cruise Terminal F Minimum Annual Guarantee shall be terminated as of the date of termination. Should this Agreement be terminated by County for reason of a Carnival default, Carnival's obligation to pay the outstanding balance of the Carnival Contribution shall be accelerated and become immediately due and payable, provided that if a successor user of Cruise Terminal F agrees to undertake responsibility for the remaining balance of the Carnival Contribution, then the County shall refund any accelerated amounts paid for the period of time in which the successor is paying the Carnival Contribution. It is agreed that the County's obligation to refund accelerated amounts under this paragraph shall expire on the date on which this Agreement would have expired, but for the early termination. Upon and during any Carnival event of default hereunder, and from the date of termination through the conclusion of the then-current Term, Carnival shall be

responsible for continuing to pay County the Cruise Terminal F Minimum Annual Guarantee payment for the remaining Term of the Agreement, subject to the County's mitigation of damages (to the extent required by applicable law), such that the berthing of any vessels at Cruise Terminal F by any third party cruise line or a Carnival Vessel shall result in a credit against Carnival's Cruise Terminal F Minimum Annual Guarantee payment otherwise payable under this paragraph in the amount of the revenues that are components of the Unitary Fee payable hereunder and collected by the County for the berthing of vessels at Cruise Terminal F. The credit accrued during each year shall be subtracted from such year's Cruise Terminal F Minimum Annual Guarantee payment and shall be reflected on the invoice sent to Carnival by County.

7.04 [reserved]

7.05 **Early Termination or Suspension for Material Adverse Changes.** If any new law or change to existing law is enacted, whether such law or regulation governs or relates to Carnival's obligations and performance of this Agreement, which imposes a fee, tax or other requirement which, in Carnival's opinion, reasonably exercised, could have a material adverse effect (which shall mean an annual effect of Ten Million Dollars (\$10,000,000.00) in the event of a New Port Charge as described in Section 3.02(c) or, in the event of the enactment of a new law or change to existing law by a non-County United States authority with jurisdiction, an annual effect of Fifteen Million Dollars (\$15,000,000.00 or greater) on Carnival and/or its parent, divisions, subsidiaries or affiliates ("Adverse Event") during the Term of this Agreement and such adverse effect could be avoided or reduced, in whole or in part, by the repositioning of Carnival vessels away from the Port, Carnival shall have the right to terminate this Agreement (an "Adverse Event Termination") upon written notice to the County, and Carnival may cease its operations at Cruise Terminal F on the termination date set forth in such notice. For the purpose of this section, the Parties agree that the application of laws in effect on the Effective Date of this Agreement, in the manner in which said laws are being or could be applied on the Effective Date of this Agreement, shall not constitute an Adverse Event. Written notice of an Adverse Event Termination shall be delivered by Carnival to the County within thirty (30) calendar days after Carnival's actual knowledge of the occurrence of the Adverse Event establishing the basis of the Adverse Event Termination. The Adverse Event threshold set forth above shall increase by three percent (3%) per Fiscal Year commencing as of the second Fiscal Year following Final Completion and each October 1 thereafter during the Term. If the Applicable Law causing the Adverse Event is repealed or modified within twelve (12) months of its enactment such that the Adverse Event threshold is no longer met or exceeded, Carnival shall (subject to Carnival's then current itineraries, port commitments and marketing plan and operations, but no later than twelve (12) months following the repeal or modification of the cause of the Adverse Event Termination), reposition the Carnival vessels to the Port, at which time the terms of this Agreement shall be restored and in full force and effect for the remaining Term. After the twelve (12) month period, if the New Port Charge remains a Material Adverse Change, then Carnival shall repay the Carnival Contribution through any other means reasonably acceptable to the County that

would result in the payment of the Carnival Contribution within the same time frame, or sooner (if agreed by the Parties), than the payment of the Carnival Contribution that would be made under Exhibit D; provided, however, that any plan created under the foregoing circumstance shall require periodic payments to the County in an amount that is at least equal to the amounts set forth in Exhibit D or such other amount as agreed by the Parties in the event of a refinancing on mutually agreed terms and any such plan shall take into account any mitigation of damages taken by County, to the extent such mitigation is required by applicable law. Should the County enter into a more favorable provision with another multi-night cruise operator than what is provided in this Section 7.05, Carnival will be granted the full benefit of such terms.

7.06 **Non-Exclusive Remedies.** No remedy or election given by any provision in this Agreement shall be deemed exclusive unless expressly so indicated. Wherever possible, the remedies granted hereunder upon a default of the other Party shall be cumulative and in addition to all other remedies at law or equity arising from such event of default including specific performance, except where otherwise expressly provided. Notwithstanding anything to the contrary herein, each Party waives claims against the other Party for any indirect, special or consequential damages due to an event of default under this Agreement. This waiver includes damages for loss of financing, business and reputation, and for loss of profit. This waiver is applicable, without limitation, to all consequential damages due to termination that is made effective in accordance with the terms and conditions of this Agreement.

7.07 **No Waiver.** The failure by either party to exercise any right arising under this Agreement shall not constitute a waiver of such right except as expressly provided in this Agreement.

ARTICLE VIII Notices

8.01 **Notices.** All notices, demands, and requests which may or are required to be given under this Agreement shall be provided in writing, delivered by personal service, registered or certified U.S. Mail, express carrier (e.g., FedEx or UPS), or electronic mail (but only if confirmation of receipt is received from the intended recipient of the notice). Any notice given pursuant to this Agreement shall be deemed given when received. Any actions required to be taken under this Agreement which become due on a date that is a Saturday, Sunday, or legal holiday under the laws of the United States of America, Florida, or the County, shall be deemed to be timely performed when taken on the succeeding day thereafter which is not a Saturday, Sunday, or legal holiday under the laws of the United States of America, Florida, or the County.

For County: Miami-Dade Seaport Department
1015 North America Way
Miami, Florida 33132-2081
Attention: Port Director and Deputy Director

With a copy to: Miami-Dade County Attorney's Office
Stephen P. Clark Center
111 Northwest 1st Street, Suite 2810
Miami, Florida 33128
Attention: County Attorney

For Carnival: Carnival Corporation
3655 Northwest 87th Avenue
Miami, Florida 33178
Attention:

With a copy to: Carnival Corporation
3655 Northwest 87th Avenue
Miami, Florida 33178
Attention: General Counsel

ARTICLE IX
Miscellaneous

9.01 **Force Majeure.** The County and Carnival shall not be liable for any failure, delay, or interruption in performing their individual obligations hereunder due solely to causes or conditions beyond the control of the County, Carnival, and their agents, employees, subsidiaries, divisions, affiliates, contractors, subcontractors, and guests including, without limitation, acts of God, unusual weather, an act of state or war, public emergency, strikes, boycotts, picketing, work stoppages, or labor troubles of any other type (whether affecting the County, Carnival, or their subsidiaries, divisions, affiliates, or contractors or subcontractors) or due to causes or conditions not caused or contributed to by the County, Carnival, or either's agents, affiliates, employees, contractors, affiliates, or guests, including without limitation, with respect to vessels, destruction, theft, or seizing of the vessels, Carnival vessel mechanical problems of a material nature or other causes of similar type and quality beyond the **reasonable control** of Carnival and its subsidiaries, divisions or affiliates; provided that the party claiming the existence of a Force Majeure event delivers written notice to the other party of such event within fifteen (15) calendar days of the commencement of such event. The existence of a Force Majeure, other than an unremedied casualty pursuant to § 5.06 hereof, shall not be a cause for termination of this Agreement.

9.02 **Obligations Surviving Termination.** Notwithstanding and prevailing over any contrary term or provision contained herein, including any early termination rights contained herein, in the event any Party exercises any lawful termination rights, the following obligations shall survive such termination and continue in full force and effect: (i) all outstanding payment obligations of any Party arising prior to termination; (ii) Carnival's obligation to pay the Carnival Contribution (except in the circumstances in which payment is

excused in accordance with Section 7.03); (iii) all indemnity obligations hereunder of any Party; (iv) the exclusive venue and choice-of-law provisions contained herein; and (v) any other term or provision in this Agreement that expressly indicates either that it survives the termination or expiration of this Agreement.

9.03 **Amendments.** This Agreement and the Exhibits appended hereto and incorporated herein by reference constitute the entire Agreement between the Parties with respect to the subject matter hereof. This Agreement supersedes any prior agreements or understandings between the parties with respect to the subject matter hereof, and no change, modification, or discharge hereof in whole or in part shall be effective unless such change, modification, or discharge is in writing and signed by the party against whom enforcement of the change, modification, or discharge is sought. In the case of the County, the approval of any such change, modification, or discharge shall require the require legislative action, unless the Board has delegated authority to approve the subject change, modification, or discharge to the County Mayor or the County Mayor's designee. This Agreement cannot be changed or terminated orally.

9.04 **Assignment.** Carnival shall not assign or transfer this Agreement, or any rights created under this Agreement, except upon receiving the prior written consent of the County, which consent the County shall not unreasonably withhold.

9.05 **Lack of Agency Relationship.** Nothing contained herein shall be construed as establishing an agency relationship between the County and Carnival and neither Carnival nor its employees, agents, contractors, subsidiaries, divisions, affiliates or guests shall be deemed agents, instrumentalities, employees, or contractors of the County for any purpose hereunder, and the County, its contractors, agents, and employees shall not be deemed contractors, agents, or employees of Carnival or its subsidiaries, divisions or affiliates.

9.06 **Severability.** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then the remainder of this Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected thereby and shall continue in full force and effect.

9.07 **Applicable Law; Venue.** Throughout the Term, Carnival shall comply with all Applicable Laws relating to Carnival's use of Cruise Terminal F, which Applicable Laws shall include all federal, state, and local laws (including County ordinances and resolutions of general application) and any applicable deed restrictions. This Agreement shall be construed in accordance with the laws of the State of Florida, without regard to any choice-of-laws provisions that would result in the application of the law of any other state or nation. Any dispute arising out of or related to this Agreement shall be adjudicated in a court of competent jurisdiction located within Miami-Dade County, Florida. This provision shall not apply to matters in which exclusive jurisdiction is conferred by law upon the Federal Maritime

Commission. In any dispute arising out of or relating to this Agreement, each Party shall bear its own fees and costs.

9.08 **Non-Discrimination.** Carnival shall abide by all applicable federal, state, and local mandates with regard to their employment hiring practices, promotions, or use of Cruise Terminal F, or in any other respect; must provide equal access and equal opportunity in employment and services; and will not discriminate on the basis of race, color, religion, ancestry, national origin, sex, pregnancy, age, disability, marital status, familial status, sexual orientation, gender identity, gender expression, physical ability, or status as a victim of domestic violence, dating violence, or stalking, all in accordance with Title VI and Title VII of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, Title IX of the Education Amendments of 1972 as amended (42 U.S.C. 2000d et seq.), the Americans with Disabilities Act (ADA) of 1990, Section 504 of the Rehabilitation Act of 1973, and Chapter 11A of the County Code.

9.09 **Agreement to Negotiate Regarding Future Port Facility.** For a period of twelve (12) months from the Effective Date of this Agreement, or until either Party determines (for any reason) that the negotiations have reached an impasse (if such a determination is made before the expiration of the aforementioned period), the Parties agree to negotiate the terms of an agreement for the design and construction of additional port improvements relating to a vehicle parking garage containing up to 5,000 spaces and amenities for Port users or visitors to be located in an area adjacent to Cruise Terminals D, E, and F. It is the intent of the Parties to negotiate the Port facility contemplated under this paragraph alongside a long-term agreement (beyond the remaining renewal option) on Cruise Terminals D and E. The foregoing, however, shall not be construed as a commitment by the County to enter into a binding agreement with Carnival for the implementation, design, or construction of said additional port improvements.

9.10 **Reservation of the County's Sovereign Rights.** It is expressly understood that the County retains all of its sovereign prerogatives and rights under Florida law as applicable with respect to the planning, design, construction, and development of the Cruise Terminal F Improvements, and shall not be estopped from withholding or refusing to issue approvals of any applications of building, zoning, planning or development under present or future laws and regulations of whatever nature applicable to the design, construction and development of the Cruise Terminal F Improvements referenced herein, and the County is not obligated to grant approvals for any applications for building, zoning, planning or development under present or future laws and regulations of whatever nature.

9.11 **Authority to Bind.** Each Party represents to the other that this Agreement has been duly authorized, delivered, and executed by such Party and constitutes the legal, valid, and binding obligation of such Party, enforceable in accordance with its terms.

9.12 **Counterparts.** This Agreement may be signed in any number of counterparts and each counterpart shall represent a fully executed original as if signed by all parties thereto and all such counterparts together constitute one and the same agreement. For purposes of

the preceding sentence, a legible facsimile of a properly executed and delivered counterpart shall be acceptable.

IN ACCEPTANCE WHEREOF, Miami-Dade County and Carnival Corporation have set their respective hands as of the date and year appearing by their respective signatures.

Carnival Corporation

Miami-Dade County, Florida

By: _____

By: _____

Print: _____

Print: _____

Title: _____

Title: _____

Dated: _____, 2019.

Dated: _____, 2019.

Attest: _____

By: _____

Print: _____

Assistant County Attorney
As to Form and Legal Sufficiency

Seal:

EXHIBIT A
(Reserved Claims)

The matters raised in the letter from Carnival Corp. dated February 11, 2018.

EXHIBIT B¹
(Unitary Fee)

Cruise Terminal F Agreement Between Miami-Dade County and Carnival Corporation	
Fiscal Year	Unitary Fee
FY2023	\$21.28
FY2024	\$21.92
FY2025	\$22.58
FY2026	\$23.25
FY2027	\$23.95
FY2028	\$24.67
FY2029	\$25.41
FY2030	\$26.17
FY2031	\$26.96
FY2032	\$27.77
FY2033	\$28.60
FY2034	\$29.46
FY2035	\$30.34
FY2036	\$31.25
FY2037	\$32.19
FY2038	\$33.15
FY2039	\$34.15
FY2040	\$35.17
FY2041	\$36.23
FY2042	\$37.31
Should Carnival Exercise Extension No. 1	
Fiscal Year	Unitary Fee
FY2043	\$38.43
FY2044	\$39.59
FY2045	\$40.77
FY2046	\$42.00
FY2047	\$43.26
FY2048	\$44.56
FY2049	\$45.89
Should Carnival Exercise Extension No. 2	
Fiscal Year	Unitary Fee
FY2050	\$47.27
FY2051	\$48.69
FY2052	\$50.15
FY2053	\$51.65
FY2054	\$53.20
FY2055	\$54.80
FY2056	\$56.44

¹ The Unitary Fee in Exhibit B reflects an annual increase of 3% each Fiscal Year.

EXHIBIT C²
(CT-F Minimum Annual Guarantee)

Fiscal Year	Revenue
FY2023	\$15,960,000
FY2024	\$16,438,800
FY2025	\$16,931,964
FY2026	\$17,439,923
FY2027	\$17,963,121
FY2028	\$18,502,014
FY2029	\$19,057,075
FY2030	\$19,628,787
FY2031	\$20,217,650
FY2032	\$20,824,180
FY2033	\$21,448,905
FY2034	\$22,092,373
FY2035	\$22,755,144
FY2036	\$23,437,798
FY2037	\$24,140,932
FY2038	\$24,865,160
FY2039	\$25,611,115
FY2040	\$26,379,448
FY2041	\$27,170,832
FY2042	\$27,985,957

Should Carnival Exercise Extension No. 1

Fiscal Year	Unitary Fee
FY2043	\$28,825,535
FY2044	\$29,690,301
FY2045	\$30,581,010
FY2046	\$31,498,441
FY2047	\$32,443,394
FY2048	\$33,416,696
FY2049	\$34,419,197

Should Carnival Exercise Extension No. 2

Fiscal Year	Unitary Fee
FY2050	\$35,451,773
FY2051	\$36,515,326
FY2052	\$37,610,785
FY2053	\$38,739,109
FY2054	\$39,901,282
FY2055	\$41,098,321
FY2056	\$42,331,270

² The MAG shown in Exhibit C reflects an annual increase of 3% each Fiscal Year. Notwithstanding the foregoing, Carnival's MAG will increase only to the extent the County increases Carnival's Unitary Fee for a particular Fiscal Year.

EXHIBIT D
(Carnival Project Contribution)

TERM		Original Principal
20		\$65,000,000
Year	Pax Guarantee*	Surcharge per Pax**
1	2,250,000	\$2.67
2	2,250,000	\$2.67
3	2,250,000	\$2.67
4	2,250,000	\$2.67
5	2,250,000	\$2.67
6	2,250,000	\$2.67
7	2,250,000	\$2.67
8	2,250,000	\$2.67
9	2,250,000	\$2.67
10	2,250,000	\$2.67
11	2,250,000	\$2.67
12	2,250,000	\$2.67
13	2,250,000	\$2.67
14	2,250,000	\$2.67
15	2,250,000	\$2.67
16	2,250,000	\$2.67
17	2,250,000	\$2.67
18	2,250,000	\$2.67
19	2,250,000	\$2.67
20	2,250,000	\$2.67
Total**	45,000,000	\$2.67

* The higher of MAG passenger movements (pax) or actual for the years in effect until total passenger movements is achieved

*Includes interest at 6.5% plus costs

** Carnival obligation is defeased upon receipt by the County of the surcharge equaling 45 million pax

EXHIBIT E
(Cruise Terminal Marketing Incentive, Terminals D/E/F Combined)

CT- D,E,F		Supplemental Marketing Incentive*
Passenger	Threshold	FY-2023
1,950,000	2,025,000	\$3,847,814
2,025,001	2,100,000	\$3,990,326
2,100,001	2,175,000	\$4,132,837
2,175,001	2,250,000	\$4,275,349
2,250,001	2,325,000	\$4,417,861
2,325,001	2,400,000	\$4,560,372
2,400,001	2,475,000	\$4,702,884
2,475,001	2,550,000	\$4,845,396
2,550,001	2,625,000	\$4,987,907
2,625,001	2,700,000	\$5,130,419
2,700,001	2,775,000	\$5,272,930
2,775,001	2,850,000	\$5,415,442
2,850,001	2,925,000	\$6,118,499
2,925,001	3,000,000	\$6,821,557
3,000,001	3,075,000	\$7,505,613
3,075,001	3,150,000	\$8,208,670
3,150,001	3,225,000	\$8,911,728
3,225,001	3,300,000	\$9,614,785
3,300,001	3,375,000	\$10,298,841
3,375,001	3,450,000	\$11,001,898
3,450,001	3,525,000	\$11,704,956
3,525,001	And Greater	\$12,408,013

*Increases at same rate Unitary Fee increases up to 3%

EXHIBIT E-1
(Cruise Terminal F Marketing Incentive, After Expiration
or Non-Renewal of Cruise Terminals D/E)

Carnival Cruise Lines Marketing Incentive*		
Passenger Threshold		2035
650,000	700,000	\$1,775,430
700,001	750,000	\$1,912,004
750,001	800,000	\$2,048,575
800,001	850,000	\$2,185,147
850,001	900,000	\$2,321,718
900,001	950,000	\$2,458,290
950,001	1,000,000	\$2,594,861
1,000,001	1,050,000	\$2,731,433
1,050,001	1,100,000	\$2,868,004
1,100,001	1,150,000	\$3,004,576
1,150,001	1,200,000	\$3,141,147
1,200,001	1,250,000	\$3,277,719
1,250,001	1,300,000	\$3,414,290
1,300,001	1,350,000	\$3,550,862
1,350,001	1,400,000	\$3,687,433
1,400,001	1,450,000	\$3,824,005
1,450,001	1,500,000	\$3,960,576
1,500,001	1,550,000	\$4,097,148
1,550,001	1,600,000	\$4,233,719
1,600,001	1,650,000	\$4,370,291
1,650,001	1,700,000	\$4,506,862
1,700,001	1,750,000	\$4,643,434
1,750,001	and Greater	\$4,780,005

*Effective if CCL does not extend CT-D&E Agreement expiring 2035

EXHIBIT F
(Cruise Terminal F Improvements Design Criteria Package)

EXHIBIT “F”

Note:

This Design Criteria package will be issued in a substantially similar format as a Design Build contract.

Addenda #1 for Cruise Terminal F Design Criteria

Note:

This Design Criteria package will be issued in a substantially similar format as a Design Build contract.

PORTMIAMI



PORTMIAMI
CRUISE TERMINAL F 2.0
UPGRADES AND RENOVATIONS
 MIAMI-DADE COUNTY SEAPORT DEPARTMENT
 PORTMIAMI PROJECT NO. 2018-047
 99% DESIGN CRITERIA 2019.11.09
REFERENCES

ARCHITECTURE	
SHEET #	SHEET TITLE
ARCHITECTURE: A100s - FLOOR PLANS	
A101.1	LEVEL 1 SECTOR 1
A101.2	LEVEL 1 SECTOR 2
A101.3	LEVEL 1 SECTOR 3
A102.1	LEVEL 2 SECTOR 1
A102.2	LEVEL 2 SECTOR 2
A102.3	LEVEL 2 SECTOR 3
A103.1	LEVEL 3 SECTOR 1
A103.2	LEVEL 3 SECTOR 2
A104.1	ROOF PLAN SECTOR 1
A104.2	ROOF PLAN SECTOR 2
A104.3	ROOF PLAN SECTOR 3

Berenblum
Busch Architects

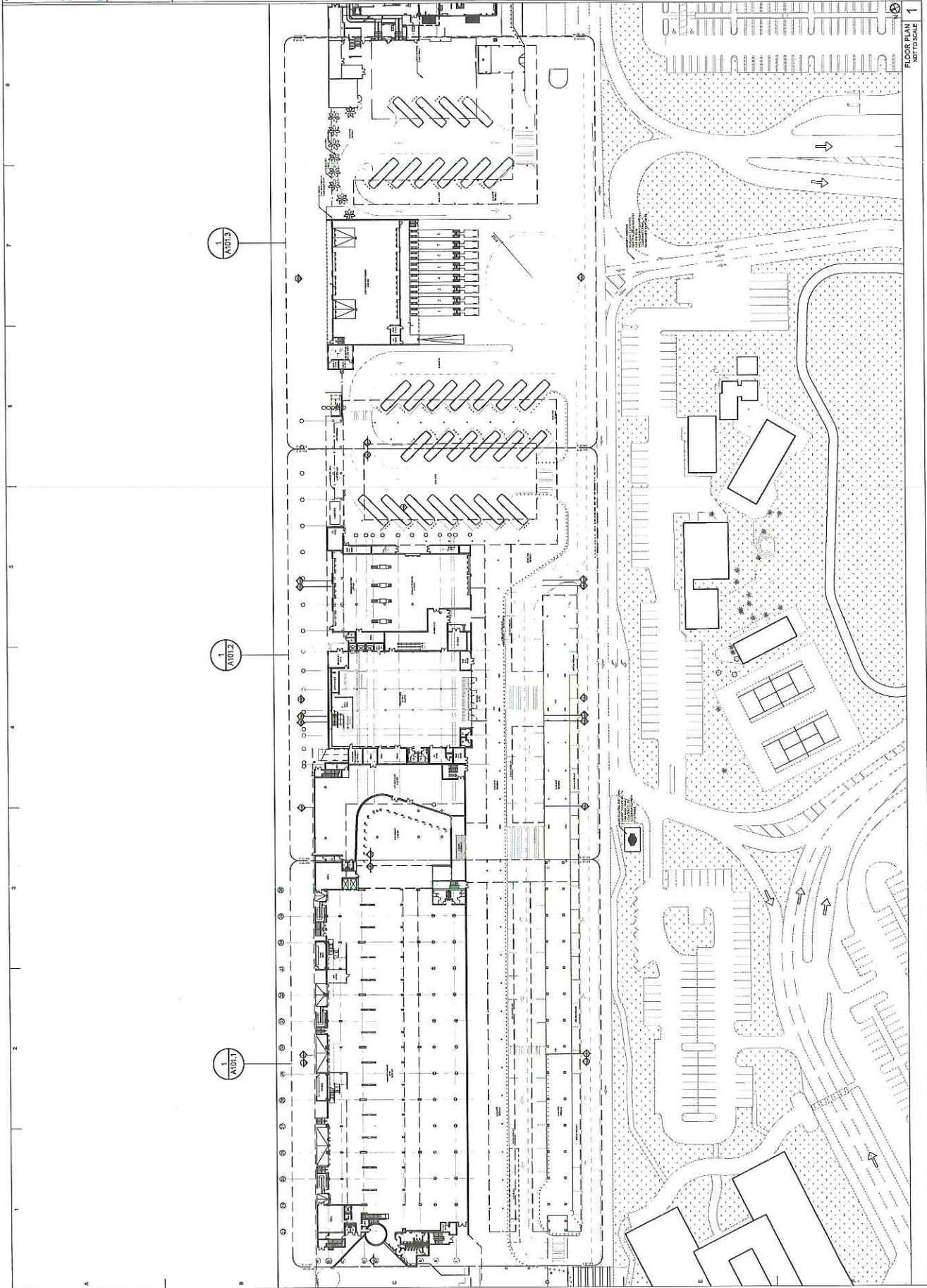


PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE 2010 INTERNATIONAL PLUMBING AND MECHANICAL CODES, UNLESS OTHERWISE SPECIFIED.

DATE:	08/14/13
DESIGNER:	PERBIUM BUSCH ARCHITECTS
PROJECT NO.:	1300000001
CLIENT:	PORTMIAMI
PROJECT NAME:	PORTMIAMI CRUISE TERMINAL
PROJECT ADDRESS:	1103 NORTH CRUISE BLVD, MIAMI, FL 33132
PROJECT TYPE:	RENOVATION
PROJECT NO.:	1300000001
PROJECT NAME:	PORTMIAMI CRUISE TERMINAL
PROJECT ADDRESS:	1103 NORTH CRUISE BLVD, MIAMI, FL 33132
PROJECT TYPE:	RENOVATION

LEVEL: PORTMIAMI FLOOR PLAN



FLOOR PLAN 1
NOT TO SCALE

A101

PORTMIAMI CRUISE TERMINAL F 2.0 UPGRADES AND RENOVATIONS 1103 NORTH CRUISE BLVD MIAMI, FL 33132

ARCHITECTURE & INTERIORS
Burch Architects
1800 BUREAU BLVD, SUITE 2000
MIAMI, FL 33132
TEL: (305) 371-8800
WWW.BURCHARCHITECTS.COM

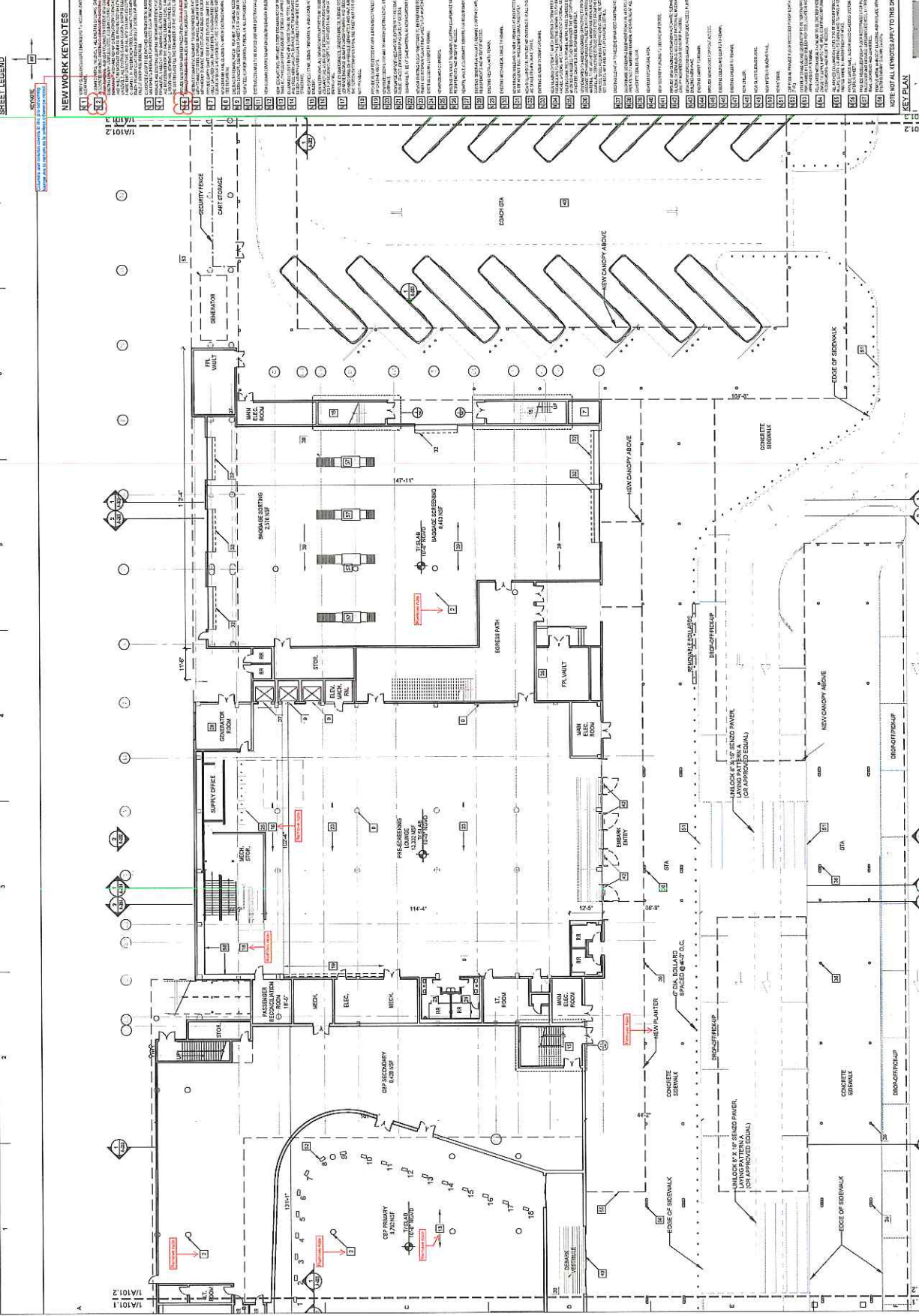
PORTMIAMI
A101.2

REVISIONS

NO.	DATE	DESCRIPTION
1	06/11/2018	ISSUED FOR PERMITS
2	07/10/2018	ISSUED FOR PERMITS
3	07/10/2018	ISSUED FOR PERMITS
4	07/10/2018	ISSUED FOR PERMITS

DATE: 06/11/2018
DRAWN: J. M. M.
CHECKED: T. H.
PROJECT: PORTMIAMI CRUISE TERMINAL
SHEET: A101.2

A101.2
FLOOR PLAN



KEY PLAN

NEW WORK KEYNOTES

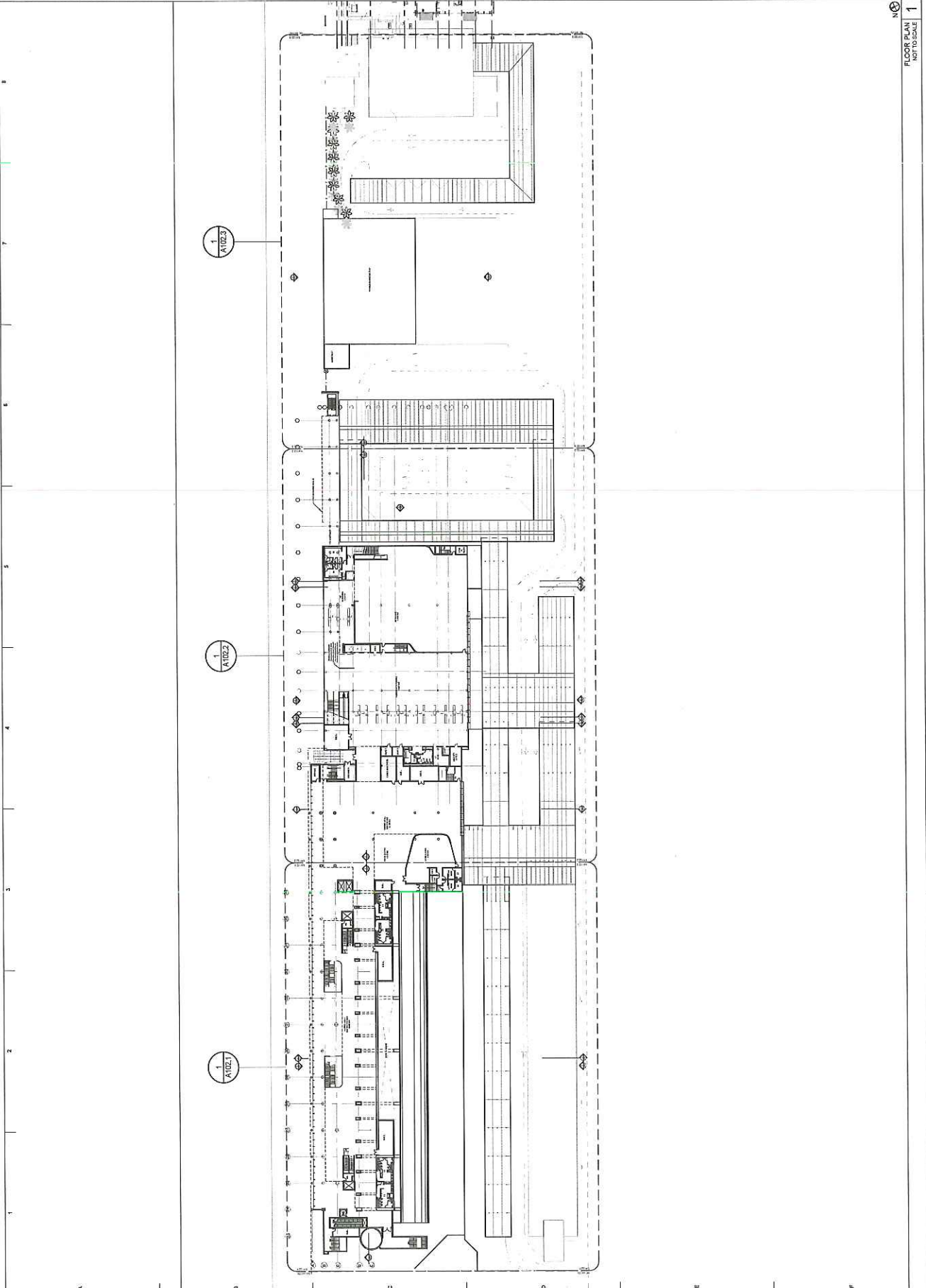
- 1. NEW WORK SHALL BE IDENTIFIED WITH RED CIRCLES AND RED LINE WEIGHT.
- 2. DIMENSIONS TO NEW WORK SHALL BE SHOWN IN RED.
- 3. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL BUILDING CODE (IBC) AND THE 2012 INTERNATIONAL PLUMBING AND MECHANICAL CODE (IPMC).
- 4. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL ELECTRICAL CODE (IEC).
- 5. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL FIRE AND SAFETY CODE (IFSC).
- 6. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL MECHANICAL AND PLUMBING CODE (IMPC).
- 7. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL ENERGY CONSERVATION CODE (IECC).
- 8. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL SMOKE CONTROL CODE (ISCC).
- 9. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL TRANSPORTATION CODE (ITC).
- 10. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL COMMUNITY DEVELOPMENT AND HUMAN SERVICES CODE (ICDHS).
- 11. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 12. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 13. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 14. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 15. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 16. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 17. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
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- 19. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 20. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 21. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 22. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 23. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 24. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 25. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 26. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 27. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 28. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 29. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).
- 30. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL HUMAN SERVICES CODE (IHC).

PORTMIAMI CRUISE TERMINAL F.2.0
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

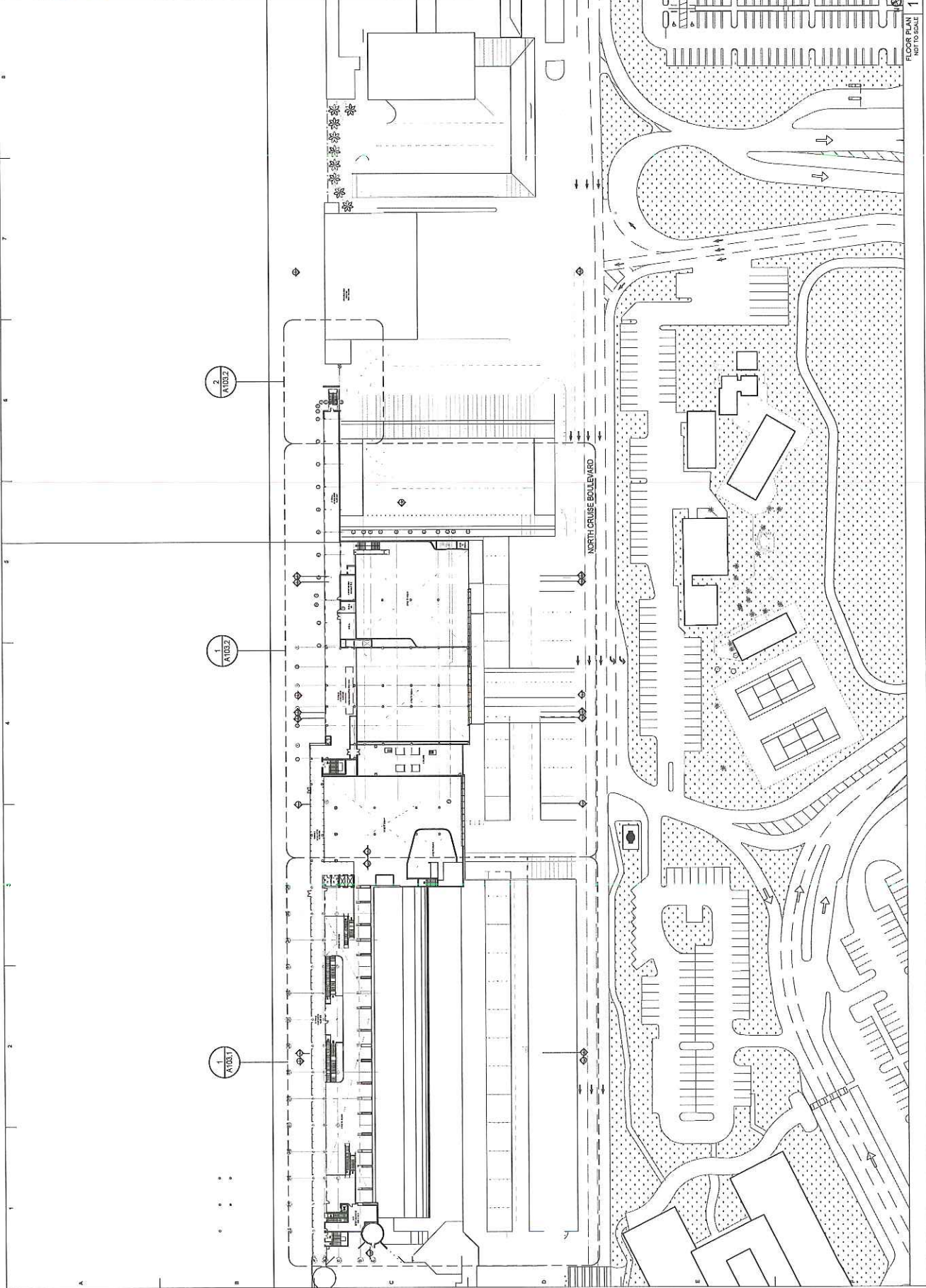
FOR THE ARCHITECT'S RECORD
 THIS DRAWING IS TO BE USED FOR THE
 CONSTRUCTION OF THE PROJECT AND
 SHALL BE THE PROPERTY OF THE ARCHITECT.
 NO PART OF THIS DRAWING IS TO BE
 REPRODUCED OR TRANSMITTED IN ANY
 FORM OR BY ANY MEANS, ELECTRONIC
 OR MECHANICAL, INCLUDING PHOTOCOPYING,
 RECORDING, OR BY ANY INFORMATION
 STORAGE AND RETRIEVAL SYSTEM, WITHOUT
 THE WRITTEN PERMISSION OF THE ARCHITECT.

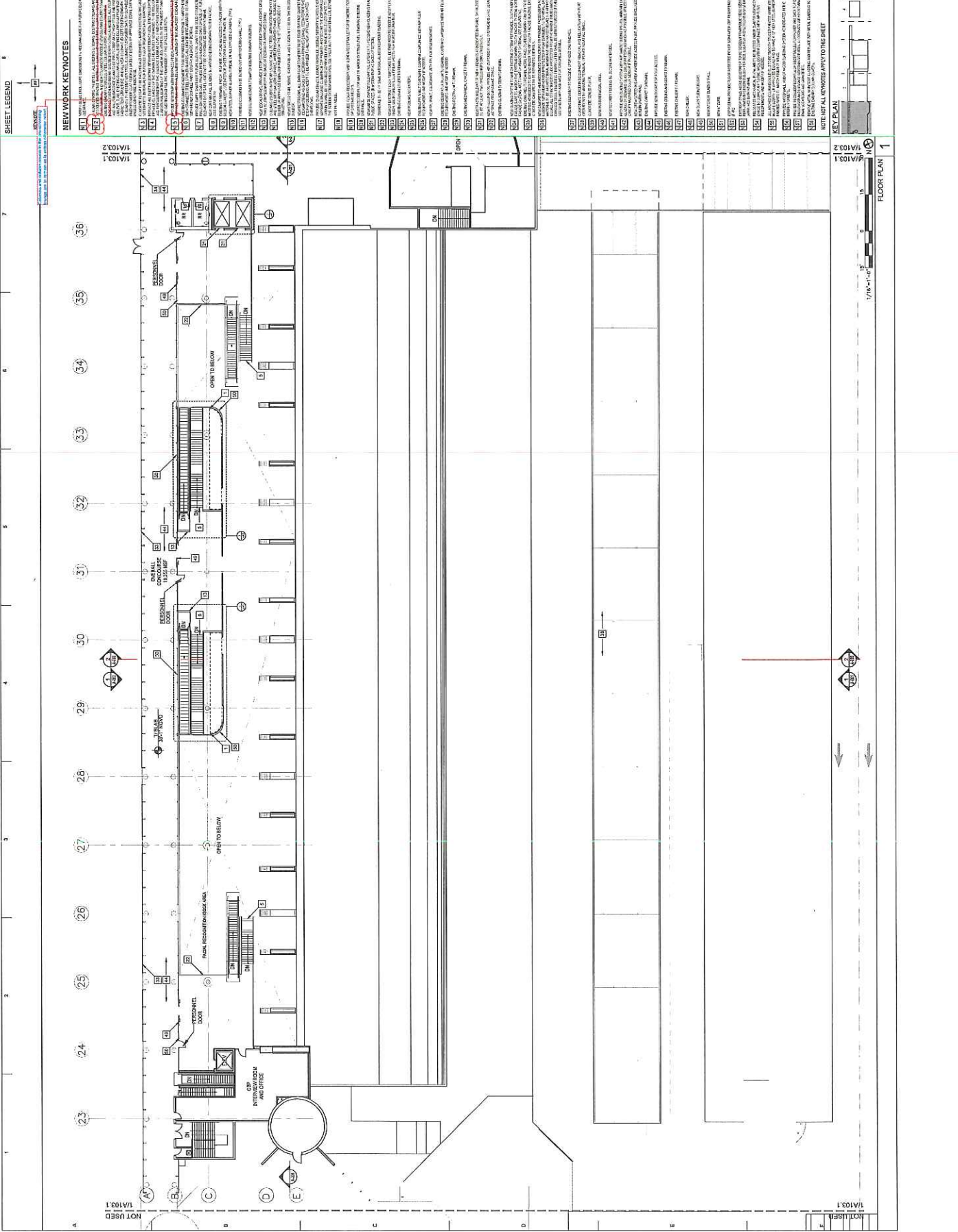
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FLOOR PLAN 1
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PORT MIAMI CRUISE TERMINAL F.2.0
 REPAIRS AND REVISIONS
 1100 NORTH CRUISE BLVD
 MIAMI, FL 33132

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 CHECKED BY: [Signature]
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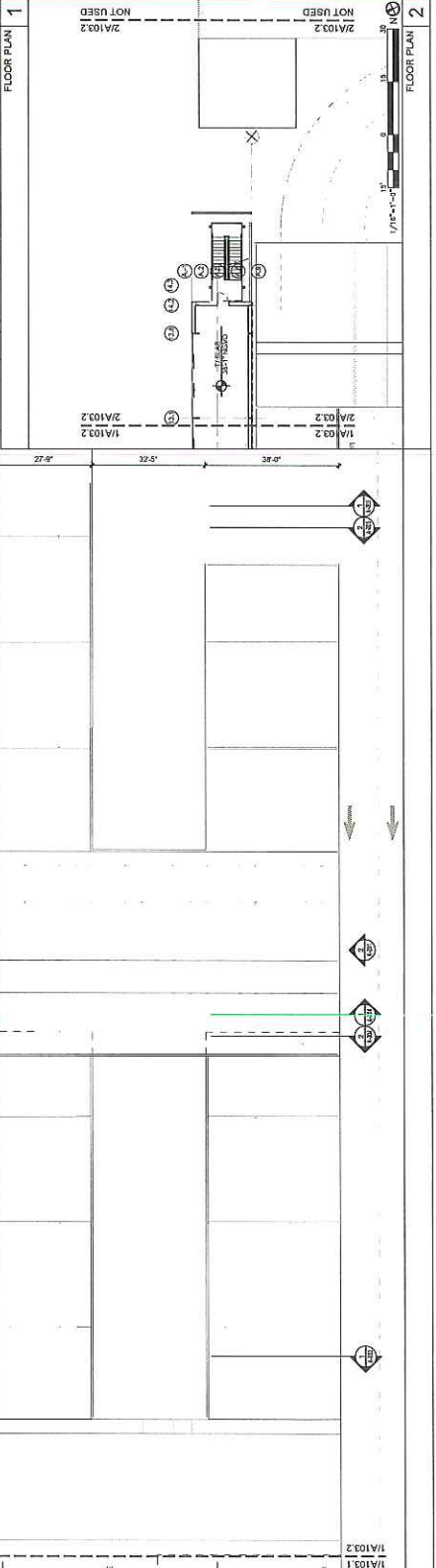
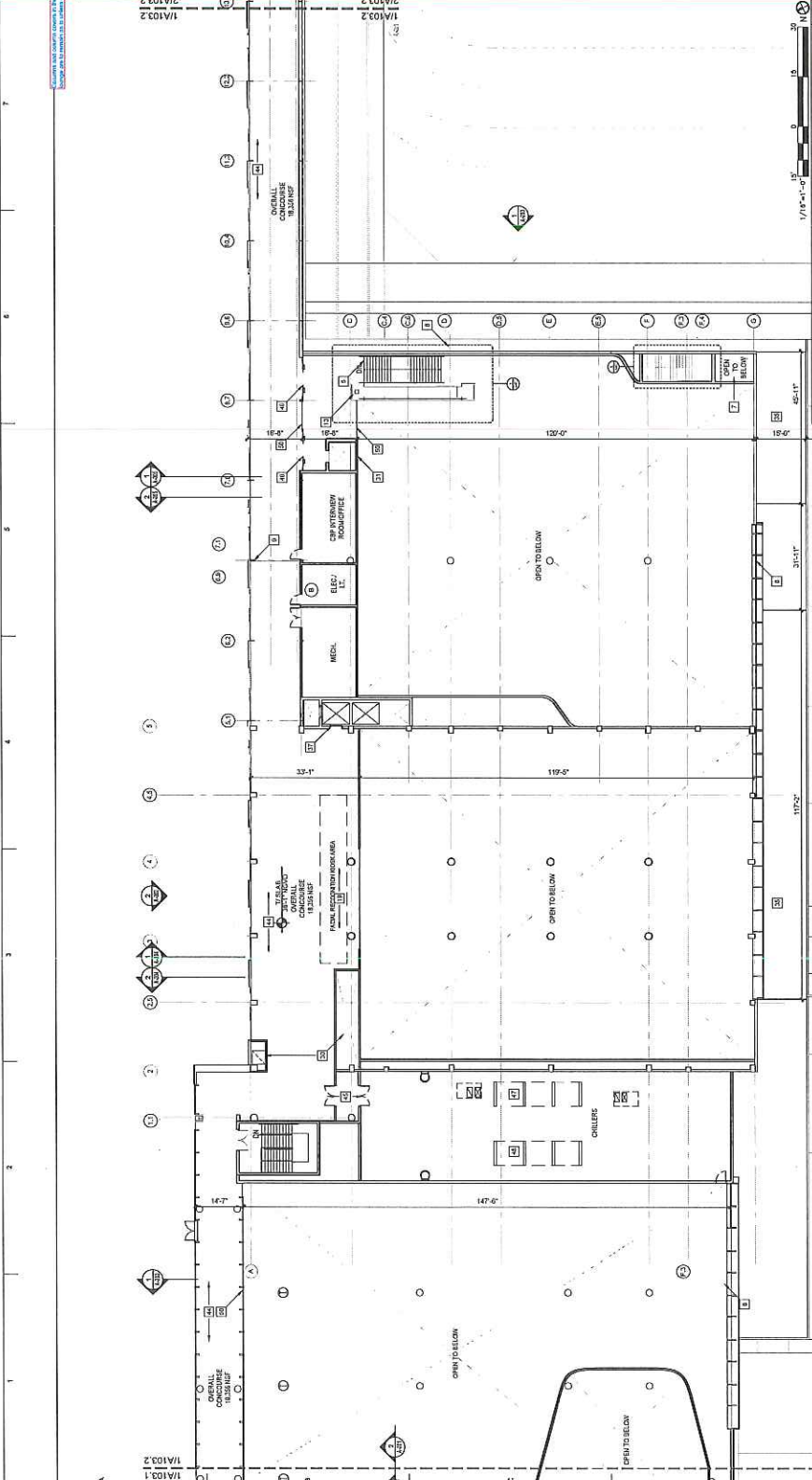
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FLOOR PLAN 1



FLOOR PLAN 2



NOTE: NOT ALL KEYNOTES APPLY TO THIS SHEET

KEY PLAN



ARCHITECTURE & INTERIORS

Berndt & Busch
Architects

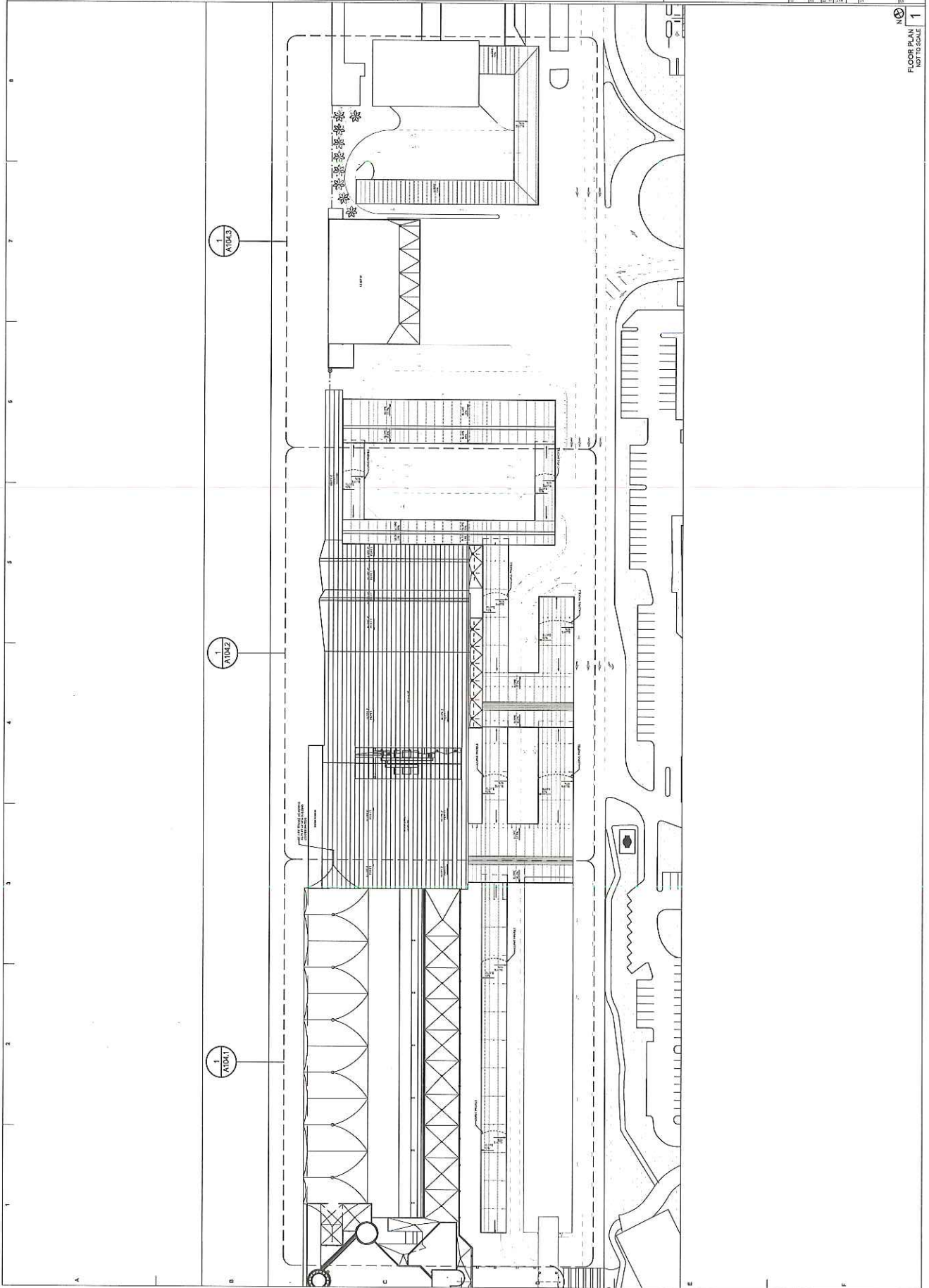
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PORTMIAMI CRUISE TERMINAL F.2.0
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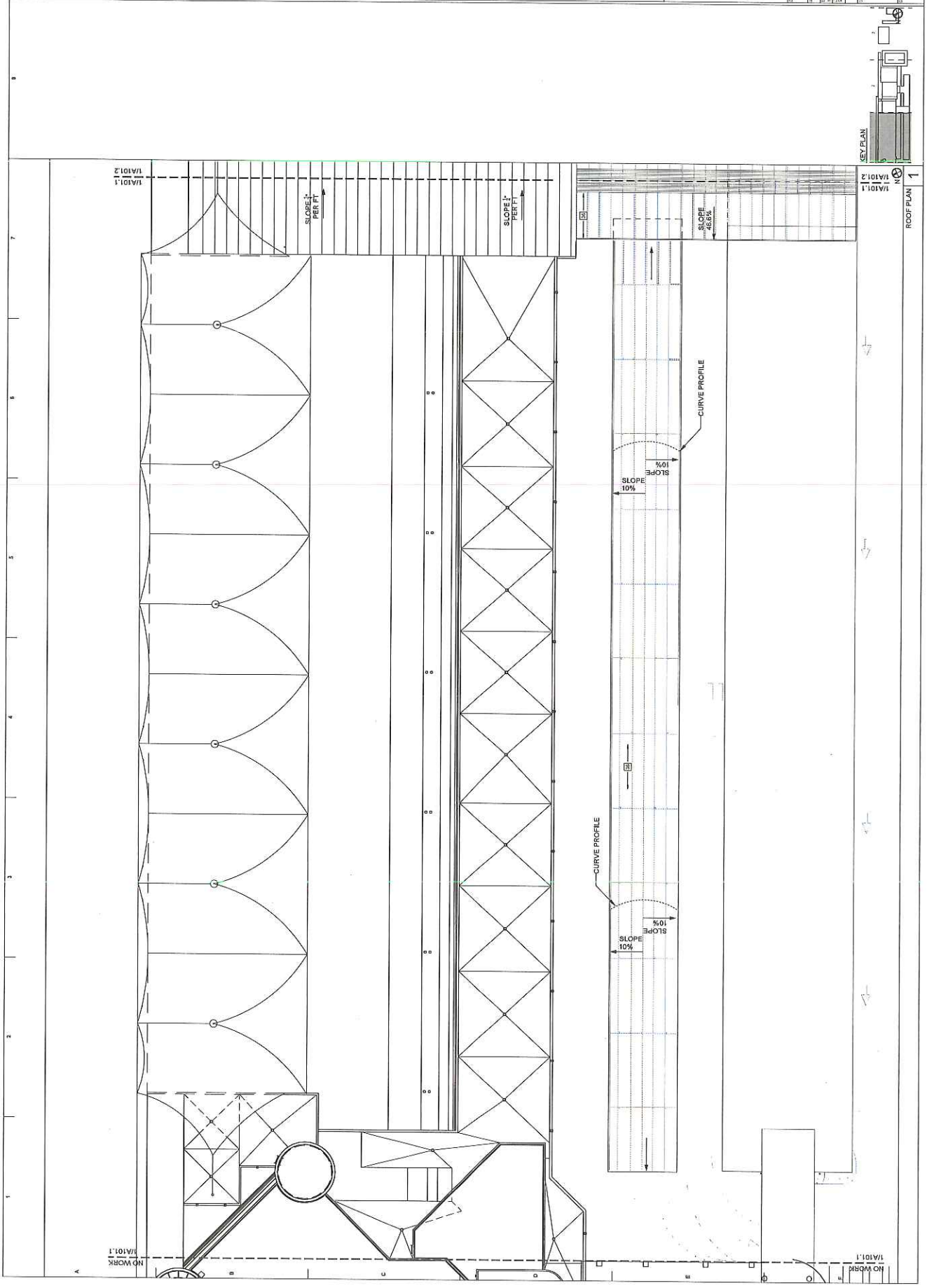
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CLIENT:	PORT MIAMI
ARCHITECT:	Berensbium Busch Architects

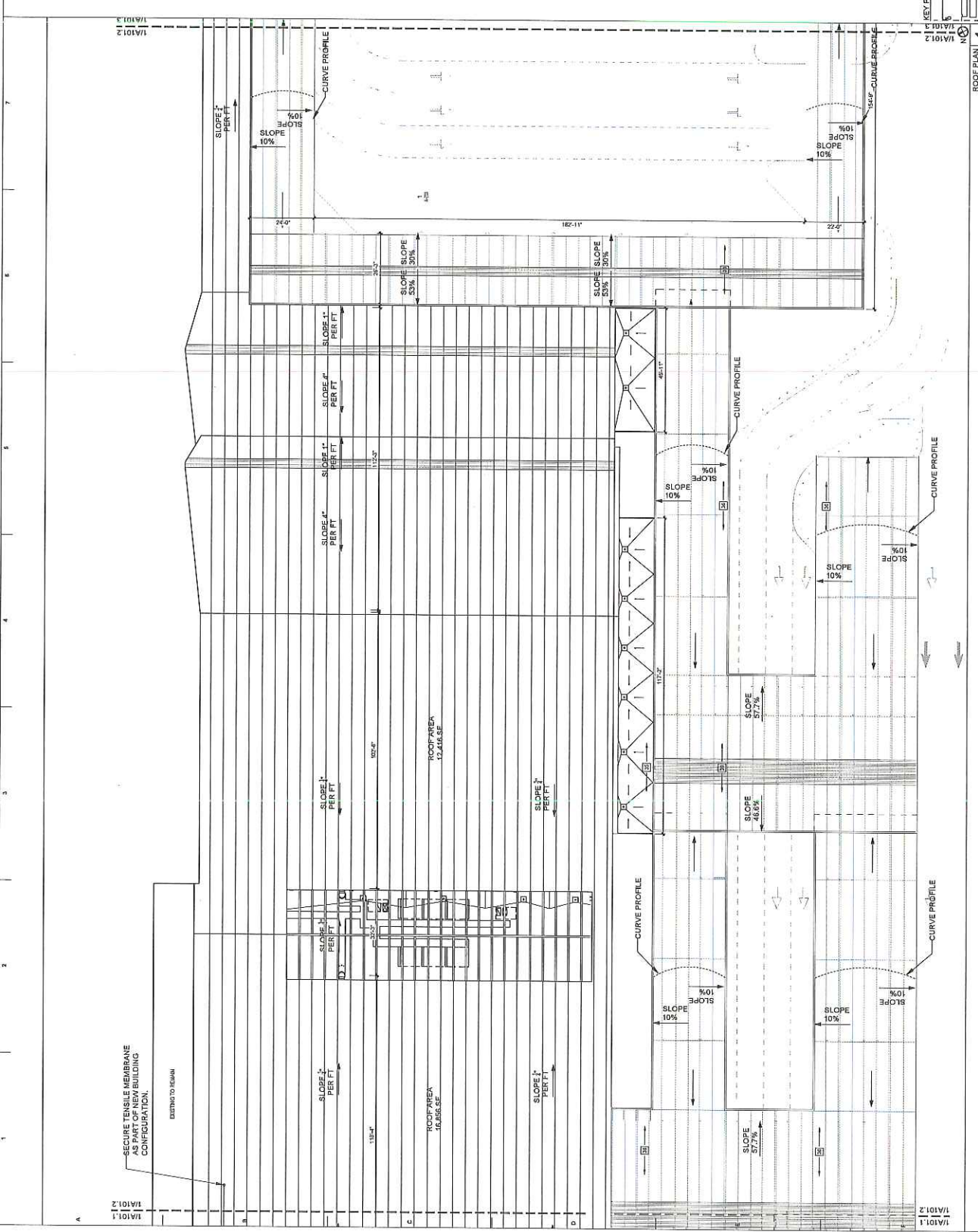
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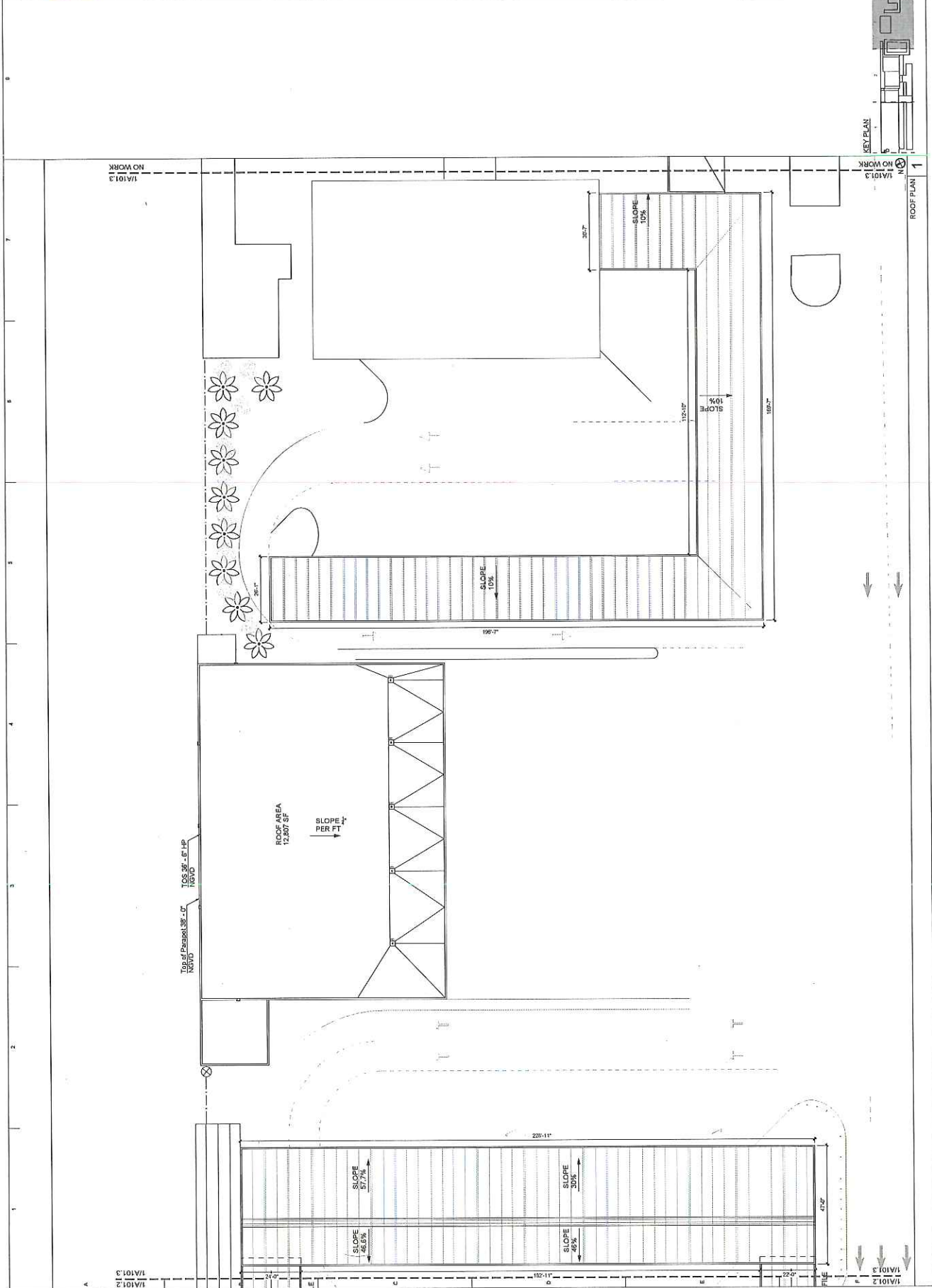
Berensbium Busch Architects
 ARCHITECTURAL & INTERIORS

1000 BAYVIEW BLVD
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 MIAMI, FL 33132
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ROOF PLAN



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Exhibit G



DESIGN CRITERIA DOCUMENT
FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



REQUEST FOR DESIGN-BUILD SERVICES (RDBS)

FOR

CRUISE TERMINAL F EXPANSION AND BERTHING RE-ALIGNMENT

PORTMIAMI

MIAMI-DADE COUNTY, FLORIDA

CONTRACT NO. DB19-SEA-01

PROJECT NO. 2018-047

PROJECT MANUAL

VOLUME II – DESIGN CRITERIA DOCUMENT

DESIGN CRITERIA DOCUMENT

2019 AUGUST 30

FINAL DOCUMENT

JACOBS®

3150 SW 38th Avenue, Suite 700

Miami, FL 33146

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Jacobs Project No. D3106101

In association with:



BC Architects AIA, Inc.
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Berenblum Busch Architects
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Final Review August 16

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Exp. 28 February 2021

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Areas of Responsibility

- Editor
- Part 1, Introduction
- Part 2, Demo & Preparation
- Part 2, General Requirements
- Part 3, Cruise Terminal Programming
- Part 5, Architectural
- Part 5, General

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FL Registered Architect No. AR0016278

Expires: 28 February 2021

Berenblum Busch Architecture

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Areas of Responsibility

- Schematic Drawings including the following:
 - Floor Plans
 - Renderings
 - Elevations
 - Sections and Details
 - Finishes
 - Limited Lighting
 - Limited Signage
 - Limited Furnishings, Fixtures, & Equipment



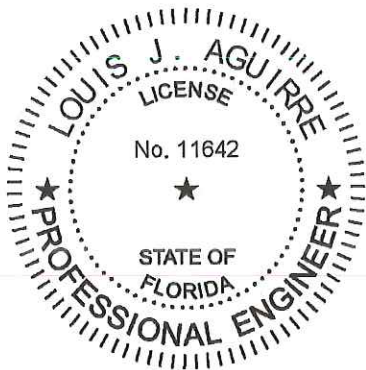
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FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



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- Part 5, Electrical
- Part 5, Telecommunication
- Part 5, Security

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Eduardo A. Suarez

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Areas of Responsibility

- Project Engineer
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- Part 5, Plumbing
- Part 5, Domestic Water
- Part 5, Fire Protection

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Raymond L. Cox

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Areas of Responsibility

- Project Engineer
- Part 4, Site
- Part 5, Structure

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ABBREVIATIONS AND ACRONYMS

A/EOR	Architect / Engineer of Record
AAMA	American Architectural Manufacturers Association
AASHTO	American Association of Highway Transportation Officials
ACS	Access Control System
ADA	Americans with Disabilities Act
ADIT	Alien Documentation, Identification, & Telecommunication
AHC	Architectural Hardware Consultant
AHJ	Authority Having Jurisdiction
AHU	Air Handling Unit
AIA	American Institute of Architects
AHRI	Air-Conditioning, Heating and Refrigeration Institute
ANSI	American National Standards Institute
APD	Air Pressure Drop
APHIS	Animal and Plant Health Inspection Service
ASCE	American Society of Civil Engineers
ASME	American Society of Mechanical Engineers
ASTM	American Society of Testing Materials
ATO	Automatic Throw Over switchgear
ATS	Automatic Transfer Switch
A/V	Audio/Visual
AWI	Architectural Woodwork Institute
BCCO	Building Code Compliance Office
BHMA	Builders Hardware Manufacturers Association
BIM	Building Information Modeling
BMS	Building Management System
CADD or CAD	Computer Aided Design/Drafting
CBP	U.S. Customs and Border Protection
CCC	CBP Coordination Center
CCL	Carnival Cruise Line
CCTV	Closed-circuit Television
CDW	Concept Design Workshop

ABBREVIATIONS AND ACRONYMS

CEI	Construction Engineering and Inspection
CMU	Concrete Masonry Unit
CO	Certificate of Occupancy
CQCP	Construction Quality Control Plan
CPM	Critical Path Method
CSI	Construction Specifications Institute
CTR	Counter-Terrorism Response
CXA	Commissioning Agent, Commissioner
D-B	Design-Build
D-Br	Design-Builder
DCD	Design Criteria Document
DDC	Direct Digital Control
DCOF	Dynamic Coefficient of Friction
DERM	Miami-Dade County Department of Environmental Resources Management
DOR	Designer of Record
DQMP	Design Quality Management Plan
DTPW	Miami-Dade County Department of Transportation and Public Works
DWT	Deadweight tonnage
EMT	Electrical Metallic Tubing
ESS	Electronic Security System
FAA	Federal Aviation Administration
FAC or F.A.C.	Florida Administrative Code
FBC	Florida Building Code
FDC	Fire Department Connection
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Factory Mutual
FPL	Florida Power & Light
FPM	Feet Per Minute

ABBREVIATIONS AND ACRONYMS

FSO	Facility Security Officer
FSP	Facility Security Plan
GBRS	Green Building Rating System
GFCI	Ground Fault Circuit Interrupter
GPM	Gallon per Minute
GPS	Guest Port Services
GRT	Gross Register Tonnage
GTA	Ground Transportation Area
HCM	Highway Capacity Manual
HP	Horsepower
HVAC	Heating, Ventilation and Air-Conditioning
HVHZ	High Velocity Hurricane Zone
IDF	Intermediate Distribution Frame
IDS	Intrusion Detection System
ISD	Internal Services Department of Miami-Dade County
IES	Illuminating Engineering Society
IPLV	Integrated Point Load Value
IPTV	Internet Protocol Television
ISD	Miami-Dade County Internal Services Department
ITD	Miami-Dade County IT Department
KIP	1,000 pounds
LAN	Local Area Network
LBNL	Lawrence Berkeley National Laboratory
LED	Light Emitting Diode
LEED	Leadership in Energy and Environmental Design
LOA	Length Overall
LOW	Lowest Observed Water
LPD	Lighting Power Density
MAX	Maximum
MDF	Main Distribution Frame
MDFD	Miami-Dade Fire Department

ABBREVIATIONS AND ACRONYMS

MDPD	Miami-Dade Police Department
MEOR	Mechanical Engineer of Record
MERV	Minimum Efficiency Reporting Value
M/E/P or MEP	Mechanical/Electrical/Plumbing
MHHW	Mean Highest High Water
MHW	Mean High Water
MIN	Minimum
MLLW	Mean Lowest Low Water
MLW	Mean Low Water
MOT	Maintenance of Traffic
MOW	Maximum Observed Water
MSL	Mean Sea Level
mT or mTon	Metric Ton equivalent to 1,000 kilograms = 2,204.6 pounds
MUTCD	Manual on Uniform Traffic Control Devices
NAD83	North American Datum of 1983
NAP	Network Access Point
NAS	Network Analysis System
NC	Noise Criterion
NCL	Norwegian Cruise Lines
NEC	National Electric Code
NEMA	National Electrical Manufacturers Association
NFPA	National Fire Protection Association
NFRC	National Fenestration Rating Council
NGVD29	National Geodetic Vertical Datum of 1929
NIC	Not in Contract
NMFS	National Marine Fisheries Services
NOA	Notice of Acceptance
NOAA	National Oceanic and Atmospheric Administration
NPLV	Non-standard Part Load Value
NTP	Notice to Proceed
OES	Miami-Dade County Office of Elevator Safety

ABBREVIATIONS AND ACRONYMS

OFW	Outstanding Florida Water
O&M	Operations and Maintenance
OSP	Outside Plant
PAX	Passenger
PBB	Passenger Boarding Bridge
PBJ	Passenger Boarding Jetway
PIANC	Permanent International Association of Navigation Congresses
PMC	Personal Motor Coach
PM or POM	PortMiami
POE	Ports of Entry
POV	Privately-Owned Vehicles
PPA	CBP Primary Processing Area
PPL	CBP Primary Processing Lanes
PROWAG	Public Right of Way Accessibility Guidelines
PSIM	Physical Security Information Management system
PSF	Pounds per Square Foot
PTZ	Pan, Tilt, Zoom
QAE	Quality Assurance Engineering
RCC	Remote Command Center
RCP	Reflected Ceiling Plan
RER	Miami-Dade County Department Regulatory and Economic Resources
RDBS	Request for Design Build Services
SA/RA	Secured Area/Restricted Area
SCS	Sterile Corridor System
SF	Square Foot
SFWMD	South Florida Water Management District
SPA	CBP Secondary Processing Area
SSHBC	FDOT Standard Specifications for Highway and Bridge Construction
STC	Sound Transmission Class
SWMP	Stormwater Management Plan
TBD	To Be Determined

ABBREVIATIONS AND ACRONYMS

TCO	Temporary Certificate of Occupancy
TNE	Transportation Network Entities (e.g. Uber, Lyft, etc.)
UPS	Uninterruptible Power Supply
USACOE	U.S. Army Corp of Engineers
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Services
USGBC	U.S. Green Building Council
US-VISIT	U.S. Visitor and Immigration Status Indicator Technology
VAV	Variable Air Volume
VSS	Video Surveillance System
WAP	Wireless Access Point or Wireless Application Protocol
WASD	Miami-Dade County Water and Sewer Department
Wi-Fi	Wireless LAN

Additional abbreviations and acronyms may be found in other Volumes and Sections.

END OF ABBREVIATIONS AND ACRONYMS

DEFINED TERMS

A-Pass	Device used by passenger during their cruise holiday as identification and for on-board cruise related purchasing.
Applicable Laws	(1) Any Federal, State, County, or local law, statute, code, tariff, or regulation, including without limitations, PortMiami Tarif No. 010; (2) Any formally adopted and generally applicable rule, requirements, determination, standard, policy or other order of any Governmental Authority having jurisdiction.
Apron area	Area between the Terminal F building and the face of the berth or wharf.
Attachment(s)	Document(s) provided to the D/B that are considered part of the Contract.
Baggage Bin / Cage / Cart	Container used to collect passenger luggage prior to embarkation for transfer to the cruise ship. Also used during disembarkation for transfer of luggage from the ship to the Terminal F baggage claim area or conveyor.
Beam / Breath	The extreme width of a ship at its widest part, at or near the waterline.
Beam, max	The extreme width of the ship at its widest part.

DEFINED TERMS

Berth	A designated location in the Port used for mooring vessels when they are not at sea.
Berthing Area	The designated area along the length of wharf, south of the southern boundary of the federal channel and north of the bulkhead cap, running east-west along the length of the wharf.
Boarding Corridor / Concourse / Mezzanine	Part of the Terminal F building from which the passengers board and disembark from the ship
Boarding Pass / APass ID	Issued at time of check-in, enabling the passenger to board the cruise ship.
Bollard	A vertical projection from the wharf to which a mooring line is tied.
Building Information Modeling	A process involving the generation and management of digital representation of physical and functional characteristics of facilities and places.
Business Day	Any day of the week, exclusive of Saturdays, Sundays, and legal holidays, during which business is carried out in the ordinary course in Miami, Florida.
Canopy	Overhead roof or structure which a fabric or metal covering is attached to provide shade and shelter from weather.
Capacity, max, passenger	The maximum number of passengers allowed to be carried on a cruise ship.
Capacity, passenger	The number of lower beds on a cruise ship, often referred to as the double-berth capacity, assuming 2 passengers per cabin.
Class	A group of vessels built to the same, or virtually the same design.
County	Miami-Dade County, a political subdivision of the State of Florida
County Code	County Code of Ordinances of Miami-Dade County, Florida
Crew	Expression used loosely to describe the people working on a vessel.
Cruise Line	Company that operates cruise ships.
Cruise Operations	The operation of cruise vessels, including the navigation of such vessels on navigable waters, the docking and berthing of such vessels at a Cruise Terminal, and the embarking and disembarking of passengers from said vessels at the Cruise Terminal.
Cruise Ship	A ship used primarily of cruises. See Vessel.
Cruise Terminal	Building where passengers embark, disembark, to/from a cruise ship. Term often used to include the associated parking garage, provisioning staging area, ground transportation area, berth, and all common areas including roads, sidewalks and curbs, lighting and landscaping.
Deadweight Tonnage	Carrying capacity of a ship expressed in terms of weight (metric ton). It is the difference between an empty ship in normal operating condition and the same vessel with a full cargo.

DEFINED TERMS

Design-Build	A project delivery system used in the construction industry, in which the design and construction services are contracted by a single entity known as the Design-Builder. The Design/Build system relies on a single point of responsibility contract and is used to minimize risks for the project owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. D/B with its single point responsibility carries the clearest contractual remedies for the clients because the D/B contractor will be responsible for all of the work on the project, regardless of the nature of the fault.
Design-Builder	The entity Contracted by the Owner, to prepare the design, permit, and construct the project. The D/B typically consist of a general contractor (lead) with architects and engineers that are retained directly by the Contractor to prepare the design/construction documents.
Debarkation / Disembarkation	The process of passengers and/or crew leaving a vessel for the last time during the final day of the cruise.
Draft	The depth of water required by a vessel to float. Distance from the waterline to the lowest point of the keel of a vessel.
Embarkation	The process of passengers and/or crew going aboard a vessel for the first time during the initial day of the cruise.
Environmental Permits	The Permits and Approvals issued by any Governmental Authority in connection with the environmental conditions of the Project or the conservations of marine or other wildlife on or about the Project site.
Fender	Bumper used to absorb the kinetic energy of a vessel during berthing. Fenders are typically manufactured out of rubber, foam elastomer or plastic.
Forklift	Powered industrial truck used to lift and move materials short distances.
Gangway	Narrow walkway used by passengers and crew to board a ship. In most ports, there will generally be a separate gangway for crew.
Governmental Authority	The government of Florida, Miami-Dade County, and the United States of America, or any department thereof.
Gross Registered Tonnage	Unitless measure of a ship's volume. In general terms, equals one hundred cubic feet (2.83 m ³) of enclosed space.
Ground Transportation Area	Space next to the Terminal F building to provide all transportation modes for the embarkation and disembarkation of passengers.
Home port	The port at which a cruise ship starts/ends its voyage.
Length Overall	Total length of vessel.
Lower bed/berth	Number of passenger beds on a cruise ship calculated in accordance with the industry practice, by multiplying the number of passenger beds by two per cabin.
May	The term indicates a direction or requirement that is beneficial to PortMiami but is not mandatory; or presents options for selection.

DEFINED TERMS

Meet and Greet	Space for passengers inside the Terminal F building to gather and meet others, outside of the secured perimeter.
Must	The term indicates a mandatory direction or requirement.
Overhanging Deck	Deck extending beyond the sides of the ship. May also include overhanging lifeboats.
Owner	Miami-Dade County
Parking Garage	Structured multi-tier parking facility.
Passenger Boarding Bridge	High quality mobile elevating boarding equipment for moving passengers to/from the Cruise Terminal from/to the vessel, and all associated systems, controls, lifts, and equipment needed for their use, including without limitation, HVAC system, and safety and backup equipment and systems.
Passenger Move	Each passenger embark and each passenger debark from a vessel at the Cruise Terminal F Expansion.
Plans	All architectural plans, engineering plans, renderings, sketches, surveys or similar instruments necessary to obtain Permits and Approvals.
PortMiami	Governing and administrative agency, a part of Miami-Dade County. Dante B. Fascell Port of Miami-Dade County, Florida.
Port of Call	A port that is visited by the Cruise during a typical voyage. New passengers are not typically checked-in or out at these ports.
Privately Owned Vehicle	Privately-Owned Vehicles, Taxis/Limos, Vans, Transportation Network Entities (TNEs) [e.g. Uber, Lyft]) and other ground transportation vehicles other than Buses/Coaches.
Project	Cruise Terminal F Expansion which consists of a Cruise Terminal, Parking Garage, Site Improvements, Provisioning Staging Area, and waterfront improvements as defined in the Design Criteria Document.
Provisions Staging Area	Provisions staging and loading area located at the Cruise Terminal F Expansion.
Reference(s)	Document(s) provide to the D/B for use in preparing their Bid and Design. The documents are for information only, and the use or reliance on such is at the discretion and risk of the D/B.
Seaport	See PortMiami
Shall	The term indicates a mandatory direction or requirement.
Should	The term indicates a strongly preferred but not mandatory direction or requirement.
Specifications	Applicable specifications for the design, development, or construction of the applicable portions of the work.
Stakeholder	A group, organization, member, or system that affects or can be affected by an organization's actions.

DEFINED TERMS

Sterile Corridor	Per the CBP standards, Sterile corridors lead passengers and crew to the Primary Passenger Processing Area and assure that no one has physical contact with other types of passengers, the general public, or Transportation Line and POE employees not authorized by CBP. Only CBP personnel or personnel with CBP authorization are permitted in the Sterile Corridor System (SCS) during international arrivals. Arriving passengers proceed through a sterile corridor to the arrivals hall of CBP Primary Passenger Processing Area.
Ticketing/Check-in	Process that enables passengers to check-in themselves and their luggage onto a cruise and obtain a boarding pass.
Turn around port	See Home Port
Units of Measurement	U.S. Customary units: Feet, Inches, Pounds
Vehicle	See Privately Owned Vehicle
Vessel	A cruise line vessel that berths at PortMiami from time to time.
Working Day	See Business Day

Additional terms may be found in other Volumes and Sections.

END OF DEFINED TERMS

INTRODUCTION

Professional architectural, engineering and construction services are required for **the Cruise Terminal F Expansion and Berthing Re-Alignment Project** (the PROJECT). PortMiami has prepared this Design Criteria Document (DCD) which details the requirements for the Project. The DCD includes detailed performance and prescriptive requirements, Attachments, and Reference Documents, regarding the Project needs and requirements. The Cruise Terminal F (CT F) Expansion and Berthing Re-Alignment includes the renovation and expansion of an existing multi-level state of the art Cruise Terminal F Building, including structural support and foundations systems, ship's provisioning building, connection to PortMiami roadways, site improvements and upgrades to Cruise Terminal G to comply with current fire codes. Additionally, PortMiami is to modify the existing boarding concourses of Cruise Terminals D and E. The scope of work is included in Volume III, Concourses D and E Extensions, Additive Alternative. Work elements include but are not limited to: the expansion of existing concourses at Cruise Terminal F; reconfiguration and/or additions to the existing mechanical, electrical, fire protection, and life safety systems; additional Mechanical (HVAC)/Electrical and LAN rooms and other ancillary spaces as needed; and new wayfinding and signage for the complex functions. Concourse expansions may require partial demolition of adjacent structures, including exterior walls, support structures, foundation, MEP/FP and life safety systems, etc. Reconfigurations and/or additions to the structures' existing mechanical, electrical, fire protection, and life safety systems may be required, in addition to new exterior walls with structural supports and foundation systems, and modifications to the structures' existing roofing systems. Connectivity for all the demolished daily operating systems must be provided prior to removal so that the terminal remains operational. The Cruise Terminal is expected to serve vessels with up to 6,000 guests/passengers.

The Ground Transportation Area (GTA) for Cruise Terminal F is expected to serve the buses, taxis, ridesharing (transportation network entities – TNE) and personal vehicles for guest drop-off/pick-up. The Cruise Terminal E intermodal area is to be reconfigured and expanded. A new provisioning building along with new access is to be provided.

Areas of improvement in Cruise Terminal F include but are not limited to upgrading the security and access control of the existing CBP primary, secondary and baggage areas to comply with the latest CBP Cruise Terminal Design Standards. New CBP primary processing booths / podiums. Reconfiguring and expansion of the existing CBP secondary inspection area to accommodate a new segregated waiting area, hardening (per CBP standards) of the existing hold and LAN rooms, expanding / separating the LAN room from other facilities, new windows at the existing commando control center, new supervisor office and relocation of existing workstations and processing tables. All affected areas may also include the reconfiguring and/or additions to the existing mechanical, electrical, fire protection, and life safety systems. Connectivity for all the demolished daily operating systems must be provided prior to removal so that the terminal remains operational. The Terminal, and site roadways are expected to include wayfinding, Audio Visual/IT messaging, terminal wide paging system, multi-line vessel connections, guest check-in/ticketing, and other technologies to assist in guest flow during embarkation/disembarkation operations.

The entire scope of work will be conducted within an operationally active and secured area. Design and construction services rendered by the Design-Builder are intended to result in a complete, functional, and operable state-of-the-art Cruise Terminal and ancillary facilities. The selected Design-Builder shall complete the scope of work by the dates included in this RDBS. The improvements shall be completed

in phases, while maintaining all operational, access, and security aspects of the facility. All work shall include the associated surveying, utility locates, utility adjustments/new utility service, coordination with the Utility Agency Owners, geotechnical investigations, architecture and engineering design, technical specifications, permitting, construction, LEED certifications, Art in Public Places, testing and commissioning for a completed and fully operational cruise terminal complex.

The selected Design-Builder will be responsible for the complete design, permitting, construction, commissioning, and closeout of the Cruise Terminal F Expansion. The Design-Builder responsibilities include the preparation of complete, signed and sealed Construction Documents, which shall comply with all regulatory requirements and meet the requirements of PortMiami and Carnival Cruise Line. The construction documents shall include a detailed design; preparation of Plans and Specifications Package for all items and areas of work, permitting, and incidentals to construct the Project. The Design-Builder will be responsible for obtaining all applicable permits and approvals required for construction. The Design-Builder shall be responsible for preparation, review and approval of shop drawings and other construction submittals. The Design-Builder shall also be responsible for the preparation of signed and sealed Record Documents (As-built Plans).

The Project construction shall include furnishing all labor, equipment, materials, testing, construction quality control, with final acceptance by PortMiami of the project components.

The Design-Builder will be responsible for the coordination with multiple agencies, including but not limited to Miami-Dade County Seaport Department (PortMiami), Miami-Dade County Department of Regulatory and Economic Resources (RER), Miami-Dade County Water and Sewer Department (WASD), Miami-Dade county Internal Services Department (ISD), AT&T, Florida Power and Light (FPL), and the U.S. Customs and Border Protection (CBP). The Design-Builder shall coordinate with Federal agencies such as CBP and the U.S. Coast Guard solely through PortMiami and Carnival Cruise Lines Authorized Representatives.

DESIGN OBJECTIVES

The new Cruise Terminal F Complex design and construction shall:

1. Deliver a cruise terminal that reflects PortMiami and Carnival Cruise Line's aspiration as set out in the Architectural Design Intent documentation, respecting the circulation and flows established, accurately reflecting the architectural look and feel of the design proposal and delivering on the quality of the design and construction specifications.
2. Meet schedule, budget, and quality goals while projecting an image befitting Miami as the Cruise Capital of the World and a major tourist destination;
3. Construct the new terminal while maintaining the operations of the terminal for the embarkation and disembarkation of passengers, security and screening, CBP functions, ship's services and provisioning, and all other related functions for cruise line and PortMiami processes.
4. Incorporate low maintenance, sustainable materials, and use diversity of massing, material, texture, color, and scale to create a sequence of experiences;

5. Reflect creative and innovation design and construction techniques, tempered by specific maintenance and life-cycle consideration;
6. Function in an efficient manner, providing the appropriate levels of differentiation of space and support required for pedestrian and vehicle flows, as well as operational and security functions;
7. Promote the efficient and effective implementation of access control and accountability measures for vehicles, personnel, passenger luggage, and vessels provisioning commensurate with the operational security requirements at each maritime security level;
8. Have built-in flexibility to accommodate different types and sizes of cruise vessels, as well as future change in organizational and departmental work processes;
9. Integrate innovative “green features” that reinforce local context and natural site relationships, and technologies that enable the terminal to attain “SILVER” or higher certification under the Leadership in Energy and Environmental Design (LEED) developed by the U.S. Green Building Council (USGBC); and
10. Coordinate and incorporate Art in Public Places features.
11. The Project shall be designed and constructed in accordance with expected sea level rise projections during its anticipated useful life, using regionally consistent unified sea level rise projections.
12. Comply with all applicable codes, guidelines, and ordinances for County, State, and Federal Authorities.

SCOPE OF SERVICES

The Scope of Services included herein have been provided so that the Design-Builder responses can be provided using a common base and is intended to convey the Owner’s requirements for Design and Construction of the Project. Services for this Agreement shall include, but not limited to, the list below. For specific information and requirement, see the various sections within this RDBS.

- 1) **Site Preparation, Demolition and Removal of Existing Improvements:** Removal and disposal includes the following existing structures and improvements but is not limited to:
 - a) Existing CTF Diamond building East “CT- 2” and West “CT-3”, of Existing “2017 Embark” Building;
 - b) Existing canopies above intermodal area in front of CTF;
 - c) Existing East & West “S-Canopy” Structures;
 - d) Existing Conveyor Belt entry tower;
 - e) Removal and relocation of the existing *John Henry* sculpture;
 - f) Removal of pavement, sidewalks, curbs and gutters.
- 2) **Provisioning Facilities**
 - a) New Provisioning Building;
 - b) Provision access roadway and maneuvering area;

- c) Crew Access and Security facility for waterfront access.

3) **Site Improvements**

- a) Intermodal drop-off/pick-up for buses, large limousines, and PMCs at Cruise Terminal F;
- b) Improvements and expansion of the Cruise Terminal E Intermodal drop-off/pick-up for buses, large limousines, and PMCs;
- c) Privately owned vehicles (POV) and ride share drop-off/pick-up areas;
- d) Traffic circulations about the site;
- e) Entry and exits to the adjacent PortMiami roadways;
- f) Utility Infrastructure;
- g) Electrical Service/Transformers/Vaults;
- h) Backup Generators;
- i) Trash bins / Recycling Area;
- j) Utility Service points;
- k) Electric power;
- l) Fire Suppression Water;
- m) Sanitary Sewer;
- n) Telecommunication, Data, Security;
- o) Ship's Services and Provisioning, Access and Circulation;
- p) Wayfinding signage, roadway signage, and pavement marking;
- q) Site IT/AV;
- r) Perimeter Security and access control points;
- s) Site Lighting;
- t) Landscaping with irrigation;
- u) Storm water Drainage;
- v) Entry/exit connection to North Cruise Boulevard;
- w) Security fencing, with security gates and barriers;
- x) Crew Access Points to Waterside.

4) **Cruise Terminal F Expansion and Berthing Realignment**

- a) Curb-side baggage check-in and security screening.
- b) Entrance and passenger security screening, including infrastructure to support security devices and calculated flow direction and volume.

- c) Embarkation / check-in counters.
- d) VIP areas.
- e) Baggage Claim / Handling and CBP passenger queuing.
- f) Custom and Border Protection, Primary and Secondary Inspection Areas.
- g) CBP Biometric System.
- h) Offices (cruise line, security, etc.) with support spaces and storage.
- i) Vertical/horizontal circulation (elevators, stairs, escalators, ramps, baggage conveyors, etc.).
- j) Restrooms, including outside the Secured Area.
- k) Storage and janitorial rooms.
- l) Security and access control.
- m) Telecommunication / Audio Visual / IT controls, Network Access Points (NAP), Multi-Vessel Systems, and dedicated rooms.
- n) Uninterruptible Power Supply (UPS).
- o) Terminal / Complex wide paging system.
- p) Mechanical (HVAC) / Electrical Rooms and other ancillary spaces (i.e. backup generator room).
- q) Waterside security screening for employees/crew access with calculated flow direction and volume.
- r) Exterior canopies and/or shade/weather structures over drop-off/pick-up zones and guest walkways.
- s) Wayfinding and signage.
- t) Life Safety and Fire Suppression Systems.
- u) Building Management System.
- v) All fixed seating in the interior or exterior spaces.
- w) All millwork.
- x) All fixtures and equipment required for the proper servicing/support of the terminal activities including, but not limited to the following:
 - i) Vending machines (supplied by others), if required.
 - ii) Kitchen/pantry equipment for the Crew Lounge.
 - iii) Appliances for VIP Bar.
 - iv) Enabling the installation of security screening machines (supplied and installed by others) by providing power and data outlets as required.

5) Cruise Terminal G Upgrade

- a) Fire Rating upgrade to existing Terminal G building.

6) Architectural/Engineering, Design Development

- a) Surveying.
- b) Geotechnical Investigation and Foundation Parameters.
- c) Subsurface Utility Locate Service.
- d) Permitting.
- e) Coordination and Implementation of Art in Public Places.
- f) LEED Silver.

7) Construction

- a) Surveys.
- b) Quality Control and Quality Assurance.
- c) Materials Testing.
- d) Cost Estimating and Scheduling.
- e) Construction engineering and inspections.
- f) Monitoring of existing structures, vibration and settlement. Development and implementation of a detailed sequence of work which allows the terminal to remain operational.
- g) LEED commissioning.
- h) Special Inspections/Threshold Inspections.
- i) AOR/EOR Certifications of Completion.
- j) Commissioning.
- k) Certificates of Occupancy and Use, including partial and temporary to accommodate the construction sequencing.
- l) Project Closeout.

Inclusive of all other planning, design, coordination, construction activities, and services as required to provide a complete Cruise Terminal F Expansion and Berthing Re-Alignment Project compatible with the long-term development of the PortMiami Cruise facilities.

END OF INTRODUCTION

PART 1. GENERAL REQUIREMENTS

1.1. DESIGN AND CONSTRUCTION CRITERIA

- 1.1.1. The D-Br shall be responsible for developing a set of final Contract Documents as described in the Request for Design Build Services (RDBS) and the Design Criteria Documents (DCD). The D-Br shall become familiar with all the documents presented in this RDBS. Architectural Design Intent (Schematic) Drawings have been included along with other documents in the Attachments and Reference Documents which provide additional details and information related to the Project.
- 1.1.2. The Architectural Design Intent Drawings included in the Attachments shall be considered as the Basis of Design of the DCD to demonstrate the intent of the design criteria for the Project.
- 1.1.3. The D-Br is to develop solutions in conformance with the written Design Criteria Documents and the attached Architectural Design Intent Drawings. The final design shall adhere as closely as possible to the site layout, floor plans, elevations, overall building sections and the look and feel of the Terminal F Expansion and Site Improvements. Any deviations from such shall be clearly indicated and approved by PortMiami prior to implementation.
- 1.1.4. The Architectural Reference Documents shall be considered as PortMiami's and Carnival Cruise Line's (CCL's) intent for the exterior and interior aesthetics of the Cruise Terminal F Expansion. The renderings shall be the standard and expectation for the terminal and shall be used in conjunction with the DCD. Any deviations from such shall be clearly indicated and approved by PortMiami and CCL prior to implementation.
- 1.1.5. The design shall be prepared in accordance with all applicable regulations, codes, manuals and guidelines (latest editions), and as per the construction milestones provided in the Agreement and this document. Plans shall be accurate, legible, and complete in design, and furnished in reproducible form, size, and material acceptable to PortMiami.
- 1.1.6. The D-Br shall have Florida Licensed Professional Architects and Engineers sign and seal all plans, specifications, calculations, Record Documents, and reports, and shall perform all professional requirements of the Architect of Record (AOR) and Engineer of Record (EOR).
- 1.1.7. Before construction activities can begin for a specific component or area, signed and sealed design plans and calculations supporting the design for that component or area must be submitted to PortMiami for review. After approval by PortMiami, the D-Br shall obtain appropriate permits from the Miami-Dade County Department of Regulatory and Economic Resources (RER) before any construction may begin.
- 1.1.7.1. Component or construction package submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the D-Br's risk.
- 1.1.7.2. The D-Br is solely responsible in the event that the design incorporates any design elements that present unusual permitting problems, any building system or product without

an existing Notice of Acceptance (NOA) from Miami-Dade County (MDC), problems with constructability, any requirement that only very specialized persons be involved creating shortages in labor, or unusual material specifications requiring sole source or other potentials for material unavailability or shortage.

- 1.1.7.3. The release for construction by RER or other permitting agency does not relieve the D-Br of any liability or responsibility for errors or omissions in the plans.
- 1.1.8. The D-Br shall be responsible for preparing and certifying the Final As-Built Plans / Record Documents. The D-Br shall have a Florida Licensed Professional Architect (AOR) and Engineer (EOR) sign and seal the Final As- Built Plans / Record Documents.
- 1.1.9. All design and construction documents shall be prepared using the U.S. Customary system of units (feet, pounds).

1.2. DESIGN

- 1.2.1. The D-Br shall prepare a complete design of the Cruise Terminal F Expansion Project to a Thirty-percent (30%) level of Construction Documents completeness (see Submittals section) and shall obtain written approval by PortMiami **BEFORE** continuation of the Construction Documents. Upon approval of the Thirty-percent (30%) Construction Documents Submittal the D-Br may prepare design and construction packages for various portions of the work as the D-Br's schedule deems appropriate taking into account the anticipated sequence of construction described in the Article *Construction Sequence* herein and the Construction Sequencing plans provided in the Reference Documents (R22). The D-Br will be responsible to coordinate the packages and submit a total Cruise Terminal F Expansion design, plans, calculations, and specifications as part of the Record Documents. The D-Br shall be responsible for coordinating the packages with all permitting agencies, as applicable.
- 1.2.2. The D-Br shall not submit any package to any permitting or approving agency until it has been approved in writing by PortMiami. Any submission to any permitting or regulatory agency before being approved by PortMiami is at the D-Br s' risk.
- 1.2.3. Any construction, procurement, fabrication or installation of any work prior to receiving approval from PortMiami and/or the appropriate permitting agency shall be at the D-Br's risk. Any changes that may result from the D-Br procuring, fabricating, constructing, installing, or submitting of the design to permitting/approving agencies without written approval from PortMiami and the permitting agencies shall be performed at no cost to PortMiami and shall not delay the work. PortMiami reserves the right at its sole discretion to stop the work if such conditions are found to exist.
- 1.2.4. The design shall comply with the Design Criteria Document herein, and all applicable codes and standards, accepted design practices, and building regulations.
- 1.2.5. The D-Br shall design, construct, complete, commission, and warrant the Cruise Terminal F Expansion Project in accordance with the Contract Documents and the DCD. The D-Br shall provide detailed and coordinated Architectural, Structural, Mechanical/Electrical/Plumbing (MEP), Civil, Fire Protection/Fire Alarm, IT/Communications, AT&T, Audio/Visual, Wayfinding, Security, Interior Design, and Architectural Landscape Services

to the standard of full working drawings, working details, and Specifications for every aspect of the Project.

- 1.2.6. The D-Br's architectural, mechanical, electrical, plumbing, structural, civil, and other disciplines detailed designs shall be fully coordinated, making due allowances for all loadings on each element, and material to be used in the Project.
- 1.2.7. Serviceability considerations outlined in ASCE 7 "Minimum Design Loads for Buildings and Other Structures" and the requirements of the Florida Building Code (FBC) shall be incorporated in the design.
- 1.2.8. **Wind Speeds.** All above ground structures shall be designed to withstand wind forces in accordance with the Florida Building Code, and ASCE 7, with a **Basic Wind Speed of no less than 170 mph for Risk Category II and no less than 182 mph for a Risk Category III or IV.** Where there are differences between the ASCE 7 wind speeds and the Florida Building Code wind speeds, the D-Br shall use the more stringent, higher wind speeds in structural wind load and wind-borne debris calculations. Structural members, systems, and components in a building structure shall be anchored to resist wind-induced overturning, uplift, sliding, and to provide continuous load path for these forces to the foundation.
- 1.2.8.1. **Wind Tunnel Testing.** The D-Br shall perform an evaluation of the structure in compliance with ASCE 7 and ASCE 49 to determine if Wind Tunnel Testing is required. If it is determined by the D-Br that a Wind Tunnel Test is required or the D-Br chooses to use the Wind Tunnel Procedure the results shall be incorporated into the design of the Project.
- 1.2.9. The D-Br is responsible to design and construct the Cruise Terminal F Expansion and all its elements in a manner that results in the obtaining of a "SILVER" rating under the Leadership in Energy and Environmental Design (LEED) New Construction and Major Renovation Green Building Rating System (GBRS). The integration of innovated "green" features that reinforce local context and natural site relationships and sustainable technologies shall be used whenever possible.
- 1.2.10. **Flood Resistance:** The D-Br shall design the site, and terminal in accordance with ASCE 24, "Flood Resistant Design and Construction" and the requirements of the Florida Building Code (FBC), and Sea Level Rise (SLR) in accordance with Miami-Dade County Ordinance 14-79. The entire terminal building shall be dry floodproofed to no less than Elevation +15.0 NGVD.
- 1.2.10.1. A preliminary wave and water level review was conducted for a nearby Terminal (CT H) considering current and predicted SLR water levels and their effect on Flood Resistance requirements for the Program. It was the conclusion of the review that the site was not currently and may not in the foreseeable future be located within a Coastal A Zone, Coastal High Hazard Area, or High Risk Flood Area as defined by FEMA, ASCE, and the FBC. The review and assumptions were not shared with DERM or any other agency.
- 1.2.10.2. The D-Br shall be responsible to conduct a wave and water level analysis with the readily available knowledge that FEMA is re-mapping the Coastal zones and this information may be formally adopted prior to a Project permit application submission. The D-Br shall obtain concurrence from appropriate permitting agencies for the flood resistant measures proposed.

- 1.2.10.3. The measures/means to dry floodproof the terminal to the elevation indicated shall be at the discretion of the D-Br, subject to approval by PortMiami and applicable Permitting agencies.
- 1.2.11. **Art in Public Spaces.** The D-Br shall coordinate with PortMiami and the Miami-Dade County Department of Cultural Affairs for the implementation of the Art in Public Places program in the terminal facility.
- 1.2.12. **Acoustical control of ambient noise.** D-Br shall model the acoustics of the facility and provide acoustic energy absorption in all public spaces.
- 1.2.13. **Service Life.** The elements of the Cruise Terminal F Expansion, individually, as a system, and as a whole shall be designed for low maintenance and for a serviceable design life of not less than 50 years.
- 1.2.13.1. Ease of access to elements and systems requiring regular maintenance and service shall be considered and incorporated into the design.
- 1.2.14. **MDC Notice of Approvals.** All products specified in the Contract Documents shall have a Miami-Dade County Notice of Approval (NOA). If any product requires a one-time approval, the D-Br shall be responsible for obtaining such at no additional compensation or time.
- 1.2.15. The D-Br shall prepare and submit Plans, Calculations, and Specifications with each submission, updated with each subsequent submittal.
- 1.2.15.1. Specifications shall be prepared using the 50-Division Construction Specification Institute (CSI) format.
- 1.2.15.2. Calculations shall be complete and indexed.
- 1.2.15.3. A Basis of Design and a Summary of Design shall be submitted.

1.3. **CONSTRUCTION SEQUENCE**

The D-Br shall maintain the Terminal operational at all phases of the Sequence of Construction. Construction sequencing plans provided in the Reference Documents R22-Sequencing Plans and as described below. The D-Br shall make note that the Schematic Drawings provided herein may or may not match the detailed design Schematic Drawings. This shall not relieve the D-Br of his responsibility for the development of sequencing/phasing plans

The Design-Builder shall develop a detailed Sequencing/Phasing Plan for submission and approval by PortMiami. Coordination with the Cruise Line, Port Operations, and the IT department as well as CBP will be required. All work, including D-Br staging and layout areas, shall be maintained within the limits of work area for each phase. The D-Br shall provided concrete barrier, fencing, temporary walls, or other applicable means to secure each work area.

The terminal shall remain fully operational at all times. The Design-Builder shall be responsible for any and all temporary relocations of services, including CBP, power, HVAC, MEP, and IT/Communication. The D-Br shall coordinate with PortMiami, the Cruise Line, and other stakeholders prior to performing relocations. All new and temporary services shall be in place prior to removal of existing.

- 1.3.1. **Sequence Phase 1:** Demolition of Existing West “S-Canopy” Structure (CT-F Provisioning), East “S-Canopy” Structure (CT-E Bus Intermodal) and the Diamond Building CT-2 (Storage/Vacant).
- 1.3.1.1.1.1. Work includes all foundation systems, electrical, and plumbing above and below grade.
 - 1.3.1.1.1.2. Install a construction fence around the area of demolition that includes West “S-Canopy” Structure (CT-F Provisioning), East “S-Canopy” Structure (CT-E Bus Intermodal) and the Diamond Building CT-2 (Storage/Vacant).
 - 1.3.1.1.1.3. After demolition of the structures, a clear, paved path to the existing working apron shall be constructed for the ongoing provisioning functions, including sorting and forklift circulation.
 - 1.3.1.1.1.4. Relocate Existing John Henry Sculpture. New location to be coordinated with Port Miami. Refer to document R20 Sculpture Relocation Plans in References
 - 1.3.1.1.1.5. Demolish existing foundation system, planter/median, and associated electrical.
 - 1.3.1.1.1.6. Build new temporary Provisioning & Bus Intermodal. Refer to Architectural Design Intent Drawings A08 in Attachments.
 - 1.3.1.1.1.7. **Terminal Operations:**
 - 1.3.1.1.1.7.1. **Embark:** Passengers are screened upon entry into Embark in the Ground Floor, then proceed the 2nd Floor Ticketing area, and then to the Waiting Area. From Waiting upstairs to the Concourse and then to the Ship via the PBB.
 - 1.3.1.1.1.7.2. **Debark:** Passengers leave the ship via the PBB, then directly downstairs to Luggage Lay-Down Area via stairs and elevators.
 - 1.3.1.1.1.7.3. **Provisioning:** Temporary Provisioning Area.
 - 1.3.1.1.1.7.4. **CBP:** Located at Ground Floor at existing CT-F “1999” building. Current operation remains with no changes.
 - 1.3.1.1.1.7.5. **Crew:** Entry located at Ground Floor at existing East Canopy “S-Structure” Current operation remains with no changes.
- 1.3.2. **Sequence Phase 2:** Selective Demolition in Existing Terminal F “1999” Building for new debark cores.
- 1.3.2.1.1.1. New openings in the existing 2nd floor and concourse slabs, install (2) new de-bark stair and escalator cores.
 - 1.3.2.1.1.2. Demolish existing elevators No.5 & 6 and associated machine rooms in preparation for new elevators in an expanded elevator shaft. Coordinate with

owner for equipment and systems to be salvaged. Maintain existing terminal operations at all times.

1.3.2.1.1.3. Construction of Bridge Connection from Existing “2017 Embark” Building to Waiting Area in Existing Terminal F “1999” Building.

1.3.2.1.1.4. Terminal Operations:

1.3.2.1.1.4.1. Embark: No changes from Sequence 1 other than reduced available area at Waiting Area.

1.3.2.1.1.4.2. Debar: No changes from Phase 1 other than reduced available Baggage Lay-Down Area.

1.3.2.1.1.4.3. Provisioning, CBP & Crew: No changes from Phase 1.

1.3.3. **Sequence Phase 3:**

1.3.3.1.1.1. Construction of New Baggage Screening Building on the site of the demolished West “S-Canopy” Structure. East Expansion. Refer to Architectural Design Intent Drawings A08 in Attachments.

1.3.3.1.1.2. Construction of New Provisional Building on the site of the demolished East “S-Canopy” Structure. Refer to Architectural Design Intent Drawings A08 in Attachments.

1.3.3.1.1.3. Terminal Operations:

1.3.3.1.1.3.1. Embark: No changes from Sequence 2

1.3.3.1.1.3.2. Debar: No changes from Sequence 2

1.3.3.1.1.3.3. Provisioning: New Provisioning Building.

1.3.3.1.1.3.4. CBP: No change from Sequence 2

1.3.3.1.1.3.5. Crew: No changes from Sequence 2

1.3.4. **Sequence Phase 4:**

1.3.4.1.1.1. Selective Demolition and removal of existing West Core debar stair and escalator.

1.3.4.1.1.2. Selective Demolition for four (4) new elevators to replace Elevators No. 5 & 6

1.3.4.1.1.3. Construction of New Baggage Screening Building on the site of the demolished West “S-Canopy” Structure. East Expansion. Refer to Architectural Design Intent Drawings A08 in Vol III – Attachments.

1.3.4.1.1.4. Construction of New Provisioning Building on the site of the demolished East “S-Canopy” Structure. Refer to Architectural Design Intent Drawings A08 in Vol III – Attachments.

1.3.4.1.1.5. Terminal Operations:

1.3.4.1.1.5.1. Embark: No changes from Sequence 3

- 1.3.4.1.1.5.2. **Debar**: Debaring Passengers will now be using the new stairs and escalator.
- 1.3.4.1.1.5.3. **Provisioning**: No changes from Sequence 3
- 1.3.4.1.1.5.4. **CBP**: No changes from Sequence 3
- 1.3.4.1.1.5.5. **Crew**: No changes from Sequence 3
- 1.3.5. **Sequence Phase 5**: Construct New Bus Intermodal Areas.
- 1.3.6. **Sequence Phase 6**: Demolition of (West, Baggage Screening) Diamond Building CT-2 and "V" Shaped Canopy.
- 1.3.6.1.1.1. New Baggage Screening Building must be Completed and Operational prior to starting this phase.
- 1.3.6.1.1.2. New Bridge must be Completed and Operational prior to starting this phase.
- 1.3.6.1.1.3. Terminal Operations:**
- 1.3.6.1.1.3.1. **Embark**: Baggage drop location moved to the new Baggage Screening at the New Terminal F "Embark" East Expansion.
- 1.3.6.1.1.3.2. **Debar**: No changes from Sequence 5
- 1.3.6.1.1.3.3. **Provisioning**: Provisioning is moved to new Provisioning Building.
- 1.3.6.1.1.3.4. **CBP**: No changes from Sequence 5.
- 1.3.6.1.1.3.5. **Crew**: Moves to new Provisioning Building
- 1.3.7. **Sequence Phase 7**: Construct New Building for CBP Primary and Secondary Operations. At the New Terminal F "Embark" West Expansion.
- 1.3.7.1.1.1. Terminal Operations:**
- 1.3.7.1.1.1.1. **Embark**: Passengers will enter the Pre Screening Lounge at Ground Floor, and then proceed upstairs to be screened at 2nd floor and then will proceed to the Waiting area via the newly constructed bridge.
- 1.3.7.1.1.1.2. **Debar**: No changes from Sequence 6.
- 1.3.7.1.1.1.3. **Provisioning**: Provisioning is now functioning in new Provisioning Building.
- 1.3.7.1.1.1.4. **CBP**: No changes from Sequence 6.
- 1.3.7.1.1.1.5. **Crew**: No changes from Sequence 6
- 1.3.8. **Sequence Phase 8**: Demo and Reconfigure Existing Intermodal/Drop Off Areas.
- 1.3.8.1.1.1. Terminal Operations:**
- 1.3.8.1.1.1.1. **Embark**: Some circulation to transportation affected.

- 1.3.8.1.1.1.2. Debark: Some circulation to transportation affected.
- 1.3.8.1.1.1.3. Provisioning: Provisioning in now functioning in new Provisioning Building.
- 1.3.8.1.1.1.4. CBP: Is now functioning in new West Expansion Building.
- 1.3.8.1.1.1.5. Crew: No changes from Sequence 7
- 1.3.9. **Sequence Phase 9:**
 - 1.3.9.1.1.1. Demo Existing Ticket Counters, Ground Floor Offices in Existing Terminal F “2017 Embark Building”.
 - 1.3.9.1.1.2. Move Passenger Screening Operations to 2nd Floor.
 - 1.3.9.1.1.3. Complete Pre Screening Lounge Remodeling on Ground Floor.
 - 1.3.9.1.1.3.1. **Terminal Operations:**
 - 1.3.9.1.1.3.2. Embark: Passengers enter the Pre Screening Lounge on the Ground Floor (under construction) proceed to the 2nd floor to be screened and then to the Waiting Area.
 - 1.3.9.1.1.3.3. Debark: No changes from Sequence 8.
 - 1.3.9.1.1.3.4. Provisioning: No changes from Sequence 8.
 - 1.3.9.1.1.3.5. CBP: No changes from Sequence 8.
 - 1.3.9.1.1.3.6. Crew: No changes from Sequence 8.
- 1.3.10. **Sequence Phase 10:**
 - 1.3.10.1.1.1. Demo Existing Ticket Counters, Ground Floor Offices Existing Terminal F “2017 Embark Building”. New CBP Primary and Secondary at new Terminal F “Embark” West Expansion Building must be Completed and Operational.
 - 1.3.10.1.1.2. **Terminal Operations:**
 - 1.3.10.1.1.2.1. Embark: No changes from Phase 9.
 - 1.3.10.1.1.2.2. Debark: Passengers now use the newly constructed CBP Primary and Secondary Areas.
 - 1.3.10.1.1.2.3. Provisioning & CBP: No changes from Sequence 9.
 - 1.3.10.1.1.2.4. Crew: No changes from Sequence 9.
- 1.3.11. **Sequence Phase 11:** Demo Existing CBP Primary and Secondary areas located in Luggage laydown areas on Existing “1999” Terminal F. Baggage Lay-Down Area fully operational.

1.4. GOVERNING REGULATIONS, CODES, MANUALS, AND GUIDELINES

- 1.4.1. The services performed by the D-Br shall be in compliance with all applicable Codes, Manuals and Guidelines, including all amendments thereto, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the Codes, Manuals, and Guidelines shall be used in the performance of this work.
- 1.4.2. Current edition is defined as the edition in place at the date of submission for permit. It shall be the D-Br 's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project.
- 1.4.3. The services will include preparation of all documents necessary to complete the Project as described in the DCD.
- 1.4.4. The D-Br shall promptly notify PortMiami in writing of any conflict between this DCD and Governing Regulations, Codes, Manuals, and Guidelines. Unless directed by PortMiami, the D-Br shall abide by the more stringent requirement.
- 1.4.4.1. Miami-Dade County Department of Transportation and Public Works (DTPW) Standards and Specifications.
- 1.4.4.2. Miami Dade County Department of Regulatory and Economic Resources (RER).
- 1.4.4.3. Miami Dade County Planning and Zoning approvals, including compliance with local Design Review Guidelines, and Development Services Division, current planning branch of RER.
- 1.4.4.4. Miami-Dade County Water and Sewer Department (WASD) Design and Construction Standard Specifications and Details.
- 1.4.4.5. Miami-Dade County Fire Flow Ordinance.
- 1.4.4.6. Miami-Dade County Fire Department.
- 1.4.4.7. Miami Dade County Division of Environmental Resources Management (DERM) Stormwater Design and Installation Standards.
- 1.4.4.8. Miami-Dade County Office of Resiliency.
- 1.4.4.9. Miami-Dade County Office of Elevator Safety.
- 1.4.4.10. *The Landscape Manual*, Miami-Dade County, Department of Planning and Zoning.
- 1.4.4.11. South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP).
- 1.4.4.12. SFWMD Dewatering Standards and Regulations.
- 1.4.4.13. Florida Department of Environmental Protection (FDEP) Stormwater Pollution Prevention Plan (SWPPP).
- 1.4.4.14. Metropolitan Dade County, Florida Department of Environmental Resources Management *Dade County Manatee Protection Plan*, DERM Technical Report 95-5.
- 1.4.4.15. Florida Building Code (FBC), as complemented and supplemented by and amended by local technical amendments per Miami-Dade County Code of Ordinances.

- 1.4.4.16. Florida Fire Prevention Code/NFPA 101 Life Safety Code.
- 1.4.4.17. Florida Electrical Code/NFPA 70 National Electrical Code.
- 1.4.4.18. Americans with Disabilities Act (ADA) Standards for Accessible Design (ADAAG).
- 1.4.4.19. American Society of Civil Engineers (ASCE) Standard 7, *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* (ASCE 7).
- 1.4.4.20. American Society of Civil Engineers (ASCE) Standard 24, *Flood Resistant Design and Construction* (ASCE 24).
- 1.4.4.21. American Society of Civil Engineers (ASCE) Standard 49, *Wind Tunnel Testing for Buildings and Other Structures* (ASCE 49)
- 1.4.4.22. ANSI/ASHRAE/IES Standard 90.1 -- Energy Standard for Buildings except Low-Rise Residential Buildings.
- 1.4.4.23. Florida Department of Transportation Standards.
- 1.4.4.24. Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (FDOT "Green Book").
- 1.4.4.25. Manual on Uniform Traffic Control Devices (MUTCD) by US Department of Transportation, Federal Highway Administration.
- 1.4.4.26. American Association of State Highways and Transportation Officials (AASHTO).
- 1.4.4.27. AASHTO's A Policy on Geometric Design of Highways and Streets.
- 1.4.4.28. American Society of Testing and Materials (ASTM).
- 1.4.4.29. USEPA NPDES regulations.
- 1.4.4.30. U.S. Customs and Border Protection (CBP), *Cruise Terminal Design Standard* (CTDS), December 2018.
- 1.4.4.31. PortMiami *Telecom Infrastructure Specifications, RDBS Supporting Documentation and Reference Drawings*.
- 1.4.4.32. PortMiami Wayfinding Project No. 02-RQAC-01, *Signage Standards/Guidelines and Design Development*.
- 1.4.4.33. PortMiami Design Guidelines and Standards Manual.
- 1.4.4.34. PortMiami Standard Details.
- 1.4.4.35. PortMiami Workzone Application Procedures.
- 1.4.4.36. PortMiami ID Card and Credentialing.
- 1.4.4.37. Department of Homeland Security (DHS) Transportation Worker Identification Credential (TWIC).

1.5. PORTMIAMI / SEAPORT

- 1.5.1. PortMiami is a 518-acre island (also known as Dodge Island) located in Biscayne Bay and connected to the City of Miami by the Port Boulevard Bridge and the PortMiami Tunnel. Both cruise terminals and cargo handling facilities operate at PortMiami. The D-Br shall ensure that PortMiami operations are not interrupted during the design and construction of the Project. PortMiami is a Department of Miami-Dade County (MDC).

1.6. PORTMIAMI SITE SECURITY REQUIREMENTS

PortMiami operates under the Maritime Transportation Security Act (MTSA) and Section 311.12, Florida Statutes. The U.S. Coast Guard (USCG) ensures compliance with the MTSA via an approved Facility Security Plan (FSP).

- 1.6.1. **Secured Area (SA)/ Restricted Area (RA).** The Cruise Terminal F site, wharf, and adjacent Cruise Terminal facilities are considered a Secured Area/Restricted Area (SA/RA) at all times. When accessing the SA/RA, all individuals, including construction personnel, must continuously display a valid PortMiami credential and a Transportation Workers Identification Credential (TWIC).
- 1.6.1.1. Refer to the Department of Homeland Security website (<https://www.tsa.gov/for-industry/twic>) for TWIC requirements and application. The D-Br is responsible for any costs to obtain the credentials.
- 1.6.1.2. Refer to Attachment (A03) and the PortMiami website (<http://www.miamidade.gov/portmiami/id-cards.asp>) for PortMiami Identification Card/Credentialing requirements and application. The D-BR is responsible for any costs to obtain the Port IDs.
- 1.6.1.3. Access to the SA/RA is restricted, and unauthorized presence (individuals without appropriate PortMiami and TWIC credentials) within these SA/RAs constitutes a breach in security.
- 1.6.1.4. **Fines and penalties may exceed \$10,000 from the USCG for not displaying PortMiami and TWIC credentialing within the SA/RA. Any fine or penalty imposed due to a security breach shall be borne by the Design-Builder at no cost to PortMiami.**
- 1.6.2. **Port Perimeter Security Fence.** The D-Br shall maintain PortMiami security fencing perimeter (delineating the SA/RA) at all times. PortMiami maintains a perimeter security fence that shall not be breached at any time during construction. The D-Br is advised that in the event that PortMiami security fence or perimeter is compromised by the D-Br or its sub-contractors, the D-Br shall be required to post a security guard at the D-Br's expense during the duration of the breach in the fence/perimeter line. The security guard supplied by the Design-Builder must be trained in PortMiami security policies and practices and shall be coordinated with the PortMiami Security Division. Refer to Document R32 in References.
- 1.6.3. **Security Fence Relocation.** The D-Br is advised that in the event a perimeter or tenant security fence is required to be relocated in accordance with the construction requirements, a new security fence, meeting PortMiami Security standards, will be required to be installed before the existing security fence is removed. The D-Br shall coordinate and obtain approval for PortMiami Facility Security Officer (FSO) or their designee before moving or relocating the fence

line. Any costs incurred including, but not limited to, the need for security guard services, shall be the responsibility of the D-Br. Refer to Document R32 in References.

- 1.6.4. **Temporary Lighting.** The D-Br shall provide temporary lighting of the Project site and staging area per PortMiami requirements for security and night time operations.

1.7. PORTMIAMI ACCESS AND CRUISE SHIP SCHEDULE

- 1.7.1. Any work planned for the Cruise Terminal F Expansion must be coordinated with PortMiami, and shall not interrupt cruise or cargo operations. The D-Br is expected to employ all means necessary to meet the Project schedule, which may include multiple shifts, and/or a 7-day a week work schedule as permitted by the cruise schedule.
- 1.7.2. The D-Br shall not occupy and/or perform work on or along the existing circulation roadway, North Cruise Boulevard, when the cruise terminals F, G, or E are in operation or when a cruise ship is berth at terminals F, G, or E.
- 1.7.3. When cruise terminals F, G, or E are in operation or have a ship berthed at such, the D-Br shall limit his work, to areas that do not interfere with operations, hinder access to/from the terminals, or otherwise obstruct the efficient use of the terminals. No work that creates excessive noise, dust, or distraction to the passengers will be allowed.
- 1.7.4. The access to and use of the Provisioning area, temporary or permanent, shall not be obstructed or impeded whenever cruise terminals F, G, or E are in operation or a ship is at berth at either cruise terminal F, G, or E. The D-Br shall maintain unhindered access to the provisioning beginning at least two (2) hours before the scheduled arrival of the cruise ship.
- 1.7.4.1. The number of vessel calls during the off-peak cruise season (May 1-October 30) is typically significantly less than during the peak cruise season (November 1-April 30). The D-Br shall coordinate with PortMiami to schedule the work in a manner that does not impact existing terminal operations (waterside and landside).
- 1.7.4.2. A construction work, staging, storage, laydown, and parking area shall be designated by PortMiami within the **Cruise Terminal F Expansion site plan limits**. The area may require relocating, changes in area, or other modifications as each phase of the Project is developed. The D-Br will be responsible for the movement of equipment, materials, facilities, POVs, and all other features as required.
- 1.7.4.2.1. Additional space for D-Br employee parking, and for staging, storage, and laydown may be made available by PortMiami at their discretion. The D-Br will be responsible for providing any transportation/shuttle services to and from the area(s). PortMiami will not be responsible for securing the POVs using the provided parking areas or any material or activities being performed there, or shall PortMiami be responsible for any theft, damage, or other incidents.
- 1.7.4.2.2. The D-Br shall be responsible for securing and maintaining the sites and providing any temporary facilities and services (water, electric, telecom, sanitary).

- 1.7.4.2.3. The D-Br will be responsible for locating and paying for any additional temporary construction staging, storage, etc. space off site (not on PortMiami property) that he deems required.
- 1.7.4.2.4. It shall be the D-Br's responsibility to maintain existing PortMiami operations at all times during construction.
- 1.7.5. The D-Br shall coordinate with PortMiami and PortMiami Operations / Berthing Office daily for current cruise and cargo berthing schedules. The PortMiami Cruise Directory is a living document, and is subject to change at a moment's notice based on vessel berthing conditions. PortMiami will not be responsible for any D-Br schedule changes or costs caused by reliance on the Cruise Directory.

1.8. PROJECT LIMITS OF WORK

- 1.8.1. The limits of the Project Site / Legal Description Survey are included in the References (R02). Miami-Dade County is the Owner of the Project Site and will make it ready and available to the D-Br for construction upon Notice to Proceed.
- 1.8.2. The D-Br shall be responsible for coordinating Work with any adjacent Projects.
- 1.8.3. All Project construction activities must be conducted within the Project limits established by PortMiami as part of the DCD. The D-Br will be solely responsible for securing from PortMiami any temporary rights needed for construction operations including, but not limited, to staging and stockpiling. A construction fence with screen shall be installed and maintained along the Project site boundary and any staging areas for the duration of the Project. Refer to Article *PortMiami Site Security Requirements* above for applicable security fencing requirements.
- 1.8.4. Some connection points / manholes for utilities may be located outside the Cruise Terminal F Expansion Project Site. The D-Br shall coordinate with PortMiami to construct connecting utility service lines and manholes. Work by D-Br outside of the Project site shall be coordinated with PortMiami. The D-Br shall be responsible to restore any existing pavement, curbs, or other features removed to construct any work.
- 1.8.5. **Cruise Terminal F Temporary Access and Provisioning Area:** The D-Br shall provide a temporary secured access point to the Cruise Terminal F waterfront area with a gate, air-conditioned booth with power and data, K-12 rated automatic vehicle barrier, and closable and lockable fence gate that meet PortMiami security requirements.
- 1.8.5.1. The access point will be used for the entry and exit of provisioning trucks, service vehicles, dedicated ship's crew entry, and other Port and maritime staff vehicles.
- 1.8.5.2. A segregated access (ingress and egress) through the Project site from North Cruise Boulevard to the security access point shall be maintained at all times for bunkering, waste management, emergency vehicles, provisioning, and other maritime and PortMiami requirements for the duration of the Project.

1.8.5.3. The security access point shall be located near the eastern end of the Cruise Terminal F Expansion site. See Part 2, *Site Preparation, Demolition and Removals*, for additional information and requirements. **[NEEDS FURTHER REVIEW]**

1.9. GEOTECHNICAL SERVICES / GENERAL CONDITIONS

- 1.9.1. The D-Br will be responsible for identifying and performing all geotechnical investigation, analysis, and design dictated by the needs of the Project and its design. PortMiami makes no assertion as to the competence of the soil in the vicinity of the Project, to support temporary shoring and/or construction vehicles. Any necessary geotechnical work, relevant to the method of providing temporary support or permanent work shall be performed in accordance with the Governing Regulations and the Project specifications. The D-Br shall be responsible for its own analysis of any data and all data used.
- 1.9.2. Geotechnical and test reports from previous CT F and adjacent projects are A preliminary included in the Reference Documents (R03) **[VERIFY WITH THE PORT IF THIS PRELIM. REPORT HAS BEEN DONE]**. The information is for reference only. None of the recommendations contained in these documents may be assumed by the D-Br. The Design Build Firm shall make its own interpretations, evaluations, conclusions and recommendations for this Project.
- 1.9.2.1. The D-Br shall provide PortMiami signed and sealed investigation, design and construction reports. The D-Br's reports shall include a record of all geotechnical information, including relevant support data.

1.10. ENVIRONMENTAL SERVICES

- 1.10.1. The D-Br field activities shall comply with all applicable federal, state and local laws, regulations and rules, including compliance with requirements of and for the Project permits. The D-Br will be responsible for the containment, collection and proper disposal of all contaminated soils, construction debris, demolition run-off, hydro-blast or impact Projectiles, and waste materials. The D-Br shall be responsible for the removal of any contaminated material brought onto the site. Discharge of waste water into PortMiami storm water drainage system or to the waters of Biscayne Bay is prohibited.
- 1.10.2. Preparation of complete permit packages shall be the responsibility of the D-Br. The D-Br shall obtain permits or permit modifications while acting as an authorized representative for PortMiami for permitting purposes only. If any agency rejects or denies the permit application, it is the D-Br's responsibility to notify PortMiami immediately and to make whatever changes necessary to ensure the permit is approved.
- 1.10.3. The D-Br is responsible for obtaining all permits necessary for the Project including but not limited to National Pollutant Discharge Elimination System (NPDES) and/or dewatering. No extension of time will be granted for delay in Project schedule due to the procurement of permits and/or permit modifications by the D-Br.

1.10.4. The design plans shall include all the drawings and details necessary to convey the intent and scope of the Project for the purposes of the Construction Work in order to obtain the applicable permits. Supplemental documentation to support the plans shall be prepared and provided when applicable or required.

1.10.5. Expected required permits include, but are not limited to:

- 1.10.5.1. Florida Department of Environmental Protection (FDEP), and Miami-Dade Department of Environmental Protection (DERM).
- 1.10.5.2. MDC Regulatory and Economic Resources (RER), Building Permit.
- 1.10.5.3. Demolition and Disposal Permits.
- 1.10.5.4. MDC Department of Environmental Protection (DERM) Class II, for installation, construction, and/or alteration of any outfall or overflow system.
- 1.10.5.5. MDC Department of Environmental Protection (DERM) Class V, for any dewatering of groundwater, surface waters or water that has entered into excavations.

1.11. **BUILDING AND OTHER PERMITS AND APPROVALS**

- 1.11.1. The D-Br is responsible for the preparation and processing of all construction documents for the Project through the required agencies having jurisdiction, to obtain the necessary approvals/permits, and obtainment of a Certificate of Occupancy (CO) for the Project, including such for the work phases. The D-Br is responsible to coordinate with all applicable utility agencies and obtain LEED "SILVER" certification for the new Cruise Terminal F Expansion.
- 1.11.2. The D-Br will obtain building permits or permit modifications while acting as an authorized representative for PortMiami for permitting purposes only. The D-Br's construction activities shall comply with all applicable federal, state and local laws, regulations and rules, including compliance with Project permit requirements. The D-Br will be required to pay all permit fees. Any fines levied by permitting and/or regulatory agencies for non-compliance with permit requirements shall be the responsibility of the D-Br.
- 1.11.3. If the permitting agency rejects or denies the permit application, it is the D-Br's responsibility to notify PortMiami immediately and to make whatever changes necessary to ensure the permit is approved. No extension of time will be granted for delay in Project schedule due to the procurement of permits and/or permit modifications by the D-Br.
- 1.11.4. It shall be the responsibility of the D-Br to notify PortMiami of all required permits and the schedule for obtaining them. In the event that a required permit cannot be timely obtained, the D-Br may submit a request for extension of Contract Time directly to PortMiami. PortMiami reserves in its sole and absolute discretion the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the D-Br. Furthermore, as to any such impact, no modification provision will be considered by PortMiami unless the D-Br clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the required permits including the utilization of any and all reasonably available means and methods to overcome all impacts.

There shall be no right of any kind on behalf of the D-Br to challenge or otherwise seek review or appeal in any form of any determination made by PortMiami under this provision.

1.12. SURVEY

- 1.12.1. A preliminary *Topographic* survey of the existing conditions was performed by PortMiami and the CAD file is included in the Reference Documents (R02). The preliminary survey is for reference only. The D-Br shall perform all auxiliary surveying and mapping services necessary to verify the information provided and complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code and the requirements of the Contract Documents. All field survey data will be furnished in a digital format, readily available for input and use in CAD files. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 61G17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from PortMiami.
- 1.12.2. Existing grades / elevations shown are finished grades unless otherwise noted.
- 1.12.3. The Bench Mark (B.M.) Datum is National Geodetic Vertical Datum of 1929 (NGVD29), unless noted otherwise. The Project shall use NGVD29 for all vertical elevations.
- 1.12.4. The horizontal controls shall be per the Florida State Plane Coordinate System.

1.13. SUSTAINABLE REQUIREMENTS

- 1.13.1. The primary mechanism for determining compliance with the Sustainable Building Program shall be the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System. All Miami-Dade County construction Projects are required to meet the standards delineated in County Ordinance 07-65. Compliance shall be determined by completing a formal certification process with the U.S. Green Building Council, or as otherwise directed by Miami-Dade County's Sustainability Manager.
- 1.13.1.1. All new construction Projects and renovations shall be required to attain "**SILVER**" or higher-level rating under the LEED BD+C Rating System per MDC Ordinances.
- 1.13.2. The Project shall be designed and constructed in accordance with expected sea level rise (SLR) Projections during its anticipated useful life, using regionally consistent unified sea level rise Projections.

1.14. VERIFICATION OF EXISTING CONDITIONS

- 1.14.1. The D-Br shall be responsible for verification of existing conditions, including field investigations, subsurface utility locations, subsurface bulkhead wall tie-backs and anchor wall, research of all existing Miami-Dade County / PortMiami records and other information.
- 1.14.2. By execution of the contract, the D-Br specifically acknowledges and agrees that the D-Br is contracting and being compensated for performing required investigations of existing site

conditions sufficient to support the design developed by the D-Br and that any information is being provided merely to assist the D-Br in completing adequate site investigations. Notwithstanding any other provision in the Contract Documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

1.15. **PRESERVATION OF EXISTING SERVICES, AND SALVAGE**

- 1.15.1. D-Br shall preserve and protect existing features including underground utilities (e.g. telecommunications, IT services, electrical, water, sewer, storm water, etc.) that are not impacted by the work. In the event that existing services need to be relocated, D-Br shall ensure that service remains uninterrupted, at all phases of construction, which may require a phased or temporary approach to service continuity.
- 1.15.2. All Work affecting telecommunications or IT services shall be coordinated and prior approval be received for such work from the PortMiami IT Division and Miami-Dade County IT Department (ITD) Project representative.
- 1.15.3. Work that affects other utilities shall be coordinated with the applicable Utility Agency Owner and PortMiami representative.
- 1.15.4. **Adjacent Structures and Monitoring.** The Terminal F Building Expansion and the new Provisioning Facility structures have the potential to impact adjacent existing structures during construction, including Cruise Terminal G, Cruise Terminal E, the existing Bulkhead wall system, and the existing Port Tunnel. The D-Br activities shall not impose any loads to the existing structures.
- 1.15.4.1. The D-Br shall document the condition of the existing structures through color photographs and A/V recording prior to beginning of any construction. The D-Br shall provide a post-construction report of the condition of the existing structures with the Record Documents, noting any changes.
- 1.15.4.2. Attention shall be given to the existing bulkhead anchor wall and tie backs that may be located beneath or directly adjacent to the Terminal F Expansion foundations. The D-Br shall physically locate the existing bulkhead tie rods and anchor wall prior to designing the Terminal expansion foundations and performing any construction along the wharf.
- 1.15.4.3. The D-Br shall immediately notify PortMiami of any movements, damage, or items of concern to any existing building or feature.
- 1.15.4.4. Any damage to existing structures shall be immediately repaired to the satisfaction of PortMiami at no cost to PortMiami.
- 1.15.5. **Underground Existing Utility Survey.** The D-Br shall perform a field location and survey for ALL existing underground utilities within the Project Site and elsewhere that may be impacted by the Project construction.
- 1.15.5.1. The investigation shall be in accordance with the American Society of Civil Engineers (ASCE) ASCE 38-02, *Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data*. The survey shall be performed to Utility Quality Level B.

- 1.15.5.2. The D-Br shall review all available utility records, coordinate with utilities and PortMiami for locations, and contact Sunshine 811 to mark existing utilities.
- 1.15.5.3. The survey shall be completed and submitted with the thirty Percent Construction Documents Submittal.
- 1.15.6. **Existing PortMiami Tunnel.** The Design-Builder shall be responsible to coordinate with the Florida DOT, its consultants, MAT Concessionaire, LLC, and Ferrovial (formerly Broadspectrum, Inc.), in all matters affecting the tunnel and shall cease operations immediately if any part of the construction affects the tunnel structures due to vibrations.

Following is the original section. Recommended para is above. Confirm w/ Port

- 1.15.6.1. D-Br is notified that the proposed site is located adjacent to and may be directly above and horizontally within the Florida Department of Transportation (FDOT) PortMiami Tunnel easement limits. See Attachment A11, *FDOT Perpetual Non-Exclusive Easement (PortMiami Tunnel)*.
- 1.15.6.2. Easements begin vertically at Elevation (-)21.85 over the eastbound (EB) bore and at Elevation (-)19.38 over the westbound bore and extend downward. Both tunnel bores may pass under the site.
- 1.15.6.3. The D-Br shall take whatever measures are necessary to prevent movements and disturbance to the tunnel bores and its linings. D-Br shall cooperate with and coordinate with the Florida DOT, its consultants, MAT Concessionaire, LLC, and Broadspectrum, Inc. in all matters affecting the tunnel and shall cease operations immediately if any part of the construction affects the tunnel structures.
- 1.15.6.4. D-Br shall be responsible for designing, installing, and monitoring instrumentation in accordance with criteria herein and with plans approved by Miami-Dade County and FDOT.
- 1.15.6.5. D-Br shall be responsible to implement an instrumented monitoring program of the two PortMiami Tunnel bores within the longitudinal portion of the bores from the location of the Port Bulkheads. POMT Tunnel Stations: EB 504+85 and WB 605+87 to stations EB 506+90 and WB 607+90. Displacement and settlement of the PortMiami Tunnel bores shall not be permitted. Deflections of the tunnel crown shall not exceed 0.15 inches during construction.
- 1.15.6.6. **Bored Tunnel Monitoring Zone.** For the Bored Tunnel, Cut-and-Cover Tunnel and U-Wall Sections, the monitoring zone shall be assumed to extend from EB Stations 504+85 to 506+90 and WB stations 605+87 to 607+90. The D-Br shall design and install two test sections, one in each tunnel between the approximate station locations of EB 505+30 and 506+80 and WB 606+35 and 607+80. Each test section shall be monitors for the following:
- 1.15.6.6.1. Installation of survey optical/laser prisms for Automatic Total Station monitoring to measure potential deformation at least 5 points on the interior of the tunnel lining at the tunnel station corresponding to the building section with the greatest coverage over the tunnel(s). A second instrumented section shall be placed 100

ft. from the limits of construction in the tunnel to provide a reference baseline. (targets may be mounted at the joints between fire board panels, on the panel).

1.15.6.6.2. Other instrumentation may be considered. However, these instruments will need to be installed directly on the concrete lining. These will be required if the D-Br modifies the planned loading from that indicated in the baseline design.

1.15.6.6.2.1. Crack gages suitable for ½-inch total movement shall be set spanning each accessible longitudinal segment joint (segment short ends) on one ring.

1.15.6.6.2.2. Installation of two strain gages on the centerline of each segment intrados, approximately two feet from the end of each segment. (strain gages must be concrete mountable). Coordinate all Work with the Tunnel Operator, MAT Concessionaire, LLC and Transfield Services, Inc. Design-Builder shall submit a monitoring plan to Miami-Dade County and FDOT 30 days prior to the installation detailing type of instruments to be installed, location of instruments, and methods of data collection. Instrumentation must be capable of having alarms set and Design-Builder must propose alarm levels as part of its monitoring plan. Alarm threshold and limiting values must be relevant to the proposed design and anticipated effects on the tunnel, if any, and must be approved by FDOT.

1.15.6.7. **Port of Miami Tunnel Vibration Limits.** The D-Br shall coordinate with the PortMiami Tunnel owner and operator to monitor vibrations within the tunnel during construction. D-Br may utilize its own equipment or if available, obtain data from the existing monitoring systems within the tunnel controlled and operated by MAT Concessionaire, LLC. Vibration imposed on the tunnel by the D-Br shall not exceed a Limiting Value of peak particle velocity of 3.0 inches per second for continuous near steady state vibrations (as determined by the Owner, e.g. pile driving) and shall not exceed a peak particle velocity of 3.5 inches per second for transient vibrations (e.g. dropped weight). If these levels are exceeded, the work causing the disturbance must be halted until the work process can be modified to limit the vibration to within acceptable limits. A Threshold Value of 2.0 inches per second shall be required to be set on monitoring equipment to initiate alarms and responses at a lower level than the Limiting Value. If the Threshold Value is exceeded, the D-Br shall initiate response actions to prevent vibration levels from exceeding the Limiting Value. Once the Threshold Value has been exceeded, the Owner shall be notified of the event, the magnitude of the vibration level, and the actions being initiated to reduce ensure the Limiting Value is not exceeded.

1.15.6.7.1. Vibration Levels shall be monitored for peak particle velocity within the range of 1 to 315 Hz on three axes. Vibration monitoring devices shall be able to present the combined peak particle velocity value and shall be capable of providing monitoring between 0.005 in/sec and 10.0 in/sec with data stored and reportable via software or website.

1.15.6.8. **Instrumentation Monitoring Reporting Requirements.** Copies of all readings, plots, diagrams, graphs, etc. shall be transmitted to Miami-Dade County and for the bored tunnels

to FDOT, MAT Concessionaire, LLC, or their designee(s) weekly. If the readings reach the Threshold or Limiting values, these data transmissions should be made immediately. The D-Br shall supply standard forms, acceptable to FDOT, for the recording of all monitoring data. Monitoring data shall be transmitted to the Lead Tunnel Design Engineering Firm's Representative, Lead Tunneling Contractor's Representative and FDOT within 24 hours after taking the readings. D-Br shall supply a weekly monitoring report. This report shall supply a summary interpretation of all of the geotechnical measurements taken and the conclusions drawn from each monitoring location. The report shall also include all results from construction vibration monitoring during that period. Gages and optical monitoring will record strains, relative and absolute displacements of the tunnel ring segments as measured by the equipment. Reports shall be provided to Miami-Dade County, FDOT, MAT Concessionaire, LLC and designees of the three parties. Recorded data shall be presented in tabular and graphical formats and shall be reported to the precision and accuracy appropriate for the instrumentation and anticipated values.

1.15.6.9. Ground and Structure Deformation Analysis for Bored Tunnels. The D-Br shall prepare and submit to Miami-Dade County and FDOT for review and comment a pre-construction ground and structure deformation analysis report (at no additional cost) to document its assessment of expected stress changes and ground or tunnel lining deformations if the proposed design of foundation elements differs in size, loading, bearing pressures, and installation methods as compared to those envisioned in the proposed Terminal F criteria package. The D-Br shall present its preferred design option with supporting information to Miami-Dade County for a determination if this additional analysis will be required. See Reference R03, *Report of Geotechnical Exploration Port of Miami Cruise Terminal F* for information of soils in the area.

1.15.6.9.1. The ground and structure deformation analysis report shall include but not be limited to the following:

1.15.6.9.1.1. Geotechnical characteristics of the ground;

1.15.6.9.1.2. Proposed methods and sequence of construction and equipment to be used, consistent with the Subsurface Methods and utilities;

1.15.6.9.1.3. Preventive, remedial, and contingency measures that would be adopted to ensure that the deformations of ground, structures and utilities are kept within the acceptable threshold and limiting values determined by the Design-Builder;

1.15.6.9.1.4. The D-Br shall analyze horizontal and vertical deformations anticipated from its proposed Construction Work. This analysis shall include but not be limited to the predicted horizontal and vertical deformation of the two tunnel bore linings as well as an assessment of deformations considered acceptable for each bore;

1.15.6.9.1.5. Effects of groundwater drawdown shall be analyzed for impacts on adjacent structures, facilities and environmental conditions, including the tunnels. Groundwater pumped from the Project shall be disposed of in accordance with all State, local and federal Environmental Law;

1.15.6.9.1.6. Ground improvement and ground stabilization may be required to control ground deformations or load distribution to prevent adverse impacts on adjacent structures and facilities including the tunnels. Techniques such as soil mixing, jet grouting, compaction grouting, and other stabilization methods shall be developed by the D-Br in accordance with its Geotechnical Engineering Consultant's recommendations, if additional foundation support is required and if localized surcharge loads on the tunnel are deemed excessive, or excess deflections are predicted or observed on the tunnel lining;

1.15.6.9.1.7. The D-Br shall calculate Threshold and Limiting Values for all instrumentation equipment. Threshold Limits indicate measurements that warrant modifications to the construction procedures to ensure the Limiting Values are not exceeded. Limiting Values are measurements indicating no further deformation, drawdown, vibration, etc., is acceptable; and

1.15.6.9.1.8. The D-Br shall also set a Critical Alert Value for displacement rate, when the Threshold Value has not yet been reached, but the rate is observed to be increasing quicker than predicted.

1.15.6.9.2. The transverse settlement profiles shall be determined using well-established calculation methods such as Gaussian curve, 2D and 3D numerical methods.

1.15.6.9.3.

1.16. REMOVALS AND DEMOLITION

1.16.1. The D-Br shall demolish or otherwise remove the existing structures indicated on the attached Architectural Design Intent Drawings. The D-Br shall remove structures, equipment, lighting including light poles and foundations, pavement, slabs, landscaping, fencing, curbs, debris, and any other existing features on the Project site unless indicated to remain. Existing utilities to remain in service shall be protected in place. No utilities shall be abandoned in place. The D-Br is responsible for but is not limited to the following:

1.16.1.1. Demolition of light poles including demolition of concrete foundations and disconnection, de-activation, and removal of electrical feeds.

1.16.1.2. Removal and relocation of any stand-alone IT poles, such as camera poles, to a location to be coordinated with PortMiami.

1.16.1.3. Disconnection, de-activation, and removal of electrical feeds to any above ground structures being removed.

1.16.2. The D-Br shall be responsible to remove all debris, throwaway and waste material produced and associated with the new work.

1.16.3. Use of explosives will not be permitted. Burning of material on site will not be permitted.

1.16.4. All materials shall be legally disposed of off-site.

- 1.16.5. Waste material that may be reclaimed, reused, or recycled, such as steel and aggregates, shall be separated and disposed of at appropriate recycling facilities. The D-Br shall provide documentation of all reclaimed, reuse, or recycled material.

1.17. **COMMUNICATION AND COORDINATION**

- 1.17.1. The D-Br shall process all correspondence, submittals, questions, comments, coordination and the like through PortMiami only, unless written approval is provided by PortMiami.
- 1.17.1.1. The D-Br may communicate and coordinate with the Miami-Dade County Department of Regulatory and Economic Resources (RER), utility agencies, and applicable permitting agencies during the development of the Project plans and specifications in order to expedite the design. PortMiami shall be invited to all meetings, with no less than seventy-two (72) hours advance notice.
- 1.17.1.2. The D-Br shall provide to PortMiami a summary of all such meetings (telephone, email, meetings, etc.) within five (5) days of the meeting, including the options and actions to be taken.
- 1.17.2. The D-Br shall not contact the U.S. Coast Guard (USCG) or the U.S. Customs and Border Protection (CBP) regarding this or any PortMiami requirement without the written approval of PortMiami. Request to meet with the USCG or CBP shall be through PortMiami.

1.18. **SUBMITTALS**

- 1.18.1. **Project Design, Calculations, Plans, Specifications**, and other supporting documents shall meet the minimum contents of each phase submittal prior to submission for review. The D-Br shall provide copies of the required documents as listed below for each review. All copies of each submittal shall be delivered to PortMiami for distribution to PortMiami reviewers. Review by or on the behalf of PortMiami shall be for the benefit of PortMiami and shall not relieve the D-Br of the sole responsibility for all aspects of the design and construction. All comments must be resolved to the satisfaction of PortMiami **prior** to submission to any permitting agency. Failure to do so may result in rework by the D-Br at no additional cost to PortMiami.
- 1.18.2. **Computer Automation.** The Project drawings shall be designed utilizing Autodesk AutoCAD version 2017 for Windows or later in the development of the contract plans. The Cruise Terminal, Site and the Provisioning Facility shall be developed in 3D using the REVIT® BIM software program. Documents provided to PortMiami shall be exported from REVIT to .dwg format.
- 1.18.2.1. Camera placement, fields of view and design must utilize REVIT BIM and/or MS Visio using camera manufacturer templates to visually depict fields of view and coverage category (general, surveillance, event, or ID coverage) to scale. The D-Br shall submit surveillance modeling for review and approval.

- 1.18.2.2. 3D modeling should be utilized to explore technical, services and structural coordination. Model(s) should be regularly reviewed with PortMiami to identify and highlight clashes/conflicts and the proper resolution of these.
- 1.18.2.3. 3D model may be used, where appropriate and approved by PortMiami, as an alternative to physical mock-ups for complex details and intersections in the building design.
- 1.18.2.4. The D-Br will be required to submit final documents and files which shall include complete CAD design and coordinated geometry files, as described above.
- 1.18.2.5. The archived submittal shall also include an Index file or documentation that shall contain the Project history, file descriptions of all Project files, reference file cross references, and plotting criteria (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.
- 1.18.3. **Design and Construction Packages.** The complete Cruise Terminal F Expansion Project shall be presented as a single Design/Construction package for PortMiami and CBP review and issuance of written approval of the Thirty Percent Construction Documents Submittal. Upon approval of the Thirty Percent Construction Documents Submittal, the D-Br shall prepare and submit separate **Construction/Permit packages** comprising the phases of the Project to be constructed in the order and sequence described in Article *Construction Sequence* above and the Construction Sequencing plans provided in the Reference Documents, to allow for the continuing operation of the Terminal throughout construction. In addition, the D-Br may prepare and submit **Component packages** composed of elements of the Project that may allow procurement and construction work to commence while other aspects of the Cruise Terminal F Expansion are still under design.
- 1.18.3.1. U.S. Customs and Border Protection areas of responsibility will require review and approval by the U.S. CBP. A separate Component package may be required for the CBP areas.
- 1.18.3.2. Component packages are not required; however, if the D-Br chooses to submit the design/construction in additional components, they shall be limited to only the following component packages for review and permitting:
- 1.18.3.2.1. Terminal Building Expansion
- 1.18.3.2.1.1. Foundations
- 1.18.3.2.1.2. Structural Framing (core and shell)
- 1.18.3.2.1.3. Remainder of the Terminal (interior build-out)
- 1.18.3.2.2. Temporary Provisioning (CT-F) / Bus Intermodal (CT-E)
- 1.18.3.2.3. Passenger Bridge temporarily connecting existing Embark Bldg. to existing Waiting Area
- 1.18.3.2.4. Provisioning Building
- 1.18.3.2.5. Demolition and Site Preparation
- 1.18.3.2.6. Site Improvements

1.18.3.3. Each **Construction/ Permit package or Component package** shall include all elements and disciplines required for review and approval as a stand-alone package and is subject to Submittal Phases and requirements as detailed below. The D-Br shall submit a listing and schedule of proposed packages to PortMiami with the Thirty Percent Construction Documents Submittal.

1.18.4. **Submittals**

1.18.4.1. Each submittal must be accompanied by design calculations, specifications, and sufficient information for adjoining components or areas of work to allow for proper evaluation of the component submitted for review. Submittals shall include as a minimum the documents noted below.

1.18.4.2. Each submittal shall include both hardcopies and electronic copies (CD/DVD, flash drive, web transfer) of all documents in the following quantities, unless noted otherwise.

1.18.4.2.1. (4) full size (24"x36") plans

1.18.4.2.2. (4) half size (12"x18") plans

1.18.4.2.3. (2) Sets of Specifications

1.18.4.2.4. (2) Sets of Calculations, Reports, and other supporting documents

1.18.4.2.5. (2) CD/DVDs or USB Flash Drives of all document in native format and PDF. If web transfer of files is provided and accepted, CD/DVDs and Flash Drives will not be required.

1.18.4.3. **Thirty Percent Construction Documents Submittal.** The submittal is intended to be an update of the drawings and other documents submitted with the Request for Proposal Technical Response. It shall incorporate updates and revisions to the documents resulting from award negotiations and comments from PortMiami, CBP, and other stakeholders. The submittal documents shall consist of no less than the following:

1.18.4.3.1. Basis of Design Report.

1.18.4.3.2. Fully developed and dimensioned floor plans, elevations, and typical section of the Terminal.

1.18.4.3.2.1. The D-Br shall coordinate with CBP through PortMiami to obtain their written approval of the floor plan and their spaces.

1.18.4.3.3. Fully developed and dimensioned plan, elevation, and section of the Provisioning Facility.

1.18.4.3.4. Fully developed and dimensioned site plan.

1.18.4.3.5. Fully developed and dimensioned Bus Intermodal plan.

1.18.4.3.6. Construction phasing/sequencing, and initial schedule.

1.18.4.3.7. Maintenance of Traffic Plan.

1.18.4.3.8. Life Safety analysis and drawings for the Terminal and Provisioning Facility.

1.18.4.3.9. Initial Grading and Drainage Plans, Calculations, and Drainage Report.

- 1.18.4.3.10. Geotechnical Investigation and Foundation Recommendations.
 - 1.18.4.3.11. Underground Utility Locate Report and Plan.
 - 1.18.4.3.12. Electrical Power Load and Riser Diagram.
 - 1.18.4.3.13. LEED summary and score card/checklist, including a complete listing/plan of initiatives to achieve "SILVER" LEED rating.
 - 1.18.4.3.14. Traffic Study, including turning movement analysis and graphic(s).
 - 1.18.4.3.15. Listing of ALL proposed/planned Project drawings.
 - 1.18.4.3.16. Outline of ALL Project Specifications.
 - 1.18.4.3.17. Schedule of proposed Design/Construction Packages with summary of drawings, specifications, calculations, and other documents to be submitted with each package.
- 1.18.4.4. **Sixty Percent Construction Documents Submittal.** Plans and specifications developed to a Sixty Percent level of detail. Documents at this level are expected to have all major elements designed with details developed to a level to convey the intent of the Architect/Engineer. All drawings/plans shall have been started, with initial details and schedules included.
- 1.18.4.4.1. Completed General Notes.
 - 1.18.4.4.2. Complete design documentation/calculations for permanent and temporary works.
 - 1.18.4.4.3. Final Basis of Design Report.
 - 1.18.4.4.4. Draft Specifications: Provide copies of Specifications, with initial edits. A listing of the Specifications will not be acceptable.
 - 1.18.4.4.5. Updated LEED scorecard/checklist, including detailed information for each initiative to be implemented.
 - 1.18.4.4.6. Updated Construction phasing/sequencing and schedule.
 - 1.18.4.4.7. Maintenance of Traffic Plan.
- 1.18.4.5. **Ninety Percent Construction Documents Submittal.** Completed plans and specifications. Documents at this level are expected to be completed and ready for permitting / construction.
- 1.18.4.5.1. Complete and checked Construction Plans and Specifications for permanent and temporary works.
 - 1.18.4.5.2. Summary of Design: This document summarizes the design approach, calculations performed (structural, M/E/P, etc.), assumptions, and conclusions. It is supported by the detailed calculations.
 - 1.18.4.5.3. Complete and checked design documentation/calculations for permanent and temporary works.

- 1.18.4.5.4. LEED scorecard/checklist, including detailed requirements to implement all initiatives.
- 1.18.4.5.5. Final construction phasing/sequencing, and schedule.
- 1.18.4.5.6. Final Maintenance of Traffic Plan.
- 1.18.4.6. **One Hundred Percent Construction Documents Submittal.** All documents shall be Signed and Sealed by a Florida Registered Professional Engineer and Registered Architect.
 - 1.18.4.6.1. Plans and Specifications.
 - 1.18.4.6.2. Design documentation/calculations for permanent and temporary works.
 - 1.18.4.6.3. LEED Scorecard/checklist.
 - 1.18.4.6.4. Applicable Permits.
- 1.18.5. **Final As-Built Plans / Record Documents.** When the Project is Substantially Complete, the D-Br shall furnish PortMiami with a complete set of "As-Built Plans / Record Documents" and Survey for the constructed improvements.
 - 1.18.5.1. Within ninety (90) days of Final Completion, the D-Br shall provide PortMiami with two (2) signed and sealed sets of complete Project Record Documents certified by both the Architect(s) and/or Engineer(s) of Record, and also by the Professional Surveyor and Mapper (PSM) where required.
 - 1.18.5.2. Record Documents shall show all changes and deviations from or to permitted plans and drawings and include as-built dimensions and elevations recorded or verified by the PSM. All as-built information regarding underground or otherwise concealed facilities shall be taken in the field concurrently with the program of construction and before facilities are covered or otherwise concealed. Otherwise, the D-Br shall expose (and restore) sufficient area of work to allow the PSM to meet the aforementioned D-Br PSM dimensions, elevation, and location verification certification requirements.
 - 1.18.5.3. The as-built drawing shall be submitted to PortMiami in Autodesk AutoCAD and REVIT formats, version 2017 for Windows or later, and in Geographic Information System (GIS) as-built information format.
 - 1.18.5.4. The D-Br shall submit Final Record Documents / As-Built plans to PortMiami. The D-Br shall furnish to PortMiami, upon Project completion, no less than the following documents. Submission of record documents to permitting agencies shall be in accordance with the permit(s):
 - 1.18.5.4.1.1. Drawings
 - 1.18.5.4.1.2. Specifications
 - 1.18.5.4.1.3. Utility surveys
 - 1.18.5.4.1.4. Reports
 - 1.18.5.4.1.5. Approvals
 - 1.18.5.4.1.6. Warranties/Guaranties

- 1.18.5.4.1.7. Operation and Maintenance Manuals
- 1.18.5.4.1.8. Commissioning Reports
- 1.18.5.4.1.9. LEED Certification with all the supporting back-up
- 1.18.5.4.2. Provide the following copies:
 - 1.18.5.4.2.1. (2) full-size signed and sealed final record documents as-built plans (originals).
 - 1.18.5.4.2.2. (1) marked up "As-Built" construction set.
 - 1.18.5.4.2.3. (2) complete sets of final documentation: shop drawings, material tests, certificates of occupancy, and similar.
 - 1.18.5.4.2.4. (2) CDs or USB Flash drives with the final CAD files (AutoCAD and REVIT) and scanned copies of all Record Documents, including signed and sealed plans.
- 1.18.5.5. The D-Br 's Professional Architect/Engineer (A/EOR) in charge of the Project's design shall professionally endorse (sign and seal and certify) the record documents, the specifications, special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Florida Statutes.
- 1.18.5.6. Conformed component and Design Package submittals shall be integrated into one full, comprehensive set of Final As-built / Record documents. Final As-built / Record documents must be submitted prior to final acceptance of the Project.
- 1.18.6. **Design Documentation, Computations and Quantities.** The D-Br shall submit to PortMiami design notes and computations to document the design conclusions reached during the development of the construction plans. The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to PortMiami. At the Project completion, a final set of design notes and computations, signed and sealed by the D-Br, shall be submitted with the record documents.

1.19. PROJECT SCHEDULE / CONTRACT DURATION

- 1.19.1. The D-Br shall submit a detailed Project schedule in calendar days as part of the Technical Proposal based on dates noted in the RDBS within fifteen (15) days after Award.
- 1.19.2. The schedule shall be prepared in a GANTT Chart format Critical Path Network (CPM) using the latest version of Microsoft Project (or Oracle Primavera P6) Project Management Program. D-Br shall submit the schedule in hard copy and in electronic format.
- 1.19.3. The schedule shall be updated monthly and provide with each Payment Application.
- 1.19.4. The minimum number of activities shall be those listed in the schedule of values, plus those listed below:
 - 1.19.4.1. Anticipated Award Date (Baseline Date).

- 1.19.4.2. Notice to Proceed.
 - 1.19.4.3. Design Submittals (for each anticipated work package).
 - 1.19.4.4. Design Reviews by PortMiami (for each anticipated work package).
 - 1.19.4.5. Design Review / Acceptance Milestones (for each anticipated work package).
 - 1.19.4.6. Geotechnical Investigations.
 - 1.19.4.7. Permitting (for each anticipated work package).
 - 1.19.4.8. Procurement of long-lead items as determined by Design-Builder.
 - 1.19.4.9. Site Security and Protection of General Public.
 - 1.19.4.10. Utility Relocations, Installation, and Removals.
 - 1.19.4.11. Construction Mobilization.
 - 1.19.4.12. Construction Phasing and MOT shifts.
 - 1.19.4.13. Demolition of existing structures.
 - 1.19.4.14. Erosion Control.
 - 1.19.4.15. Preparation, construction, and review for mock-ups, both physical and 3D representation.
 - 1.19.4.16. Additional Construction Milestones as determined by the D-Br.
 - 1.19.4.17. Temporary Certificate of Occupancy (TCO).
 - 1.19.4.18. Substantial Completion.
 - 1.19.4.19. Final Completion Date for All Work.
- 1.19.5. The Project schedule shall allow for a fifteen (15) working days PortMiami review time for the review of the design submittals, including shop drawings. The D-Br may request an expedited review of a particular submittal, subject to approval by PortMiami. The review period commences upon the receipt of the valid submittal or re-submittal by PortMiami and terminates upon the transmittal of the submittal back to the D-Br. The review by PortMiami is not meant to be a complete and detailed review, and does not relieve the D-Br of sole responsibility for all aspects of design and construction.
- 1.19.5.1. The D-Br shall allow not less than forty five (45) days for review of CBP Drawings, plans, specifications, shop drawings and other required documents. The D-Br shall also include appropriate time for CBP inspections during construction.
 - 1.19.5.2. The schedule shall indicate all float or buffers in the schedule for permitting delays, inclement weather, etc.
- 1.19.6. Final signed and sealed plans shall be delivered to PortMiami a minimum of fifteen (15) days prior to construction of that component. PortMiami will send the final signed and sealed plans to the appropriate office for review and stamping "Released for Construction." Only stamped, signed and sealed plans are valid and all work that the D-Br performs in advance of the release of Plans by PortMiami will be at the D-Br's risk.

1.20. KEY PERSONNEL AND STAFFING

1.20.1. D-Br’s work shall be performed and directed by key personnel identified in the Statement of Qualifications and Technical Proposal by the D-Br. Any changes in the indicated personnel shall be subject to review and approval by PortMiami.

1.21. MEETINGS AND PROGRESS REPORTING

- 1.21.1. The D-Br shall anticipate periodic meetings with PortMiami and other agencies as required for progress updates, and resolution of design and/or construction issues. These meetings may include:
- 1.21.2. PortMiami Technical issue resolution.
- 1.21.3. Permit agency coordination.
- 1.21.4. Scoping meetings.
- 1.21.5. Weekly Design meetings with PortMiami.
- 1.21.6. Weekly Construction Coordination Progress meetings.
- 1.21.7. Local government agency coordination meetings.
- 1.21.8. Utility coordination meetings.
- 1.21.9. PortMiami coordination meetings with tenants, operations, and other stakeholders.
- 1.21.10. Status of Submittals, Design and Construction.
- 1.21.11. The D-Br shall create and maintain an Issues Tracking tool for design and construction issues, comments, and concerns, including close out information.
- 1.21.12. The D-Br shall prepare and submit all meeting minutes within forty eight (48) hours of the meeting for approval to PortMiami.
- 1.21.13. The D-Br shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task. Progress reports shall include not less than four (4) aerials and twelve (12) photographs.

1.22. DESIGN QUALITY MANAGEMENT PLAN (DQMP)

- 1.22.1. The D-Br shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical, construction and other services furnished by the D-Br under this contract, notwithstanding any reviews or inspections by or on the behalf of PortMiami.
- 1.22.2. The D-Br shall provide a Design Quality Management Plan (DQMP), which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of this Contract. In addition, the DQMP shall establish a Quality Assurance (QA) program to confirm that the Quality

Control procedures are followed. The D-Br shall submit a DQMP within fourteen (14) calendar days of the written Notice to Proceed.

- 1.22.3. The D-Br shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services in a timely manner so as not to impact the Project schedule.
- 1.22.4. No fabrication, casting or construction shall occur until all related design reviews and shop drawing review comments are resolved. Any construction Work performed prior to approval of required documents will be at Design-Builder's risk.
- 1.22.5. Include a listing of proposed mock-up, both physical and 3D representation, along with the time line/schedule for review by PortMiami. Approved mock-ups shall represent the standard for the final construction.
- 1.22.6. The D-Br shall submit a signed statement with each submission that the documents have undergone a Quality Control review. At the request of PortMiami, the D-Br shall provide documentation supporting the review.

1.23. CONSTRUCTION

- 1.23.1. The D-Br shall expedite the construction of the improvement components that meet PortMiami requirements while avoiding impacts to adjacent facilities. The D-Br shall be responsible for developing and maintaining a Construction Quality Control Plan (CQCP), which describes their Quality Control (QC) procedures to verify, check, and maintain control of key construction processes and materials. The CQCP shall be submitted to PortMiami at least 30 days before any construction commences.
- 1.23.2. PortMiami shall maintain the right to inspect construction activities, have full access to the construction site at all times, and request any documentation from the D-Br, which will be provided in a timely manner and not more than five (5) days after PortMiami's request so as not to impact the Project schedule.
- 1.23.3. **Contractor's Use of Premises**. All Work shall be coordinated with PortMiami and shall not interrupt cargo and cruise operations.
 - 1.23.3.1. The D-Br shall not occupy and/or perform Work on existing roadway or areas being used for cruise or cargo operations. The Contractor shall coordinate with PortMiami to schedule the Work in a manner that does not impact existing operations.
 - 1.23.3.2. During construction, existing cruise and cargo circulation routes may be impacted. The D-Br shall coordinate with PortMiami to establish any temporary circulation roadways around or through their work/ construction areas, for use by cruise and cargo operations during construction. The D-Br shall provide signage, traffic cones, and barriers defining the circulation routes.
 - 1.23.3.3. D-Br shall coordinate with PortMiami for access to the Site. The D-Br shall provide signage, traffic cones, and barriers defining the access points and routes.

- 1.23.3.4. The D-Br shall be responsible for providing all temporary and permanent electrical power, water, sewer, and other services necessary for performance of the Work
- 1.23.3.5. Work and adjacent area shall be kept clean and free of debris and dust. The D-Br shall provide appropriate barriers, fencing, and other means to secure and protect work areas.
- 1.23.3.5.1. Maintain areas under D-Br's control (including employee parking and D-Br staging areas) free of waste materials, scraps, surplus material, debris, and rubbish. Maintain Site in a clean and orderly condition.
- 1.23.3.5.2. Use power brooms to clean paved areas daily and immediately prior to opening any paved area to vehicular traffic or cargo storage.
- 1.23.3.5.3. Provide wheel wash and other means to prevent soil and other material being transferred to the roadways.
- 1.23.3.5.4. Provide dust control measure.
- 1.23.3.5.5. All combustible waste materials shall be removed from the Site at the end of each working day.
- 1.23.3.5.6. Broom clean interior areas prior to start of surface finishing and continue cleaning on a daily basis.
- 1.23.3.5.7. Control cleaning operations so that dust and other particulates will not adhere to wet or newly-coated surfaces.
- 1.23.3.5.8. Remove waste materials, debris, and rubbish from site weekly and legally dispose off-site in an authorized disposal area.
- 1.23.3.5.9. **D-Br Failure to Clean.** If the D-Br fails to maintain levels of cleanliness in work areas, satisfactory to PortMiami, then PortMiami shall have the right to cause such areas to be cleaned by others. Costs to PortMiami for such cleaning, plus Twenty Percent for administration, shall be the obligation of the D-Br and shall be deducted from any money due hereunder.
- 1.23.3.6. D-Br assumes full responsibility for the protection and safe-keeping of products stored on-site and within buildings.
- 1.23.3.7. Move any stored products, under D-Br control, that interfere with operations of the PortMiami, tenant, or separate contractor.
- 1.23.3.8. Obtain and pay for the use of additional storage or work areas, if needed for operations, including additional off-site parking and transportation.
- 1.23.3.9. PortMiami shall have the right of unlimited access to the premises.

1.24. SECURITY, SAFETY, HEALTH, AND ENVIRONMENTAL

- 1.24.1. The D-Br is responsible for the health, safety, and security of its employees and subcontractors. The D-Br shall comply with all applicable local, state, and federal rules,

regulations, codes, ordinances, and laws including but not limited to: OSHA, U.S. Coast Guard, National Fire Protection Association (NFPA), MDC, and PortMiami.

- 1.24.2. The D-Br shall designate in writing to PortMiami the name of the Contractor's security officer. The D-Br's security officer shall represent the D-Br on all security matters relating to this contract.
- 1.24.3. All personnel on site shall wear appropriate personal protective equipment. High-visibility safety vest and steel toe safety shoes (suitable for use in construction environments) shall be worn at all times.
- 1.24.4. All personnel shall obtain applicable credentialing. Credentials shall be maintained and visible on all D-Br's staff when inside the secured perimeter of the terminal. Failure to do so may result in fines, suspensions, and removal from the Site. All costs to obtain credentialing and any fines levied are the responsibility of the D-Br.
 - 1.24.4.1. PortMiami's credentialing program.
 - 1.24.4.2. Federal government's transportation worker identification credential (TWIC) program.
 - 1.24.4.3. Obtain gate passes for all material and equipment entering and exiting from the site.

1.25. CONSTRUCTION SUBMITTALS

- 1.25.1. The D-Br shall be responsible for the preparation and approval of all Shop Drawings. Approved Shop Drawings prepared by the D-Br shall be submitted to PortMiami and shall bear the approval stamp and signature of the D-Br, the approved stamp and signature of the Architect/Engineer of Record (A/EOR), and Specialty Engineer.
 - 1.25.1.1. PortMiami may review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the D-Br. Review of shop drawings by PortMiami is procedural to assure that the D-Br and the A/EOR have both accepted and signed the submittal; the document has been independently reviewed and is in general conformance with the plans. The review by PortMiami is not intended to be or shall be assumed to be a complete and detailed review.
- 1.25.2. The release for construction does not relieve the D-Br of any liability or responsibility for errors or omissions in the plans. Returned marked-up submittals shall be reviewed and those requiring changes shall be changed and shall be resubmitted.
- 1.25.3. Each submittal shall be coordinated with the requirements of the work.
- 1.25.4. Component and package submittals must be accompanied by sufficient information for adjoining components/packages or areas of work to allow for proper evaluation of the component/package submitted for review.
- 1.25.5. The D-Br shall allow for a ten (10) working-days PortMiami review time for the procedural review of shop drawings, and no less than thirty (30) working days for CBP reviews and approval. The D-Br may request an expedited review of a particular submittal, subject to approval by PortMiami. The review period commences upon the receipt of the valid submittal

or re-submittal by PortMiami and terminates upon the transmittal of the submittal back to the D-Br.

1.25.6. The D-Br shall be responsible to submit shop drawings to the Miami-Dade County Building Department for permitting.

1.25.7. The D-Br shall prepare and maintain a log of all submission, including submissions to the Building Department, along with the date of submission, review status, specification and/or drawing reference.

1.26. CLOSE OUT SUBMITTALS

1.26.1. Before requesting final completion, the D-Br shall prepare and submit digital files and hard copies of the complete closeout packages. At a minimum, the following items are to be included in the closeout packages:

1.26.1.1. Evidence of compliance with requirements of governing authorities and construction documents.

1.26.1.2. Project record documents: AutoCAD and REVIT drawings, submit hard copies and electronic format.

1.26.1.3. Operating and Maintenance data and instructions for all equipment and all finishes.

1.26.1.4. Warranties and Bonds.

1.26.1.5. Keys as per hardware requirements.

1.26.1.6. Spare parts and maintenance material.

1.26.1.7. Evidence of payment and releases of liens.

1.26.1.8. Certification of generator test, HVAC test and balance, elevator and escalator tests, fire sprinkler and fire alarm system.

1.26.1.9. Commissioning Report.

1.26.1.10. Utility and Site Final Surveys

1.26.1.11. LEED applications and status of review for "SILVER" Certification.

1.26.1.12. LEED certificate and plaque.

1.26.1.13. Material Inventory and Final Color List.

1.26.1.14. Punch List.

1.26.1.15. Temporary and Final Certificate of Occupancy.

1.26.1.16. Required Environmental Permits closeout documentation.

1.26.2. Operations and Maintenance (O&M) Manuals

1.26.2.1. Submit literature bound in durable three-ring binders with tables and index clearly identifying and marking standard manufacturer's information.

- 1.26.2.2. Provide two (2) copies of literature on CDs or USB Flash Drives.
- 1.26.2.3. Provide manuals for: maintenance instructions, emergency operations, cleaning, inspection, shut-down procedures detailed instructions, corrective maintenance, replacement part lists and warranties.
- 1.26.2.4. Furnish a separate manual or chapter for each of the following: irrigation system, security systems, plumbing system, HVAC and control systems, access controls, elevator and escalators, electrical systems (including generator), CCTV system, fire protection systems (including fire alarm), and other equipment and appliances.
- 1.26.2.5. Provide two (2) training sessions for PortMiami staff for each system. Record all training sessions and provide two (2) copies on CDs or USB Flash Drives.

1.27. SCHEDULE OF VALUES

- 1.27.1. The D-Br will be responsible for invoicing PortMiami based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well- defined tasks as defined in the Schedule of Values. All permits must be closed-out by the D-Br prior to final payment. Final payment will be made upon final acceptance by PortMiami of the Design-Build Project. The D-Br must submit the Schedule of Values to PortMiami for approval within ten (10) days following award of contract; however, no invoice shall be submitted prior to PortMiami approval of the Schedule of Values.
- 1.27.2. Upon receipt of the invoice, PortMiami will make judgment on whether adequate work has been accomplished by comparing the reported percent complete against actual work accomplished. Payment of invoiced amounts does not imply acceptance of work, which is only evidenced by written final acceptance by Miami-Dade County’s Representative.
- 1.27.3. No invoices shall be submitted until the payout schedule/schedule of the values has been approved by PortMiami. PortMiami reserves the right to require adjustment to the submitted schedule of values if it deems values are unbalanced or improperly “front-loaded,” and must approve the adjusted payout schedule prior to first invoice. In no way will said adjustment of component percentages of the work alter or affect the lump sum price for the work.

1.28. CONSTRUCTION ENGINEERING AND INSPECTION

- 1.28.1. The D-Br is responsible for all construction engineering, testing, inspection, and commissioning required to demonstrate compliance with the construction documents and the DCD. The D-Br shall comply with all permitting requirements.
- 1.28.2. The D-Br shall provide for the appropriate Special and Threshold Inspections in compliance with the Florida Building Code and Florida Administrative Code.
- 1.28.3. PortMiami may provide, for its own purposes, Quality Assurance Engineering (QAE) and testing. Any QAE or testing performed by PortMiami shall not relieve the D-Br of any of its responsibilities for testing and inspection, and compliance with the Contract Documents.

1.29. TESTING

- 1.29.1. The D-Br shall have the responsibility for all testing of construction materials used for the Project.
- 1.29.2. PortMiami, or its representative, may perform independent verification and resolution testing services for its own purposes. Verification sampling and testing may be performed on site as well as off-site locations. The D-Br shall make all testing documentation available/accessible for Miami-Dade County Representative’s review at any time.

1.30. ADJACENT PROJECTS

- 1.30.1. The D-Br shall be responsible for identifying and coordinating design and construction activities with other on-going projects that are impacted by, or impact this Project. This includes the projects under PortMiami jurisdiction or other local, regional state agencies.
- 1.30.2. The D-Br shall coordinate its construction operations with other builders, contractors and entities within the surrounding construction area for an efficient and orderly installation of each Project component. The D-Br shall coordinate its operations with PortMiami.
- 1.30.3. **Adjacent Projects include:**
 - 1.30.3.1. Cruise Terminal H Complex: **MMMMYYYY** anticipated completion. **(Port to provide list of adjacent projects and completion dates)**

END OF PART 1 – GENERAL REQUIREMENTS



PART 2. SITE PREPARATION, DEMOLITION AND REMOVALS

2.1. SITE PREPARATION, DEMOLITION AND REMOVALS

- 2.1.1. The D-Br shall demolish or otherwise remove in their entirety all existing structures, pavement, slabs, sidewalks, landscaping, hardscape, fencing the project site, except those indicated to remain, in preparation for the new work required by the RDBS. Existing utilities to remain in service shall be protected in place. No utilities shall be abandoned in place. Demolition/ Removal shall be implemented in accordance to the PortMiami-approved Construction Sequencing and Phasing Plan. See Attachment A08 for Demolition Plans.
- 2.1.2. The demolition and removal work shall include, but not be limited to, the following exterior features and elements:
- 2.1.2.1. Existing S-Canopy Structures (east of existing Terminal F Embark Building), currently functioning as provisioning, crew entry and bus parking area;
 - 2.1.2.2. Existing "Diamond" Building "CT2" (east of existing Terminal F Embark Building);
 - 2.1.2.3. Existing "John Henry" Sculpture, to be removed, preserved and relocated;
 - 2.1.2.4. Existing Terminal F "Diamond" Building "CT3" (west of existing Embark Building), together with connecting V-shaped "Diamond" Canopy;
 - 2.1.2.5. Existing Terminal F Debark Building South Exterior Wall and portions of North Exterior Wall;
 - 2.1.2.6. Existing Terminal F Intermodal/Pick-Up Area and Canopy Extension Structure.
 - 2.1.2.6.1. Existing longitudinal east-west Canopy above intermodal area, together with existing columns and south-lining bollards, shall remain;
 - 2.1.2.7. Existing landscaping planting and hardscape;
 - 2.1.2.8. Saw cuts along limits of asphalt and concrete pavement removals; and
 - 2.1.2.9. Existing pavement, curbs, gutters, bollards and sidewalks.
- 2.1.3. The demolition and removal work shall include, but not limited to, the following interior features and elements within the existing Terminal F complex:
- 2.1.3.1. Portions of existing Passenger Seating/Waiting Area second floor slab (for new cores);
 - 2.1.3.2. Existing east vertical core (stair/elevators/escalator);
 - 2.1.3.3. Existing west vertical core (stair/elevators/escalator);
 - 2.1.3.4. Existing ticket counters, support office area and overhead canopies on level 2 and level 1 storage rooms and other support spaces at Embark Building.
 - 2.1.3.4.1. Existing data and audio/visual components, including overhead monitors, counter-mounted monitor controls, control panel, paging support and other supporting equipment to be removed and repurposed;



- 2.1.3.4.2. Existing data and power connections for the ticket counters to be removed shall remain functional and shall be modified for the new work;
- 2.1.3.5. Existing CBP Primary and Secondary Areas.
- 2.1.3.5.1. A temporary interior wall separating the demolition/construction area from existing Baggage Claim shall be installed prior to commencement of demolition, to allow for continuation of debarkation operations. Temporary passenger means of egress must be allocated and properly identified for emergency exiting.
- 2.1.4. All material shall be removed from the PortMiami property and properly disposed of, unless noted to be salvaged. For salvaged materials, the D-Br shall coordinate and transport the materials to an area designated by PortMiami. The D-Br shall be responsible for obtaining any permits required for the demolition and removals.
- 2.1.5. The D-Br shall provide all containment, dust control, collection and proper disposal of all construction debris, demolition run-off, hydro-blast or impact projectiles, and waste materials. Discharge of wastewater into PortMiami storm water drainage system or to the waters of Biscayne Bay will not be permitted.
- 2.1.5.1. Preparation of complete permit packages for demolition will be the responsibility of the D-Br. The D-Br shall obtain permits or permit modifications and pay all fees while acting as an authorized representative for PortMiami for permitting purposes only. If any agency rejects or denies the permit application, it is the D-Br's responsibility to notify PortMiami immediately and to make whatever changes necessary to ensure the permit is approved. Any fines levied by permitting and/or regulatory agencies for noncompliance with permit requirements shall be the responsibility of the D-Br.
- 2.1.6. **Dust Control.** The D-Br shall prepare and submit to PortMiami a Dust control plan.
- 2.1.7. **Asbestos and Lead Paint inspection, reports, and remediation.** The D-Br will be responsible for performing all necessary Hazardous Material (HAZMAT) and Asbestos survey for the Project. The D-Br shall be responsible for performing all indicated removals and mitigations prior to the demolition and removal of the structures.
- 2.1.8. The D-Br is encouraged to find recyclable uses for the removed material, especially concrete, structural steel, and reinforcing steel.
- 2.1.9. **Remove and Salvage:** These items are to be placed on pallets and ready for Port maintenance to move and store once all items are removed from the demolition site. Port maintenance must be given (5) working days advance notice prior to items needing to be removed. Salvaged items such as monitors, monitor brackets, support / power poles to monitors, ceiling hung speakers, temporarily removed cameras, stanchions, framed glass walls in the second floor ticketing area, artwork located in CT "F" second floor waiting area, and 12" x 12" wood paneling wall system all to be saved and temporarily stored in CT "F" room 121. Existing waiting area furniture, desks, chairs, tables, and workstations located within the second floor ticketing area, VIP waiting area furniture, and VIP check in desks will be located on port property at a location to be determined later. Refer to Attachment A09 for photos of items, including but not limited, to the following:



- 2.1.9.1.1. Light fixtures, fans, speakers, cameras;
- 2.1.9.1.2. Bollards;
- 2.1.9.1.3. Overhead rolling doors.

2.1.10. Existing "Diamond" Buildings "CT2" and "CT3" with connecting V-shaped Canopy.

Demolish and remove the structures in their entirety, one located to the east and one located to the west of the existing Embark Building, including the ground floor slabs, footings, pile caps and associated mechanical and electrical systems. Existing piles may be left in place provided that the top of the pile is no higher than elevation +4.0. Demolish and remove the V-shaped canopy and extension connecting to "CT3." See Reference R06 and other reference documents for details of the existing facilities.

- 2.1.11. **Existing "S-Canopy" Structures.** Demolish and remove in their entirety the existing S-shaped roof structures located to the east of the existing Embark building and adjoining the to-be-demolished "CT2" building, including the foundation system, stairs, bollards, perimeter fences, gates and associated utilities and equipment. See Reference R06 for project plans. Existing Terminal F provisioning and Terminal E bus parking shall be relocated to a temporary location adjacent to the construction site. Existing crew gate, security booth, turnstile and ancillary equipment, including power and data, shall be removed and relocated to a temporary location for continuation of vessel operations. Refer to Sequencing Plan for approximate location. After demolition of the S-canopies and the "CT-2" Building, a clear paved path to the existing working apron shall be created for provisioning functions, including sorting and forklift circulation.

- 2.1.12. **Existing Terminal F Debarck Building South Exterior Wall and Portions of North Exterior Wall.** Demolish and remove south exterior wall, storefronts, overhead doors and swing doors, together with the associated structure, slabs and curbs. Remove specific portions of the north exterior wall. Adequate shoring shall be provided to assure proper support of the second and third levels of the Terminal. All existing electrical/data connectivity shall be relocated/reused. Refer to Attachment A08 for demolition plans and for new construction in this area.

- 2.1.13. **Existing Terminal F Intermodal/Pick-Up Area and Canopy Extension Structure.** Remove existing pavement at bus parking and pick-up areas, along with the bollards demarcating the bus parking. Demolish and remove existing baggage screening/conveyor structure, including overhead conveyor equipment, in its entirety. Demolish and remove existing north-south Canopy extension connecting the existing debarck exit and intermodal area. Existing east-west Canopy structure and south-facing bollards are to remain. The D-Br shall repair any damage incurred by the adjacent demolition work.

- 2.1.14. **Landscaping and Hardscaping.** Remove the existing landscaping about the entire Project work site, included grass, stones, pebbles, trees, shrubs. Healthy trees larger than 6-inches in trunk diameter (at 3 feet above the base) (i.e. existing palm trees) may be reused in the new landscaping upon approval by PortMiami. If the trees cannot be reused on site, the D-Br shall relocate to another site for beneficial use. Coordinate with PortMiami for location opportunities on the Port or other Miami-Dade County property. The relocated trees shall be maintained by the D-Br for no less than 1-year from the date of transplant. Existing clean topsoil may be



removed and reused. Remove completely the irrigation system, including valves, pumps, and piping. Remove and dispose of hardscaping features such as walkways.

- 2.1.15. **“John Henry” Sculpture.** Remove, preserve and relocate the sculpture to a new location as depicted on the new work site plan and as approved by PortMiami. See Attachment A08 (Architectural Design Intent Drawings) for approximate new location of Sculpture and Reference R20 (Sculpture Relocation Plans) for previous sculpture relocation plan. Remove the existing planter/median, concrete foundation slab, curb, gutter, irrigation system and associated electrical. Refer to Part 4, *Site Improvements*, Sections 4.4.3. and 4.7. for detailed information.
- 2.1.15.1. Top of new foundation slab to be established approximately 18-inches above the adjacent grade. Coordinate with PortMiami for final elevation. Slope and sod about foundation to match existing grade.
- 2.1.15.2. Clean sculpture of rust, dirt, and other containments. Repair all damaged coating areas. Repaint entire sculpture with matching color.
- 2.1.15.3. Relocated sculpture anchorage shall consist of stainless steel Type 316L anchor bolts, nuts, and washers.



“John Henry” Sculpture

photo credit: Google

- 2.1.16. **Pavements, Curbs and Gutters, and Sidewalks:** Remove existing asphalt and concrete pavement, curbs, gutters, and sidewalks within the limits of the new work as shown on the



Schematic Drawings. Sawcut to a depth of no less than one-third the section thickness along the perimeter of the removals.

2.1.17. Utilities and Conduits:

- 2.1.17.1. Cut and cap all abandoned potable and fire protection waterlines, and sanitary sewers, and storm sewer servicing the facility at an existing valve or joint located near the site perimeter.
- 2.1.17.2. Remove the utility pipes in their entirety within the limits of the Project.
- 2.1.17.3. Utilities 4-inches or smaller in size may remain in place, provided they are grouted solid. Electrical conduits 3-inches and shall may remain ungrouted.
- 2.1.17.4. Remove electrical, IT, data, and communication conductors to the nearest site perimeter handhole or vault located outside the work area to remain in place. Cap/cut and tag all cables. PortMiami (ITD) will be responsible for removing the existing PortMiami's fiber optics backbone prior demolition of the existing Terminal F phase. The D-Br shall coordinate with ITD for the removals.
 - 2.1.17.4.1. Empty conduits 3-inches or smaller may remain in place.
- 2.1.17.5. Provide survey of all underground features left in place, including piles, utility pipe lines, and conduits. Survey all cut and cap locations.

2.2. TEMPORARY CRUISE TERMINAL F & G PROVISIONING, CRUISE TERMINAL E BUS PARKING AND CREW ACCESS

- 2.2.1. Provide temporary Terminal F provisioning space and Terminal E bus intermodal area prior to the demolition of the existing "S-Canopy" structures and the "Diamond" "CT2" building to accommodate continuing vessel operations. The temporary provisioning and bus intermodal shall be located just south of the "S-Canopies" and "CT-2" demolition area. A construction fence shall be installed around the demolition site. See Reference R22 - Sequencing Plans for approximate location of these temporary services.
- 2.2.2. Provide temporary secured access points for use by entering and exiting provisioning and services trucks, ship's crew, and other authorized maritime staff and vehicles to the Cruise Terminal F berth. This access shall consist of a clearly identified paved driveway connecting the temporary provisioning area to the existing working apron and protected by a security fence, truck access gate and crew access gate.
 - 2.2.2.1. This temporary access shall be provided immediately after demolition of the "S-Canopy" Structures and the "Diamond" "CT-2" building.
 - 2.2.2.2. Existing crew gate, security booth, turnstile and ancillary equipment, including power and data, shall be relocated as shown on Reference R22
- 2.2.3. The provisioning and crew access shall be located on the west end of the temporary provisioning/intermodal area.



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- 2.2.4. The D-Br shall provide new fences, gates, driveway pavement, and other features to provide secured access control.
- 2.2.5. **Temporary Provisioning:** Provide a covered area . Provide no less than five (5) truck bays with direct access to the covered area. Each bay shall be no less than 12-feet wide with 4-feet between trucks. Provide adequate lighting for low light and nighttime operations.
- 2.2.6. **Crew Access:** Provide a separate crew access gate with the relocated guard booth adjacent to the provisioning gate, as shown on the Attachment A08, sheet A101.3. Provide a new 5-foot concrete sidewalk, along the paved provisioning driveway, to the gate and the apron. Coordinate with PortMiami for final routing. Provide appropriate fencing to maintain the secured perimeter.
- 2.2.7. The temporary facilities and access shall remain in service, shall be maintained in good condition by the D-Br, and shall not be removed until written approval is received from PortMiami.
- 2.2.7.1. Upon receipt of written approval from PortMiami, completely remove the temporary facilities, including the pavement section, electrical, water, and other utilities, Remove the gates and restore the secured fenced perimeter. The temporary tent foundations shall be removed completely and the tent structure removed, salvaged, and delivered to PortMiami.
- 2.2.8. The full width of North Cruise Boulevard along the Cruise Terminal F project limits and where disturbed for utility construction shall be milled 1-inch and overlaid after removal of the temporary access. New pavement markings shall be provided. Coordinate with that required for the new Cruise Terminal F site access improvements.

END OF PART 2 – SITE PREPARATION, DEMOLITION AND REMOVALS

PART 3. CRUISE TERMINAL F EXPANSION PROGRAMMING

3.1. CRUISE TERMINAL PROGRAMMING

3.1.1. The Design-Builder shall provide demolition, additions, and remodeling to an existing cruise terminal to create a newly renovated Cruise Terminal as described here and in the Architectural Design Intent Drawings included in the Attachments and References, which provides the required passenger embarkation/disembarkation services, including check-in, luggage on/off-loading, inspection services, security screening points, waiting lounges, support office spaces, ship's services/provisioning, CBP, and circulation of passengers and vehicles about the Terminal complex.

3.1.2. **Attachment Architectural Design Intent Drawings.** Schematic Floor Plans, Demolition Plans, Site Plan, Elevations, and Sections have been developed by Carnival Cruise Line (CCL) and their design consultant, and are provided in the Attachments. The schematic plans shall be considered as the required layout supporting the Design Criteria Document (DCD). The final design shall be the responsibility of the D-Br, subject to approval by PortMiami (with consultation from CCL and their design consultant).

3.1.2.1. **Floor and Site Plans.** Site Layout, rooms, spaces, and areas as shown on the Architectural Design Intent Drawings and described in the DCD shall be referred to and respected and adhered to for flow and general sizing and details. The overall flow, circulation and disposition of principal elements (public/guest vertical circulation, main functions of provisioning, baggage screening, baggage lay-down, CBP, guest entrances, Terminal office functions, lounges, etc.) shall be respected and adhered to. However, the final sizes, dimensions and detailed interior layouts are to be determined by the D-Br, with final review and approval by PortMiami and CCL and their design consultant.

3.1.2.2. Space areas (including square footages and dimensions) are included for information and guidance only, unless noted otherwise in the DCD or on the drawings, to assist in the space planning of the final design. The D-Br should be conscious that many areas/rooms should be designed to accommodate minimum sizes which are critical for operations, with final review and approval by PortMiami and CCL and their design consultant.

3.1.2.3. **Elevations and Sections** show the requirements for the Terminal exterior and floor elevations that CCL's design consultant has developed to convey the intent for the building and site. The D-Br should note that some of the graphically depicted elements (i.e. structural) are for illustration only to help show relationships of elements of the Terminal and not intended as the directed solution or detail.

3.1.2.4. The D-Br shall coordinate and obtain approval from PortMiami, CCL and their design consultant for the final design and shall clearly note any deviations from the provided drawings.

3.1.2.5. **Design Criteria, Scope of Work, and Technical Guidelines** have been developed by consultants to PortMiami and CCL that are specific to the needs of the Cruise Terminal F. The requirements have been included and are hereby referenced for inclusion in the Project. The criteria, scope, and guidelines are in addition to those required by PortMiami requirements and standards.

3.1.3. **Reference Architectural Design Intent Drawings** have also been provided to assist the D-Br in the design development, by providing conceptual plans and details prepared by PortMiami and CCL’s consultants to show and support the “*Look and Feel*” intent of the design. They should be utilized by the D-Br in the Final Design for spaces and flow. It is expected that the Final Design will follow and incorporate the elements shown in the schematic References as they convey the architectural design, finishes, and look and feel that is intended for the facility.

3.1.3.1. Some layouts, such as by way of example, furniture plans, have been made available/included to assist in developing the space and in locating lighting and power/data outlets.

3.1.3.2. **Finishes and Schedules** have been provided to convey, support, and clarify the requirements for the finishes and colors of the Terminal. Any brands, models, manufactures, and suppliers listed shall be considered as the Basis of Design, and should not be construed as a specification for a sole source product. The D-Br shall submit a final finish schedule for approval by Port Miami, CCL and their design consultant. Final colors shall be selected by PortMiami, CCL and their design consultant.

3.1.3.3. **Signage.** The D-Br shall coordinate Cruise-Line specific wayfinding and branding as well as Port Miami signage required for the Terminal, and obtain final approval from PortMiami, CCL and their design consultant.

3.1.3.4. The architectural design of the facility, including exterior style, colors and material shall complement the adjacent facilities within PortMiami.

3.1.1. **Materials.** Exterior and interior materials shall be durable, permanent, vandal resistant, easily maintained, and within the limits set by functional and code requirements including those necessary to meet a minimum LEED “SILVER” rating as established by the U.S. Green Building Council (USGBC).

3.1.2. **The final design of the building and site shall address:**

3.1.2.1. Resistance to unauthorized intrusion.

3.1.2.2. Accessible per program requirements, ADA and other applicable codes.

3.1.2.3. Ease of pedestrian and vehicular circulation within and around the Cruise Terminal F Expansion.

3.1.3. **Passenger Flow Simulation.** The Design-Builder shall prepare a simulation of passenger flow through the embarkation and disembarkation process, including luggage

handling, from arrival at the Terminal (drop-off/ parking) to boarding of the ship, from disembarkation from the ship to claiming of luggage, processing through CBP, and departure (pick-up). The simulation shall be used to identify potential choke points or areas of concern in the design that may need to be adjusted.

3.1.3.1. The Cruise Terminal disembarkation process shall be designed based on a full ship disembarkation process of not less than 6,000 passengers over a 4-hour period (typically 7:00 a.m. to 11:00 a.m.), and a complete passenger embarkation process over a 4-hour period (typically 11:30 a.m. to 3:30 p.m.).

3.1.3.2. Embarking passengers may arrive many hours before the scheduled ship departure, and the arrivals continue throughout the day until departure of the ship. As the goal is to allow the arriving passengers to board the vessel as soon as possible after arrival/drop-off, passenger flow and processing time shall be minimized. The target is to achieve a journey time from entrance to boarding the ship of 10 minutes or less.

3.1.4. **Passenger Life Safety Flow Simulation.** The Design-Builder shall prepare a simulation of passenger flow during evacuation (life safety egress) events. The simulation shall be used to identify egress flow, potential choke points or areas of concern in the design and used to adjust the layout of the Cruise Terminal F egress corridors and exits.

3.1.5. **Life Safety Evaluation.** A written assessment of the adequacy of the Terminal's life safety features relative to fire, severe weather conditions, medical emergencies, crowd behavior, and other related safety considerations (as described in NFPA 101) shall be prepared, if requested by the Authority Having Jurisdiction (AHJ), and shall be approved annually by the AHJ.

3.2. **EMBARKATION**

3.2.1. Embarkation is the process whereby the arriving guests/passengers are received, checked in, and directed to the cruise ship. The embarkation process can be said to begin before a passenger even arrives at PortMiami, before they even get out of the vehicle. Arriving passengers need specific visual information to navigate the flow of drop-off ground transportation and to enter the Terminal conveniently and safely. As they arrive, their checked luggage will be tagged and taken for processing onto the vessel. Free from their luggage, the passengers proceed through embarkation specific spaces and onto the vessel. Typically, guests will travel from the entrance meet and greet, to a pre-screening lounge, through security (including X-rays and magnetometers), to a waiting lounge, and then onto the cruise ship. Refer to Attachment A7.1 *G007 Passenger Flow - Embark*.

- 3.2.2. Passengers typically arrive by either coach, chartered vans, limousines or taxis, ridesharing, or privately owned vehicles. Passengers arriving by coaches, vans, limousines, and taxis will be dropped off with their luggage in designated areas in front of the Cruise Terminal. Those arriving in their own car, may choose to drop off their baggage and their traveling companions at the designated drop-off zones, or proceed directly into the parking garage where they bring their baggage to the Cruise Terminal staff for check-in. The passenger then proceeds to the pre-screening lounge and then to passenger screening for further processing and checking in.
- 3.2.3. The embarkation areas, sizes and orientation are shown in the attached Architectural Design Intent Drawings and must be adhered to in order to preserve the customer experience as set out by the PortMiami and Carnival Cruise Line design consultant. The order of flow from one area to the other shall be followed by the D-Br designer. Any deviations shall be reviewed and approved by PortMiami (with consultation from CCL and their design consultant) prior to implementation.
- 3.2.4. Embarkation areas generally consist of the following, in order of processing:
- 3.2.4.1. Passenger Drop-Off. Privately owned vehicles, coaches, limousines, taxis, ride-share vehicles, and personal motor coaches.
 - 3.2.4.2. Baggage Drop-Off, Check-in, Screening and Sorting.
 - 3.2.4.3. Pre-Screening Lounge, Information/Cash Desks and Check-In podiums (Level 1).
 - 3.2.4.4. Passenger Security and Screening (Level 2).
 - 3.2.4.5. Waiting Lounge & Photo Booths (Level 2).
 - 3.2.4.6. VIP Screening and Lounge (Level 2).
 - 3.2.4.7. Boarding Concourse (Level 3).
 - 3.2.4.8. Passenger Boarding Bridges (PBB).
 - 3.2.4.9. VIP passengers dedicated route to the Ship. Upon arriving at the common Pre-Screening Lounge, VIP guests will take the dedicated VIP elevator adjacent to the Information/Cash desks to Level 2. The passengers will proceed to the dedicated VIP Security and Screening and then to the VIP Lounge. VIPs are expected to have an expedited, escorted journey to the Ship once they arrive to the VIP Lounge.
- 3.2.5. Passengers will obtain an A-Pass document/card at the ticketing check. A-pass kiosks/podiums connections for data/power shall be provided before the entry point into the boarding corridor. Podiums/kiosks shall be provided by others.

3.3. **DISEMBARKATION**

3.3.1. The disembarking passengers leave the cruise ship to claim their baggage, are processed by U.S. Customs and Border Protection (CBP), and then proceed to ground transportation. By necessity, the disembarkation pathways and processes must be completely segregated from the embarkation areas. The objective of the debarking process is to reduce the processing time to a minimum and to maximize the final experience for the passenger. Refer to Attachment A7.2 *G008 Passenger Flow - Debark*.

3.3.2. As with embarkation, the disembarkation spaces and location are shown in the accompanying Architectural Design Intent Drawings. The main components are existing and in operation. The sequence and movement from one area to the other is pre-arranged and organized, and shall be adhered to by the D-Br designer. The D-Br is responsible to understand this process completely during the development of this Project.

3.3.3. Disembarkation areas generally consist of the following:

3.3.3.1. Passenger Boarding Bridge (PBB).

3.3.3.2. Disembarkation Concourse (Level 3).

3.3.3.3. Biometric Screening (Level 3).

3.3.3.4. Baggage Lay-Down and Claim (Level 1).

3.3.3.5. U. S. Customs and Border Protection (CBP) Primary and Secondary Processing Areas (Level 1).

3.3.3.6. Disembarkation Vestibule (Level 1).

3.3.3.7. Passenger Pick-Up; privately owned vehicles, coaches, limousines, taxis, ride-share vehicles, and personal motor coaches.

3.4. **LOOK AND FEEL, ARCHITECTURE**

3.4.1. The Architectural Design Intent Drawings are provided to convey the required floor plan layouts, elevations, aesthetics, finishes, and other aspects of the Cruise Terminal. Renderings have been included to further illustrate the look and feel of spaces within and about the Terminal. The Design-Builder shall prepare the final design based on the DCD and the Architectural Design Intent Drawings.

3.4.2. **Inspiration.** The design renovation of Terminal F draws inspiration from maritime architecture, its prominent location fronting MacArthur Causeway and from Miami, a city that feels the pulse of the Caribbean. Natural light is used as an element to engage the traveler, colors and patterns are drawn from tropical landscapes and the sea. The terminal invites passengers to enjoy the experience of travel right from the moment of arrival, providing

generous covered drop-off areas and clearly defined pathways leading to the pre-screening lounge with its natural colors and vegetation.

3.4.3. **Passenger Experience.** The project blends existing buildings that are being completely renovated with new structures, creating together an integrated cruise facility that provides a seamless traveler experience from curbside to ship. A key strategy to the designer's approach was to design a single passenger experience that is directional and that proceeds orderly through a sequence of well-thought-out spaces. The new exterior canopy system serves as a transition mediating between the pedestrian and the building scales as well as between exterior and interior. With its translucent white canvas roofs and painted metal structure, they serve to orient the passengers while protecting them from the weather. At night, canopies, metal clad facades and surrounding vegetation are illuminated, conveying a unified modern sleek iconic image. Allowance should be made for a series of up-lights mounted on the canopy structure, planters and sidewalks to illuminate the structures from below. The north façade shall be illuminated with continuous linear LEDs mounted on the top and bottom of the concourse bridge to accentuate the horizontality of the project. Interior intermediate spaces are designed as transitions between buildings, and are defined by large video or light walls, creating passenger excitement in anticipation for traveling. Curvilinear shapes, white and wood tones with splashes of deep blue and white painted steel recall ship architecture and infuse a maritime spirit.

3.4.4. **Exterior Finishes**

3.4.4.1. **Facades and Glazing.** Other than the Provisioning Building and the north façade of Terminal F, the buildings shall be clad in corrugated metal panels to match the existing finish on the south façade of the existing CTF. The one-story addition to the baggage claim area shall have a combination of corrugated and smooth metal finish panels as shown on the elevations. The south and east façade windows shall incorporate vertical metal fins (to match those in the existing terminal F). A continuous fin shall define the perimeter of the window openings. Exterior façade, window and glazing system to comply with NOA or State of Florida Product Approval and FBC. Final glazing color should match the existing Terminal F south façade. The arrangement of different glass color panels to provide a similar effect to Terminal F, shall be selected by Port/CCL and their design consultant.

3.4.4.2. **Roof.** The roof system should be designed to accommodate solar panels in its entirety. The roofs are seen from the cruise ship, which of course is much higher, and should be integrated aesthetically with care, effectively becoming a fifth façade. Solar panels convey Port Miami's and CCL's commitment to sustainability and to the future.

3.4.5. **Terminal for Today's Demands.** The renovated Cruise Terminal is a building for the 21st century that is thoughtfully planned and consistent with today's stringent requirements, showcasing PortMiami's commitment to quality and to cruise guests. Designed to accommodate the largest vessels with over 6,000 passengers and 2,000 crew members, it

optimizes operations and security while controlling costs. It offers separate passenger flows for embark and debark.

3.4.6. **Functionality.** The state-of-the-art Terminal incorporates the latest advancement in check-in and debarkation technologies, while providing a flexible platform for future evolutions. The renovations and improvements go beyond the building footprint, extending to the site and associated functions, such as provisioning and ground transportation, to offer the best functionality and experience. The exterior canopies with canvas finish and white painted structural components provide an intermediate and more pedestrian-friendly scale to the buildings while tying the aesthetics to the original tensile structures of Terminal F.

3.4.7. **Sustainability.** Sustainability is at the core of the project incorporating solar energy, low consumption systems, sustainable materials and other similar components that contribute to achieve LEED “SILVER” certification. It is the intent that the Terminal F Expansion becomes a model for similar cruise terminal projects providing a high level of service and efficiency for many years to come.

3.5. **LOOK AND FEEL, INTERIOR DESIGN**

3.5.1. The Terminal’s design is based on enhancing the guest experience from arrival to ship. The interior design captures a maritime/nautical theme along with Miami’s spirit and its multiple palettes of colors, textures and materials. It incorporates light in its many forms (natural, direct, indirect, diffuse and artificial), bathing spaces that use white as a base tone and contributing to create passengers’ engagement as they move towards the ship.

3.5.2. **Pre-Screening Lounge – Level 1.** Upon entering the building, the passengers gather in the Pre-screening Lounge to be greeted by cruise line staff and are checked-in before proceeding to Level 2. The lounge is generously sized to accommodate guests in comfort and in case that they might have to wait for a few minutes before proceeding to the second floor. The Pre-screening Lounge is located in the existing Terminal F security screening space, which shall be completely renovated.

3.5.2.1. **Flooring:** The existing floor substrate should be prepared to receive new Forbo Marmoleum, which is a sustainable linoleum product, or approved equal. The design and color placement should adhere to that shown in the Architectural Design Intent Drawings, *I111 Level 1 Overall Floor Finishes*. The floor finish at the information desks shall be Forbo Marmoleum (or approved equal) with finish to match color of walls as indicated in interior finish plans and finish schedule. Epoxy Terrazzo, as indicated in the Architectural Design Intent Drawing *I101.2 Level 1 Sector 2 Finish Plan*, shall have a consistent aggregate density comprised of mother of pearl and natural shell with a white base. This terrazzo finish shall be applied wherever terrazzo is required in the Terminal. The transition from Linoleum to terrazzo shall be flush and align with the edge of the hard soffit ceiling above. There shall be

a polished stainless-steel transition strip wherever there is a change in material between Terrazzo and other finishes.

- 3.5.2.2. **Wall Protection:** Existing metal corner guards and wall base to remain. New epoxy Terrazzo wall base to match Terrazzo floor finish where applicable. New wood wall base to match finish of custom wood millwork wall where applicable.
- 3.5.2.3. **Walls:** All paint to be scuff-resistant and eggshell finish. Refer to interior elevations and finish schedule for specified colors. A full-height LED screen panel will be mounted on the wall behind the Information/Cash Desks, displaying tropical scenery or Blue Island Waters, to be coordinated with CCL and their design consultant. The LED panel shall be seamless and have a continuous thin edge profile. It shall be a 1080p Full High Definition display. To the right of the Information/Cash Desks will be a wall with light plane panels (by Forms+Surfaces® or approved equal), with the letters "VIP" as shown in *1902 Interior Renders*. The wall surrounding the elevators will be clad in either light plane panels (VIP elevator) or stainless-steel finish wall systems, by Forms+Surfaces® or approved equal. The wall alongside the escalator to Level 2 will be clad in light plane panels by Forms+Surfaces® or approved equal. Cruise-line branded signage for this wall to be coordinated with PortMiami, CCL and their design consultant. Custom wood millwork walls as indicated in *1/1201* and *2/1202* to be consistent with detail as shown on *4/1502 Details*.
- 3.5.2.4. **Ceilings:** Existing exposed systems and suspended acoustical panels are to remain. There will be a new hard soffit ceiling above the Information Desk and stair/escalator transition area. The hard soffit ceiling shall align with the edge of the floor transition from linoleum to terrazzo. The ceiling height above the finished floor shall be the same as the lighting level datum throughout the Pre-Screening Lounge. Hard soffit ceiling above Information Desks to be painted to match accent wall color of surrounding walls in this space.
- 3.5.2.5. **Lighting:** There will be a new suspended lighting system where the ceiling is exposed. The bottom of the lights will be hung to match the existing datum of the acoustical panels in the Pre-Screening Lounge. The suspended lights will provide continuous linear strips of light across the width of the space. There will be recessed linear fixtures in the hard soffit ceiling. Refer to *A111.3 RCP Level 1 Sector 3* for design intent and layout. All light fixtures are to have a matte white finish.
- 3.5.2.6. **Columns:** Existing columns clad in metal to remain.
- 3.5.2.7. **Stairs:** Existing to remain.
- 3.5.2.8. **Millwork:** The Information/Cash Desk in the Pre-Screening Lounge shall accommodate a maximum of eight (8) passengers. The millwork desk will have a seamless white solid surface countertop (by Krypton® or approved equal). There will be notches with light reveals at the front edge of the solid surface that divide the counter into eight (8) parts.

There will be a reveal along the bottom of the desk with a metal kick plate and recessed, concealed lighting to illuminate the floor below. Refer to *I503 Details* for more information.

3.5.2.9. **Power and Data:** Existing power and data to remain. Provide flush floor-mounted connection points for new power and data for Information/Cash Desks, seats (refer to furniture plans), and proposed location for future biometric screening/check-in podiums (refer to *A101.2 Level 1 Sector 2*). Final location to be coordinated with CCL and PortMiami.

3.5.2.10. **Furniture and Seating:** Furniture shall follow layout as indicated in *I121.2 Level 1 Sector 2 Furniture Plan*. Seating to be tested for CCL's approval. Final selection of furniture, upholstery, and specifications to be approved by CCL and their design consultant. Furniture and seating will be provided by PortMiami.

3.5.2.11. **Elevator Cab Finishes:** The dedicated VIP elevator is existing and shall receive upgraded cab finishes. The interior walls shall be clad in wood panels to match finish of custom wood millwork wall in pre-screening lounge. All elevator cab finishes to follow Forms+Surfaces® LEVELe Elevator Interiors as basis of design. Final design to be approved by CCL, design consultant and PortMiami.

3.5.2.12. **Planters:** Larger semi-circle shaped planters are to be custom-made to be the height of a typical seat, with a recessed base. They shall be made of white fiberglass. Depth and section details of planters to be designed by D-Br architect and landscape consultant for specific species of planting. There shall be a combination of low, tropical plants and tall palms to create a lush, tropical feel, with a consistent color palette of green hues so as not to detract from the overall design of the space. Provide mock-up of planter for testing of planting, scale, and seating.

3.5.2.13. **Bathrooms:** Existing to remain. Walls and ceiling of vestibule of existing bathroom to be painted in accent color as indicated in interior elevations and finish schedule. The floor of the vestibule shall be Forbo Marmoleum (or approved equal) with finish to match color of walls as indicated in interior finish plans and finish schedule. See Reference Document R30.

3.5.3. **Passenger Security and Screening – Level 2.** This large space, currently used as the check-in for Terminal F, is completely renovated and shall accommodate passenger queuing and screening. Its focal point is a large elevated video wall (western side). The carpet floor pattern, with its abstracted wave pattern and colors, recalls the sea and ties together Level 2 continuing from one space to another following the embarkation passenger flow (other than the VIP Lounge, which has a separate embarkation sequence). Provide flush floor mounted electrical/IT outlets for screening equipment, final location to be coordinated with Port. Existing floor-mounted, recessed outlets for check-in counters shall remain and covered with a lid so that they may be used in the future.

3.5.3.1. **Floor:** The stair/escalator transition area shall have epoxy terrazzo finish as indicated in *I102.2 Level 2 Sector 2 Finish Plan*. The edge of the terrazzo shall align with the

hard soffit ceiling above this space. The existing floor substrate should be prepared to receive new Forbo Tessera, which is a carpet tile product, or approved equal. The design and color placement should adhere to that shown in *I112 Level 2 Overall Floor Finishes*. Final selection to be approved by CCL, their design consultant and Port Miami. There shall be a polished stainless-steel transition strip wherever there is a change in material between terrazzo and the other finishes.

- 3.5.3.2. **Baseboards:** FORBO and Terrazzo where applicable.
- 3.5.3.3. **Walls:** All paint to be scuff-resistant and eggshell finish. Refer to Reference interior elevations and finish schedule for specified colors. Cruise-line branded "video wall" will be located on the west wall of the passenger screening area. There shall be four (4) individual vertical panels along the length of the wall as indicated in *3/I203* and *4/I203*, one (1) horizontal panel along the underside of the hard soffit ceiling as indicated in *A112.2 RCP Level 2 Sector 2*. The LED panels shall be seamless and have a continuous thin edge profile. They shall be 1080p Full High Definition displays. Videos to be coordinated with CCL and their design consultant. Refer to *I903* and *3/I908 Interior Renders* for more information.
- 3.5.3.4. **Ceilings:** Existing exposed systems and suspended acoustical panels are to remain. There will be a new hard soffit ceiling above the stair/escalator transition area. The hard soffit ceiling shall align with the edge of the floor transition from carpet to terrazzo. The hard soffit ceiling shall be continuous and at the same datum as it transitions from the passenger screening area into the VIP screening. Refer to *A112.3 RCP Level 2 Sector 3*.
- 3.5.3.5. **Lighting:** There will be a new suspended lighting system where the ceiling is exposed. The bottom of the lights will be hung to match the existing datum of the acoustical panels in the passenger screening area. The suspended lights will provide continuous linear strips of light across the width of the space. There will be recessed linear fixtures in the hard soffit ceiling. Refer to *A112.3 RCP Level 2 Sector 3* for design intent and layout. All light fixtures are to have a matte white finish.
- 3.5.3.6. **Columns:** Existing metal column covers are to be replaced with new steel column covers with smooth, durable, white finish (powder coat finish as basis of design or approved equal durability).
- 3.5.3.7. **Stairs:** Existing to remain.
- 3.5.3.8. **Power and Data:** Do not remove existing IT/Power connection points for check-in counters located at the floor slab. Provide removable metal lid flush with finish floor, for future access and use. Provide power and data for new screening equipment. Provide 10

data and power outlets on east wall for future use in case information or check-in stands are added in the future. Provide power and data for LED panels previously described.

3.5.3.9. **Furniture and Seating:** Screening Equipment by others.

3.5.4. **Waiting Area (Embark West Expansion Building) – Level 2.**

3.5.4.1. **Floor:** Forbo Tessera or approved equal. The design and color placement should adhere to that shown in *I112 Level 2 Overall Floor Finishes*. Final selection to be approved by CCL, their design consultant and PortMiami.

3.5.4.2. **Wall Protection:** New vinyl corner guards in matte white finish (Rampart by Wolf-Gordon or approved equal). New vinyl wall base (by Forbo or approved equal) to be applied in carpeted areas. Final color selection to be approved by CCL and their design consultant. New wood wall base to match finish of custom wood millwork wall where applicable.

3.5.4.3. **Walls:** All paint to be scuff-resistant and eggshell finish. Refer to Reference Document R30 interior elevations and finish schedule for specified colors. Custom wood millwork walls as indicated in *I204* to be consistent with detail as shown on *4/I502 Details*.

3.5.4.4. **Ceilings:** New exposed ceiling structure to be painted with a flat white finish. Systems to be exposed. Acoustical panels to be hung vertically and flush with bottom of proposed lighting level. Refer to *A113.2 RCP Level 3 Sector 2*. New integrated systems acoustical ceiling tile by Rockfon® or approved equal. Refer to *A112.2 RCP Level 2 Sector 2*.

3.5.4.5. **Lighting:** New suspended lighting system. The bottom of the lights shall be flush with the bottom of the vertically hung acoustical panels. The suspended lights shall provide continuous linear strips of light across the width of the space. Refer to *A113.2 RCP Level 3 Sector 2* for design intent and layout. New integrated lighting in acoustical ceiling tile. Refer to *A112.2 RCP Level 2 Sector 2*. All light fixtures are to have a matte white finish.

3.5.4.6. **Columns:** Steel column covers with smooth, durable, white finish (powder coat finish as basis of design or approved equal durability).

3.5.4.7. **Power and Data:** Provide flush floor-mounted connection points for new power and data for seats. Where possible, seats shall have integrated outlets on the face of the base of the seating above floor. Provide power and data in Photo Booth area for ten (10) stations. Refer to furniture plans for layout; however, final location to be coordinated with CCL, their design consultant, and PortMiami. Adequate WiFi bandwidth to be provided to support both tenant operations and passenger access to boarding passes. Coordinate further requirements for power with PortMiami logistic needs.

3.5.4.8. **Furniture and Seating:** Furniture shall follow layout as indicated in *I122.2 Level 2 Sector 2 Furniture Plan*. Seating to be tested for CCL's approval. Final selection of furniture, upholstery, and specifications to be approved by CCL and their design consultant. Furniture and seating will be provided by PortMiami. Planters shall have lush palm species to be

defined by D-Br's landscape consultant and approved by CCL, their design consultant and PortMiami.

3.5.5. **Waiting Area (1999 Terminal Building) – Level 2.**

- 3.5.5.1. **Floor:** Forbo Tessera or approved equal. The design and color placement should adhere to that shown in *1112 Level 2 Overall Floor Finishes*. Final selection to be approved by CCL, their design consultant and PortMiami.
- 3.5.5.2. **Wall Protection:** New vinyl corner guards in matte white finish (Rampart by Wolf-Gordon or approved equal). New vinyl wall base (by Forbo or approved equal) to be applied in carpeted areas. Final color selection to be approved by CCL and their design consultant.
- 3.5.5.3. **Walls:** All paint to be scuff-resistant and eggshell finish. Refer to interior elevations and finish schedule for specified colors. Existing windows and storefront to remain. Continuous interior glazing system (with curved glass at corners as shown in *A102.1 Level 2 Sector 1*) at perimeter of new escalator and stair cores. Glazing to have frameless silicone joint system where facing seating areas. Glazing system to comply with FBC requirements including guardrail/handrail strength requirements. Glass should be translucent (final tint and degree of translucency to be approved by CCL and their design consultant). The walls alongside the escalators to the concourse will be clad in light plane panels by Forms+ Surfaces® or approved equal (refer to *1205* and *1207 Waiting Area 2* interior elevations for defined locations). There shall be a mural display on the south wall of the main waiting area below the arches. Final graphic and finish to be coordinated with CCL and their design consultant.
- 3.5.5.4. **Ceilings:** Existing BIRDAIR roof to remain. Strip and repaint all tent structure and repaint with new intumescent paint to comply with fire-rating requirements. New integrated systems acoustical ceiling tile by Rockfon® or approved equal. Refer to *A112.1* and *A112.2 RCP Level 2 Sectors 1 and 2*. Stretched reflective ceiling by Barrisol® or approved equal below landing of new escalator and stair cores. Height to be flush with bottom of new acoustical ceiling tile.
- 3.5.5.5. **Lighting:** New integrated lighting in acoustical ceiling tile. Refer to *A112.1* and *A112.2 RCP Level 2 Sectors 1 and 2*. All light fixtures are to have a matte white finish. Provide new up-light system for the tent structures of the BIRDAIR roof. Lighting needs to have very high lumens, the ability to dim, the ability to change colors, and be LED. The lighting at the columns shall be installed into a metal fabricated ring and mounted to replace existing up-lighting on each column that has it. There shall be a recessed concealed pocket light that runs along the bottom of the "mural wall" and illuminates the imagery from below.
- 3.5.5.6. **Columns:** New steel column covers with smooth, durable, white finish powder coat finish, as basis of design (or approved equal durability). All arched columns to be smooth stucco painted white with eggshell finish (Benjamin Moore® SCUFF-X® or approved

equal) and to have a 12" H. steel guardrail with smooth, durable, white finish (baked enamel, as basis of design or approved equal durability).

3.5.5.7. **Stairs:** Stairs and landing to have epoxy terrazzo finish. Polished stainless-steel transition strips to be used between terrazzo and other finishes.

3.5.5.8. **Power and Data:** Provide flush floor-mounted connection points for new power and data for seats. Where possible, seats shall have integrated outlets on the face of the base of the seating above floor. Refer to furniture plans for layout; however, final location to be coordinated with CCL, their design consultant and PortMiami. Adequate Wi-Fi bandwidth to be provided to support both tenant operations and passenger access to boarding passes. Coordinate further requirements for power with PortMiami logistic needs. Provide recessed speakers and wall-mounted TVs that are tied into the existing A/V system.

3.5.5.9. **Furniture and Seating:** Furniture shall follow layout as indicated in *1122.1 Level 2 Sector 1 Furniture Plan*. Seating to be tested for CCL's approval. Final selection of furniture, upholstery, and specifications to be approved by CCL and their design consultant. Furniture and seating shall be provided by PortMiami.

3.5.6. **VIP Screening and Lounge – Level 2.**

3.5.6.1. **Floor:** There shall be a continuous Terrazzo floor from the escalator/stair transition area in the passenger screening that leads into the VIP Screening and VIP Lounge area. There shall be inlaid carpet and luxury vinyl tile in the VIP Lounge. There shall be a polished stainless-steel transition strip wherever there is a change in material. All floor finishes shall be flush and level.

3.5.6.2. **Wall Protection:** Vinyl corner guards in matte white finish (Rampart by Wolf-Gordon or approved equal). Epoxy terrazzo wall base to match terrazzo floor finish where applicable. Wood wall base to match finish of custom wood paneling where applicable.

3.5.6.3. **Walls:** All paint to be scuff-resistant and eggshell finish. Refer to interior elevations and finish schedule for specified colors. At the east wall of the VIP Screening area there shall be a full-height, textured, vinyl wallcovering with a natural pattern. Wall base shall be applied on top of wallcovering finish. The wall alongside the escalator to the concourse will be clad in light plane panels by Forms+Surface®s or approved equal (refer to *4/1210 VIP Screening & Lounge* interior elevation for specific staggered design). There shall also be two other locations along the east wall of the VIP Lounge where light plane panels will be embedded into the wall from floor to ceiling (also shown in *4/1210*). Custom wood paneling (to match the luxury vinyl tile finish of the floor) shall be applied to the west wall of VIP Lounge. Refer to *2/1211 VIP Screening & Lounge* interior elevation for more information. There will be self-standing, interior walls by Panelite (interior bonded series) or approved equal. They will be translucent panels with custom curvature, metal reveals, and integrated media screens (refer to interior furniture plans and elevations for more information). Final

design to be approved by CCL and their design consultant. Media screens shall display tropical scenery or cruise-line branded imagery, to be coordinated with CCL and their design consultant. The LED panel shall be seamless and have a continuous thin edge profile. It shall be a 1080p Full High Definition display.

- 3.5.6.4. **Ceilings:** There will be a hard soffit ceiling that continues from the stair/escalator transition area in the passenger screening to the VIP Screening area. Refer to *A112.3 RCP Level 2 Sector 3*. New exposed ceiling structure to be painted with a flat white finish. There shall be a suspended acoustical baffle system (by Arktura or approved equal) with dynamic cut-out that mimics the outline of the luxury vinyl tile located directly below it. Refer to *A113.3 RCP Level 3 Sector 3, I211 VIP Screening & Lounge* interior elevations, and *I501 Details* for more information.
- 3.5.6.5. **Lighting:** There will be recessed linear fixtures in the hard soffit ceiling. Refer to *A112.3 RCP Level 2 Sector 3* for design intent and layout. The recessed linear fixtures shall continue vertically along the south wall of the VIP Screening area. Refer to *2/I201 VIP Screening & Lounge* interior elevation. There will be a suspended lighting system in the VIP Lounge. The bottom of the lights should be flush with the bottom of the acoustical baffle system. The suspended lights will hang at intervals between the vertical acoustical baffles. Refer to *A113.3 RCP Level 3 Sector 3* for design intent and layout. All light fixtures are to have a matte white finish. There shall be decorative, transparent, pendant globes hung in the area directly above the luxury vinyl tile floor finish in the VIP Lounge. The decorative lights shall remain within the outline of the luxury vinyl tile floor finish. There shall be three different globe sizes, each of which will be hung at its own datum above the finished floor. Refer to *A112.3 RCP Level 2 Sector 3* and *3/I210 VIP Screening & Lounge* for more information.
- 3.5.6.6. **Columns:** There shall be steel column covers with smooth, durable, white finish (powder coat finish as basis of design or approved equal durability) in VIP Screening area. The columns in the VIP Lounge shall have durable steel column covers in a wood grain finish to match the luxury vinyl tile finish of the floor. The wood grain finish will stop at the indicated datum as shown in *3/I210 VIP Screening and Lounge* interior elevation. Above, there shall be steel column covers with smooth, durable, white finish (powder coat finish as basis of design or approved equal durability) the transition between finishes shall be seamless and flush.
- 3.5.6.7. **Stairs:** Stair and escalators from VIP to concourse. Stairs to have terrazzo finish.
- 3.5.6.8. **Millwork:** Custom millwork bar with curved corners to follow shape as designated in furniture plans, with finish to match luxury vinyl tile floor below. There shall be a reveal along the bottom of the millwork with recessed, concealed lighting to illuminate the floor below. Coordinate requirements (sink and other plumbing fixtures, commercial dishwasher,

undercounter refrigerators and ice machine, drink rail, storage needs, etc.) with CCL, design consultant, and PortMiami.

3.5.6.9. **Power and Data:** Provide flush floor-mounted connection points for new power and data for seats. Where possible, seats shall have integrated outlets on the face of the base of the seating above floor. Provide power and data to media screen walls located throughout VIP Lounge. Provide power and data to photo booth area for four (4) stations. Refer to furniture plans for layout; however, final location to be coordinated with CCL, design consultant, and PortMiami. Provide power and data to millwork bar and VIP Screening machines.

3.5.6.10. **Furniture and Seating:** Furniture shall follow layout as indicated in *1122.2 Level 2 Sector 2 Furniture Plan*. Seating to be tested for CCL's approval. Final selection of furniture, upholstery, and specifications to be approved by CCL and design consultant. Furniture and seating will be provided by PortMiami. Planters shall have lush palm species to be defined by the D-Br's landscape consultant and approved by CCL, their design consultant and PortMiami.

3.5.6.11. **Drapery:** Semi-sheer drapery mounted to horizontal rail with fascia hiding mechanism. Drapery to be ripple fold 100% fullness.

3.5.7. **VIP Bathrooms – Level 2.**

3.5.7.1. **Plumbing Fixtures:** Plumbing fixtures to be hard-wired sensed for automatic flushing and dispensing including urinal, toilet, foam soap dispenser, and faucet. Plumbing fixtures to be sustainable and efficient with water usage. Toilets to be wall-hung for hygienic maintenance purposes. All fixtures shall be mounted to comply with ADA requirements.

3.5.7.2. **Accessories:** All accessories to be coordinated with electrical as needed. All accessories to be recessed into wall- or partition-mounted as needed. All accessories to

have satin stainless-steel finish. Provide both hand dryers and paper towel dispensers. All accessories shall be mounted to comply with ADA requirements.

- 3.5.7.3. **Wallcovering:** Vinyl wallcovering shall be placed on north wall of VIP Restrooms. Ceramic tile wall base shall be applied on top of wallcovering finish.

3.5.8. **Crew Lounge – Level 2.**

- 3.5.8.1. **Floor:** Forbo Flotex FR Deck flooring, finish to be finalized with CCL, their design consultant and PortMiami.
- 3.5.8.2. **Wall Protection:** Vinyl wall base (by Forbo or approved equal). Final color selection to be approved by CCL and their design consultant.
- 3.5.8.3. **Walls:** General paint to be scuff-resistant and eggshell finish. Refer to interior finish schedule. There shall be interior glazing on the south wall of the Crew Lounge.
- 3.5.8.4. **Ceilings:** New exposed ceiling structure to be painted with a flat white finish. Systems to be exposed. Acoustical panels to be hung vertically, and to be flush with bottom of proposed lighting level. Refer to *A112.2 RCP Level 2 Sector 2*.
- 3.5.8.5. **Lighting:** Circular lights from existing embark building to be relocated to this space, and new identical fixtures added to achieve desired layout. Refer to *A112.2 RCP Level 2 Sector 2*.
- 3.5.8.6. **Columns:** Steel column covers with smooth, durable, white finish (powder coat finish as basis of design or approved equal durability).
- 3.5.8.7. **Millwork:** Pantry as shown in *I122.2 Level 2 Sector 2 Furniture Plan*. Coordinate requirements (sink and other plumbing fixtures, undercounter refrigerator, storage needs, etc.) with CCL, design consultant and PortMiami.
- 3.5.8.8. **Power and Data:** Provide flush floor-mounted connection points for new power and data for seats. Where possible, seats shall have integrated outlets on the face of the base of the seating above floor. Refer to furniture plans for layout; however, final location to be coordinated with CCL, design consultant and PortMiami.
- 3.5.8.9. **Furniture and Seating:** Furniture shall follow layout as indicated in *I122.2 Level 2 Sector 2 Furniture Plan*. Seating to be tested for CCL's approval. Final selection of furniture, upholstery, and specifications to be approved by CCL and design consultant. Furniture and seating will be provided by PortMiami.

3.5.9. **Passenger Concourse.**

- 3.5.9.1. **Floor:** Existing carpet to remain, new carpet to match existing, epoxy terrazzo floor on new stair/escalator vestibules. Refer to *I103.1 Level 3 Sector 1 Finish Plan* and

I103.2 Level 3 Sector 2 Finish Plan as well as VIP landing. Polished stainless-steel transition strips to be used between terrazzo and other finishes.

- 3.5.9.2. **Wall Protection:** New vinyl corner guard/wall base to match existing to be applied in carpeted areas. New epoxy terrazzo wall base to match terrazzo floor finish where applicable.
- 3.5.9.3. **Walls:** General paint to be scuff-resistant and eggshell finish. Refer to interior finish schedule.
- 3.5.9.4. **Ceilings:** Existing curved perforated metal panels to remain in concourse area.
- 3.5.9.5. **Lighting:** Existing lighting to remain.
- 3.5.9.6. **Stairs:** Stair and landing to have epoxy terrazzo finish.
- 3.5.9.7. **Power and Data:** Provide flush floor-mounted connection points for power and data for ten (10) biometric screening machines in area designated for facial recognition kiosk area (refer to *A103.2 Level 3 Sector 2*). Final location to be coordinated with CCL and PortMiami.

3.5.10. **Baggage Lay-Down Area – Level 1.**

- 3.5.10.1. **Floor:** Existing concrete floor to be patched and finished to match existing throughout this area. Forbo Marmoleum (or approved equal) flooring, with custom graphic to be achieved through waterjet cutting technique. Refer to *I111 Level 1 Overall Floor Finishes* for design intent and *I101.1 Level 1 Sector 1 Finish Plan* for location. Final design to be coordinated with CCL, design consultant and Port Miami.
- 3.5.10.2. **Walls:** Paint finish.
- 3.5.10.3. **Ceilings:** Exposed structure in main baggage claim area and new suspended acoustical ceiling system on south side.
- 3.5.10.4. **Lighting:** New suspended LED light fixtures throughout. Refer to RCPs and lighting schedule.
- 3.5.10.5. **Columns:** Smooth stucco painted concrete and wallboard, and new stainless-steel cladding (finish and durability to match existing embark area column covers). All columns to have a 12" high stainless-steel guardrail.
- 3.5.10.6. **Stairs:** Stair to have epoxy terrazzo finish.
- 3.5.10.7. **Power and Data:** Provide new cameras and layout for full coverage. Provide speakers and monitors throughout the space to provide direction to passengers.

3.5.11. **CBP Primary – Level 1.**

- 3.5.11.1. **Floor:** Forbo Marmoleum (or approved equal) flooring, with custom graphic to be achieved through waterjet cutting technique. Refer to *I111 Level 1 Overall Floor Finishes* for design intent and *I101.1 Level 1 Sector 1 Finish Plan* for location. Final design to be coordinated with CCL, design consultant and Port Miami.
- 3.5.11.2. **Wall Protection:** Stainless steel corner guards and wall bases to match existing embark area corner guards and wall bases.
- 3.5.11.3. **Walls:** General paint to be scuff-resistant and eggshell finish. Refer to interior finish schedule. Cruise-line branded signage along curved wall to be coordinated with PortMiami, CCL and their design consultant.
- 3.5.11.4. **Ceilings:** Painted hard soffit ceiling.
- 3.5.11.5. **Lighting:** Semi-recessed circular light fixtures in hard soffit ceiling. Light fixtures shall have red, white and blue finish, in even amounts. Wall-washing light fixtures to illuminate cruise-line branded signage on curved wall.
- 3.5.11.6. **Columns:** Stainless-steel column covers to match existing embark area column covers.
- 3.5.11.7. **Power and Data:** Provide flush floor-mounted connection points for new power and data for 18 CBP Podiums (refer to *A101.2 Level 1 Sector 2*). Final location to be coordinated with CCL and PortMiami.
- 3.5.12. **General Restrooms.**
- 3.5.12.1. **Plumbing Fixtures:** Plumbing fixtures to be hard-wired sensed for automatic flushing and dispensing including urinal, toilet, foam soap dispenser, and faucet. Plumbing fixtures to be sustainable and efficient with water usage. Toilets to be wall hung for hygienic maintenance purposes. All fixtures shall be mounted to comply with ADA requirements.
- 3.5.12.2. **Accessories:** All accessories to be coordinated with electrical as needed. All accessories to be recessed into wall or partition mounted as needed. All accessories to have satin stainless-steel finish. Provide both hand dryers and paper towel dispensers. All accessories shall be mounted to comply with ADA requirements.
- 3.5.12.3. **Stalls:** Partitions to be satin stainless-steel finish with privacy site lines and integrated hinge hardware.
- 3.5.13. **General Requirements.**
- 3.5.13.1. Mechanical, electrical, and IT/communication systems must be integrated into the building design. Fixture and outlet locations, and forms, sizes, finishes, colors, and textures of exposed mechanical and electrical elements must be coordinated with all other interior elements. Conduits shall be concealed, wherever possible, behind wall/partitions and ceilings/soffits. Where fixtures are exposed, they need to be discreetly integrated with the interior design elements. All coordination of fixture placements should be carried out in 3D

model studies and must be reviewed and approved by PortMiami before implementation. No fixtures or conduit shall run exposed on exposed columns.

3.5.13.2. Ceiling heights shall be maximized as much as possible, considering existing conditions. Whenever possible, ceilings shall have a minimum floor to ceiling clear height of approximately 15-feet in public gathering areas, unless noted otherwise. Other rooms/areas shall have a minimum floor to ceiling height of 10-feet, unless noted otherwise.

3.5.13.3. Hallway clear widths shall be no less than 8-feet.

3.5.13.4. Wayfinding Signage shall be coordinated with PortMiami and CCL Architectural Design Intent Drawings. Wayfinding shall be designed by a professional with Wayfinding experience and shall be in accordance with PortMiami Standards. Refer to Section 3.27. and Attachment A1.3.

3.5.13.5. Design-Builder shall provide areas of egress discharge as required by the AHJs and Code including, but not limited to, the Florida Building Code and the Florida Fire Prevention Code.

3.5.14. **Mock-Ups and Samples.** Provide mock-ups and samples for review. Mock-ups shall be produced in sizes that permit assessment of the actual conditions and shall be no less than 4' x 4' in size. Approved mock-ups and samples will serve as the basis of acceptance in the final construction. Mock-ups should contain all elements that are part of the system or assembly in order to assist the Port / CCL in making the final informed determination. Mock-ups shall be produced for all exterior and interior finishes, systems and features. As a way of an example, a terrazzo mock-up shall contain floor terrazzo, the edge strip and abutting finish such as carpet or marmoleum.

3.5.14.1. Mock-ups shall include but not be limited to:

3.5.14.1.1. Exterior Metal Cladding System, Glazing System and Fins;

3.5.14.1.2. Canopy: canvas, base, columns and lighting;

3.5.14.1.3. Exterior planters with lighting and sidewalk finish;

3.5.14.1.4. Half-circle planters at pre-screening lounge;

3.5.14.1.5. Typical section of information/cash desk at pre-screening lounge, including recessed lettering on front face;

3.5.14.1.6. Typical portion of floor pattern in Pre-screening lounge;

3.5.14.1.7. Typical portion of millwork wood wall;

3.5.14.1.8. Typical section of Video Wall at passenger screening area;

3.5.14.1.9. Typical portion of floor pattern in Waiting area;

3.5.14.1.10. Typical interior column claddings;

3.5.14.1.11. Integrated media walls at VIP lounge;

3.5.14.1.12. Typical section of VIP refreshment counter;

3.5.14.2. Provide samples of all floor, wall and ceiling finishes, including but not limited to self-illuminated light walls, elevator cab finishes, interior glazing system, terrazzo floor, linoleum and carpet floors, etc.

3.6. **LEADERSHIP in ENERGY and ENVIRONMENTAL DESIGN (LEED)**

3.6.1. The Design-Builder is responsible to design and construct the Cruise Terminal and all its elements in a manner that results in the obtaining of “SILVER” under the Leadership in Energy and Environmental Design (LEED) New Construction Green Building Rating System (GBRS).

3.6.2. The integration of innovative “green” features that reinforce local context and natural site relationships and sustainable technologies shall be used whenever possible.

3.6.3. The D-Br shall take note that it is in the interest of Carnival Cruise Lines and PortMiami to implement solar energy panels to offset the minimum 1-percent of the Terminal’s annual energy usage and the D-Br **shall** endeavor to deliver this minimum energy offset. Roof photovoltaic (PV) panels shall be installed on the Embark West Expansion Building, the renovated 2017 Embark Building, the Embark East Expansion Building, and the new Provisioning Building. The placement of solar panels in the Ground Transportation Area (GTA) roof structure will not be acceptable. Refer to Part 5, *Systems Programming*, Article 5.18, for more information.

3.7. **CRUISE TERMINAL FLOOR PLAN – LEVEL 1**

3.7.1. Level 1 Floor Plan is shown in the Architectural Design Intent Drawings, Attachment A8 – Sheet A101. The Design-Builder is responsible for the development of the final design based on the provided floor plan. The areas to be included on Level 1 and their requirements follows, generally from east to west. The Terminal layout should be coordinated with the site improvements, GTA, and the ship’s provision spaces.

3.7.2. Terminal E Bus Intermodal

3.7.3. Provisioning Loading Dock/Building

3.7.3.1. Provisioning Office

3.7.3.2. K9 Kennel Room

3.7.4. Crew Access

3.7.4.1. Crew Security and Screening

3.7.5. Terminal F Bus Intermodal

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- 3.7.6. Baggage Drop-Off/Check-In, Screening, and Sorting
 - 3.7.7. Pre-Screening Lounge
 - 3.7.7.1. Meet and Greet / Check-In / Hotspots / Cash Counters
 - 3.7.7.2. Passenger Reconciliation Room
 - 3.7.8. Restrooms, Interior (Existing)
 - 3.7.9. Restrooms, Exterior (Existing)
 - 3.7.10. CBP Secondary
 - 3.7.11. CBP Primary
 - 3.7.12. Disembarkation Vestibule
 - 3.7.13. Restrooms
 - 3.7.14. Baggage Lay-Down and Claim (Existing)
 - 3.7.15. GPS Office
 - 3.7.16. Restrooms (Existing)
 - 3.7.17. Vertical Circulation
 - 3.7.17.1. Egress Stairs (Existing and New)
 - 3.7.17.2. Shaft for Future Elevator
 - 3.7.17.3. Escalators (Existing and New)
 - 3.7.17.4. Elevators (Existing and New)
 - 3.7.18. Back of House
 - 3.7.18.1. FPL Vaults (Existing and New)
 - 3.7.18.2. Main Electrical Rooms (Existing and New)
 - 3.7.18.3. Storage
 - 3.7.18.4. Generator Room
 - 3.7.18.5. Elevator Machine/Control Room
 - 3.7.18.6. Supply Office
 - 3.7.18.7. Air Handling Units / Mechanical Rooms (Existing and New)
 - 3.7.18.8. IT/AV and MDF rooms (Existing)

3.8. CRUISE TERMINAL FLOOR PLAN – LEVEL 2

3.8.1. Level 2 Floor Plan is shown in the Architectural Design Intent Drawings, Attachment A8- Sheet A102. The Design-Builder is responsible for the development of the final design based on the provided floor plan. The areas to be included on Level 2 and their requirements follows, generally from east to west.

3.8.2. VIP Restrooms

3.8.3. VIP Lounge

3.8.4. VIP Screening

3.8.5. Passenger Security and Screening

3.8.6. Restrooms (Existing)

3.8.7. Waiting Area

3.8.8. Photo Booths

3.8.9. Crew Lounge

3.8.9.1. Locker Rooms

3.8.9.2. Restrooms

3.8.9.3. Wellness Room

3.8.10. Waiting Area (Existing)

3.8.11. Restrooms (Existing)

3.8.12. Vertical Circulation

3.8.12.1. Egress Stairs (Existing and New)

3.8.12.2. Shaft for Future Elevator

3.8.12.3. Escalators (Existing and New)

3.8.12.4. Elevators (Existing and New)

3.8.13. Back of House

3.8.13.1. Security Office

3.8.13.2. Search Rooms

3.8.13.3. Cruise Line Offices

3.8.13.4. Elevator Machine/Control Room

3.8.13.5. IT/AV and MDF Rooms

- 3.8.13.6. Electrical Rooms
- 3.8.13.7. Air Handling Units / Mechanical Rooms
- 3.8.13.8. Storage

3.9. CRUISE TERMINAL FLOOR PLAN – LEVEL 3

- 3.9.1. Level 3 Floor Plan is shown in the Architectural Design Intent Drawings, Attachment A8 – Sheet A103. The Design-Builder is responsible for the development of the final design based on the provided floor plan. The areas to be included on Level 3 and their requirements follows, generally from east to west.
- 3.9.2. Embarkation and Debarkation Concourse (Existing)
- 3.9.3. Biometric Screening
- 3.9.4. Restrooms
- 3.9.5. Vertical Circulation
 - 3.9.5.1. Egress Stairs (Existing and New)
 - 3.9.5.2. Shaft for Future Elevator
 - 3.9.5.3. Escalators (Existing and New)
 - 3.9.5.4. Elevators (Existing and New)
- 3.9.6. Back of House
 - 3.9.6.1. CBP Interview/Office/Holding Rooms
 - 3.9.6.2. Electrical/IT Room
 - 3.9.6.3. Air Handling Units/Mechanical Room
 - 3.9.6.4. Chillers (existing and new), on Roof serving the new East and West Expansion and existing Embark Building.

3.10. CRUISE TERMINAL E AND CRUISE TERMINAL F BUS INTERMODAL – LEVEL 1

- 3.10.1. Refer to Part 4, *Site Improvements*, Section 4.5. for detailed information.

3.11. PROVISIONING LOADING DOCK/BUILDING – LEVEL 1

- 3.11.1. Provide a provisioning loading dock for no less than eight (8) provisioning trucks. The spaces shall accommodate AASHTO standard WB 67 vehicles. Provide pavement markings to

designate each space. See Part 4, *Site Improvements*, Section 4.6. for additional information. Refer to Attachments Document A8 *Architectural Design Intent Drawings*, Sheet A101.3.

- 3.11.2. Provide a Provisioning Office space adjacent to Provisioning Loading Dock for use by the dock manager. The office shall be no less than 150 square feet in size, capable of accommodating up to four (4) workstations, printer/copier, and shelving. Provide a single 3-foot wide door with tinted glass view panel.
- 3.11.3. The elevated loading dock surface shall be concrete with a heavy broom nonskid finish, sloped to drain.
- 3.11.4. Provide a K-9 Kennel room complete with floor drain and hose-bib adjacent to Provisioning Loading Dock for use by CBP and Port Police. The kennel shall be no less than 100 square feet in size and shall be ventilated, heated, and cooled. Provide a single 3-foot wide door with tinted glass view panel.

3.12. **CREW ACCESS – LEVEL 1**

- 3.12.1. Provide an area for ship's crew to enter and exit the waterfront secure area with appropriate security and CBP processing. Access will be restricted to crew. Refer to Attachments Document A08 *Architectural Design Intent Drawings*, Sheet A101.3.
- 3.12.2. The landside entrance shall be at the northwest corner of the new Provisioning building, with direct access from Terminal F Bus Intermodal.
- 3.12.3. The waterside entrance shall be into the secured/restricted apron access zone and shall be securable and lockable.
- 3.12.4. Provide a security station for processing the crew.
- 3.12.5. Provide space for a baggage X-ray scanner and personnel magnetometer, along with an area for secondary examination.
- 3.12.6. The area shall be enclosed and provided with appropriate lighting and HVAC.
- 3.12.7. Provide Wayfinding signage to guide the crew to/from the area, while advising passengers that it is a restricted zone.

3.13. **BAGGAGE DROP-OFF/CHECK-IN, SCREENING, AND SORTING – LEVEL 1**

- 3.13.1. Provide Baggage Drop-off/Baggage Check-in space along the passenger drop-off walkway for the passengers to check-in their non-carry-on baggage with the Cruise Terminal staff. The space shall be large enough for the luggage to be queued near the collection point before being transferred to the Baggage Screening area. The location must allow for convenient, free and safe flow of the guests to the Pre-Screening Lounge. It shall be readily

accessible from both the POV and the Bus drop-off areas. Refer to Attachments Document A8 *Architectural Design Intent Drawings*, Sheet A101.2

- 3.13.2. The Baggage Drop-off/Check-in Area does not require air conditioning or heating but shall be provided with adequate circulation fans for ventilation to minimize heat buildup, as required by Code. The Baggage Screening and Baggage Sorting Area within the building envelope shall include HVAC, and all overhead doors that open to the outside or to a non-HVAC area shall be insulated and shall include air curtains to reduce loss of conditioned air.
- 3.13.3. The floor to ceiling/structure height shall be no less than 12-feet.
- 3.13.3.1. Lighting, ducts, fans, or other items may intrude into this clearance, provided no less than 11-feet of vertical clearance is provided.
- 3.13.4. Provide a queuing area in front of the entrance door for baggage drop-off/check-in. Protect the queuing area and entry door from the weather/sun with new Canopy. Refer to Part 4, *Site Improvements*, Section 4.5.14. and Part 5, *Systems Programming*, Section 5.3.14. Refer to Architectural Design Intent drawings for design and location.
- 3.13.5. Provide complete CCTV surveillance coverage of the baggage drop-off/check-in, screening, and sorting areas. See Part 5, Article 5.14 *Security Systems* for more information.
- 3.13.6. The baggage shall be transferred to the Baggage Screening area from the drop-off/check-in area by Baggage Carts.
- 3.13.7. Design-Builder shall provide power and data communications for the baggage X-Ray screening equipment through floor outlets.
- 3.13.8. No conflict points shall be allowed between the baggage transfer operations and passenger embarkation/disembarkation operations (i.e. crossing of baggage embarkation baggage carts with disembarkation baggage lay-down or passenger exits).
- 3.13.9. The finish floor elevation (FFE) shall match the adjacent sidewalk plus ½-inch. It shall provide positive drainage out of the space.
- 3.13.10. Access to the Baggage Screening area from the passenger drop-off walkway shall be via insulated overhead roll-up doors, no less than two (2) 20-feet wide by 10-feet high on the south side, and one (1) 20-feet wide by 10-feet high on the east side. The roll-up doors salvaged from the demolished "CT3" ("Diamond") Building shall be re-used for this area. A secondary controlled-access personnel door shall also be provided adjacent to the southside roll-up doors.
- 3.13.11. **Baggage Screening**. The baggage screening area shall be located at the east end of the Terminal, in the Embark East Expansion building. The area shall include space for four (4) X-Ray baggage screening machines (provided by others). The baggage screening shall discharge all cleared luggage onto the baggage sorting area. The screening area shall be screened from passenger view and physically separated from the Pre-Screening Lounge, as shown on the Architectural Design Intent Drawings.

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- 3.13.12. **Baggage Sorting.** The baggage sorting area shall allow for the sorting of checked luggage into bins or racks for loading onto the vessel. The area shall provide for direct access of the bins/racks to the vessel via forklifts via an elevated loading dock configuration.
- 3.13.12.1. These areas shall accommodate no less than 90 4'x3' bins/racks with direct access to the bin/racks loading face by the Terminal staff. Allowance for repositioning of the full and empty bins/racks shall be included.
- 3.13.12.2. These areas dedicated to embarkation operations shall have a secured separation (overhead door, partition, or wall) from the disembarkation areas, including baggage lay-down, when such operations are in process.
- 3.13.12.3. Provide no less than three (3) 20 feet wide x 10 feet high overhead insulated roll-up doors to the waterfront for forklift access. Provide one (1) controlled access personnel door to the waterfront.
- 3.13.12.4. The finish floor of the Baggage Screening/Sorting area shall match the existing adjacent Embark building and Terminal, with positive drainage slope toward access doors and floor drains.
- 3.13.12.5. **Baggage Cart Storage.** Provide a luggage cart storage area, no less than 150 square feet in size for storing the stevedores' luggage carts. Access the room via an 8-foot wide by 10 feet high roll-up door and a 3-foot wide personnel door.
- 3.13.13. **Impact Protection.** All walls within and about the Baggage Sorting and Screening areas shall be constructed with impact resistant materials. The lower 4 feet of the walls shall be protected by polished aluminum diamond plate or constructed of cast-in-place concrete or fully grouted concrete masonry units (CMU).
- 3.13.13.1. Exposed corners of walls shall have steel corner guards extending no less than 4 feet above finish floor.
- 3.13.13.2. Doors shall be heavy duty with steel plates.
- 3.13.13.3. Provide 12-inch-high floor mounted pipe rail curbs along walls and about columns for protection from luggage bins/racks impacts.
- 3.14. **PRE-SCREENING LOUNGE – LEVEL 1**
- 3.14.1. This is the location where passengers enter the Terminal. It should be clearly marked and must be immediately apparent to the arriving guest that this is the entrance to the Terminal, it shall be highly visible from the outside, well-lit at all times, secure and inviting. The entry façade and entrance vestibule are the passenger's first impression of both the start of their holiday and the destination of the cruise trip itself. The entrance shall be a clear focal point of the Terminal.

- 3.14.2. The new Pre-Screening Lounge shall be located in the existing “2017 Embark” Building. Refer to Attachments Document A08 – Architectural Design Intent Drawings, Sheets AD101.2 and A101.2 for the proposed demolition and new design, and Reference Document R30 for the Interior Design intent.
- 3.14.3. The purpose of this lounge-style, pre-security area is to allow passengers to wait comfortably in an air-conditioned, controlled environment while waiting for others in their party or to wait for any congestion in the security screening at level 2 to clear.
- 3.14.4. The lounge shall provide an open and inviting feel. It shall be able to accommodate not less than 100 guests with carry-on luggage.
- 3.14.5. The lounge shall receive high-quality, durable finishes and furniture.
- 3.14.6. This area will be for guests to flow-through and an opportunity for pre-screening /checking, prior to the security screening on level two. This area should include the following:
- 3.14.6.1. Power/data outlets located throughout the space, for hard connections using mobile check-in (phones, tablets) in the event of Wi-Fi failure.
- 3.14.6.2. Floor junction boxes, recessed, flush mounted, industrial grade and water-resistant, located in and around the sitting/lounge area to provide power to the new furniture with integrated charging outlets and power ports.
- 3.14.6.3. Provide power/data at west wall (just south of Passenger Reconciliation Room) for ten (10) future Embarkation Stations.
- 3.14.7. CCL-staffed check-in/”Hot Spots” information/assistance/cash podiums or desks shall be provided at the northeast end of the space, consisting of no less than eight (8) podiums/desks.
- 3.14.7.1. Provide power/data outlets for the podiums/desks.
- 3.14.7.2. The D-Br shall layout the queuing lines but is not responsible for providing the stanchions and belts.
- 3.14.7.3. A supply office shall be provided behind the desks; this office shall not be less than 150 square feet.
- 3.14.8. **Passenger Reconciliation Room.** Provide an office space immediately adjacent to and directly accessible from the queuing and desk area as shown on the Architectural Design intent Drawings. This office is for processing guests who may not have the full or correct documentation for boarding. The space shall be not less than 200 square feet in area. Door shall include vision glass. Provide electric power and data/communication, connected to the Cruise Line IDF or MDF room.

- 3.14.9. The D-Br shall provide video display walls with UPS protected power and CAT6/CAT6A data communications to the nearest PortMiami IDF and Carnival Cruise Line IDF. See Section 5.17.2. for sizing, quantity and locations.
- 3.14.10. Provide complete CCTV surveillance camera coverage.
- 3.14.11. **Restrooms and Drinking Fountains.** The existing Women’s and Men’s restrooms within the Pre-Screening Lounge shall be remodeled per the Architectural Design Intent drawings.
- 3.14.11.1. The sink casework at each restroom shall be modified to have the countertops (currently Formica®) switched out for solid quartz surface equal or similar to Ceasarstone® (basis of design), with undermounted sinks. Casework to be ADA-compliant.
- 3.14.11.2. New drinking fountains shall be provided.
- 3.14.12. **Vertical Circulation, Level 1 to Level 2.** Circulation shall occur via the existing elevators, two (2) escalators and stairway.
- 3.15. **EXTERIOR RESTROOMS – LEVEL 1.** These are the existing Women’s and Men’s restrooms accessible from the drop-off/pick-up walkway, prior to the entrance into the Terminal.
- 3.15.1.1. The restrooms shall remain in their current location and shall continue to be used by arriving and debarking guests.
- 3.16. **BAGGAGE LAY-DOWN AND CLAIM – LEVEL 1**
- 3.16.1. The Baggage Lay-down and Claim area is where embarking passenger luggage is placed after being unloaded from the ship. The luggage is typically sorted in groups based on the passengers’ location on the ship or the order of the disembarkation group. The baggage lay-down process takes place before the passengers enter the space. As the passengers come in, they are led by A/V displays/wayfinding to the area where their baggage may be found. Refer to Attachments Document A08 – Design Intent Drawings, Sheet A101.1. The existing Baggage Lay-Down space shall be expanded to the south and renovated in its current location.
- 3.16.2. Provide ample space at the bottom of the vertical circulation elevators, escalators, and stair for queuing and waiting to enter the area.
- 3.16.3. Provide no less than 750 baggage lay-down spaces, 2-foot by 2-foot, on the floor, arranged in rows two (2) deep, typically 20 to 25 spaces long per row.
- 3.16.4. Provide circulation aisles between the lay-down aisles, no less than 6-feet wide.
- 3.16.5. Provide a primary central circulation aisle, no less than 10-feet wide, directing passengers to the CBP primary and the exit.

- 3.16.6. Natural light shall be provided as much as possible within the Alucobond® or similar metal panel section of the new south debark building façade. Refer to the Architectural Design Intent drawings.
- 3.16.6.1. While providing natural daylight is encouraged, no direct views to the outside of the Terminal from the baggage lay-down and exit areas shall be allowed.
- 3.16.7. **Impact Protection:** All new interior walls shall be constructed with impact resistant materials. The walls shall consist of full-height impact resistant gypsum board, painted.
- 3.16.7.1. Exposed corners of walls shall have stainless steel corner guards extending no less than 4-feet above finish floor.
- 3.16.7.2. Doors shall be heavy duty with steel plates.
- 3.16.7.3. Provide 12-inch high floor mounted pipe rail curbs along walls and about columns for protection from luggage bins/racks impacts.
- 3.16.8. The baggage lay-down area shall be directly accessible from the waterfront to allow for the luggage bins/racks to be brought into the area. Not less than ten (10) 12-foot wide by 10-foot high insulated overhead doors shall be provided. The existing baggage lay-down overhead doors scheduled to remain and removed/salvaged shall be re-used for the new work.
- 3.16.8.1. All existing overhead doors and air curtains shall be tested to confirm proper operation. If not working properly, these shall be replaced with new. **[Port to confirm]**
- 3.16.9. **GPS Office.** Provide a new GPS office as indicated in the Architectural Design Intent drawings. This room shall be no less than 250 square feet.
- 3.16.10. **Restrooms and Drinking Fountains.** Provide new Women’s and Men’s restrooms and drinking fountains, in addition to the existing to-remain restroom bank on the west end, that are readily accessible to the guests from within the Baggage Lay-Down area, prior to the CBP Primary.
- 3.16.10.1. The new Restrooms shall be ADA compliant, and shall include no less than the number of fixtures required by code and noted below:
- 3.16.10.2. Women’s: 3 water closets, 3 lavatories, baby changing area.
- 3.16.10.3. Men’s: 2 water closets, 1 urinal, 3 lavatories, baby changing area.
- 3.16.10.4. Provide drinking fountains at the entrance to the restrooms.
- 3.16.10.5. The existing restrooms shall be remodeled in their entirety following the design intent of the typical restroom design shown on the Architectural Design Intent drawings referenced herein.
- 3.16.11. The D-Br shall provide video displays with UPS protected power and CAT6/CAT6A data communication to the nearest PortMiami IDF, and appropriate Wayfinding to allow

passengers to locate their luggage and receive information on the CBP process. See Section 5.13.15, *Video Displays in Terminal*, for sizing and quantity.

3.16.12. The D-Br shall include complete CCTV surveillance coverage of the area. Any and all cameras that do not meet the PortMiami security standards shall be replaced as part of the new CCTV coverage design. See Section 5.14.3 *Video Surveillance*.

3.16.13. Provide electrical receptacles as required around the new perimeter walls. Refer to Section 5.13 *Electrical Systems*.

3.16.14. **Vertical Circulation.** The D-Br shall provide new centrally located vertical circulation cores for Debark passengers coming down from the concourse on level 3. Vertical circulation shall be provided by:

3.16.14.1. Four (4) new traction elevators. The elevators shall include access controlled, secured rear doors;

3.16.14.1.1. These elevators shall be used for Embarkation as well. Controls via programming shall be required for the elevators to provide direct passage of Debark passengers from the concourse on level three to Baggage Lay-down on level 1 without stopping at the Waiting Area on level two.

3.16.14.2. Four (4) escalators; and

3.16.14.3. Two (2) 5-foot wide stairs.

3.16.14.4. Schindler Elevator Corporation is the basis of design for the elevators and escalators.

3.16.14.5. **Fall Protection.** The escalators shall be abutted by architectural elements at guardrail height to satisfy Miami Dade County requirements for fall protection on escalators.

3.17. **U.S. CUSTOMS AND BORDER PROTECTION, PRIMARY AND SECONDARY – LEVEL 1 (Update based on CBP feedback)**

3.17.1. After retrieving their baggage, the passengers proceed to the U.S. Customs and Border Protection (CBP) processing or if already cleared by biometrics proceed to the exit. The Cruise Terminal disembarkation process shall be designed based on a full ship disembarkation process of no less than 6,000 passengers over a four (4) hour period. Refer to Attachments Document A08 – Design Intent Drawings, Sheet A101.2.

3.17.2. The new CBP area shall be located in the Embark West Expansion Building just east of the Terminal F 1999 Building.

- 3.17.3. The CBP area consist of two areas, **Primary Inspection**, where passengers' documentations and citizenship/immigration status are checked; and **Secondary Inspection**, which includes additional screening and detention area as well as CBP support offices.
- 3.17.4. CBP spaces and functions shall follow the latest guidelines established in the "U.S. Custom and Border Protection Cruise Terminal Design Standards September 2018" (CBP Standards, latest version) (copy included in Attachments document A05). In addition to the CBP Standards, CBP will develop Cruise Terminal F specific requirements, which shall be abided by. A copy of the requirements and examples from another PortMiami Cruise Terminal have been included in the References Document R29. The D-Br shall note that the requirements and examples are subject to change. The D-Br shall coordinate with CBP and PortMiami to finalize the requirements.
- 3.17.5. The D-Br will be required to obtain approval of the CBP areas and baggage lay-down and claim area from the U.S. Customs and Border Protection and PortMiami before completion of design or the beginning of any construction. A CBP Project Manager is expected to be assigned to this project and will assist in the final program requirements. However, all communication with CBP shall be through the PortMiami Authorized Representative.
- 3.17.5.1. The D-Br shall include no less than 30 days in their schedule for design reviews by CBP at each submittal phase.
- 3.17.5.2. CBP will perform inspections of the facility during construction, and the D-Br will be responsible for obtaining approval of the work from CBP prior to issuing of a Certificate of Occupancy. The Design-Builder shall allow time for CBP inspections as noted in the CBP standards. Note that some inspections must be performed prior to closing off or covering areas.
- 3.17.5.3. CBP will also perform reviews of all construction and material submittals related to the CBP facilities, and no materials or products shall be installed without CBP approval. The D-Br shall include 30 working days in their schedule for these reviews per submittal.
- 3.17.6. *A Facility Space Requirements Matrix* is included in the CBP Standards, which identifies the required CBP spaces. The design shall be based on the passenger flow rate per hour as noted previously. See Attachment A05.
- 3.17.6.1. **The Primary Processing area** shall include queuing and processing booths, and other items as noted in the *Facility Space Requirements Matrix, Primary Processing*.
- 3.17.6.1.1. Not less than eighteen (18) Primary Processing podiums shall be provided. The D-Br shall confirm based upon forecasted maximum volume of passengers.
- 3.17.6.1.2. The podiums shall be of stainless-steel construction. See example in Reference R26.

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- 3.17.6.1.3. Podiums shall not be directly in front of exit doors for security and safety reasons. Provide screen walls behind each (pair of) podiums to segregate the exit lane from the podiums and officers.
- 3.17.6.1.4. Provide electrical power, data, telecommunication, and other required services to the booth from flush floor outlets in housing that is waterproof. The use of overhead drop power poles will not be allowed.
- 3.17.6.2. **The Secondary Processing area** shall include all the spaces listed in the *Facility Space Requirements Matrix, Secondary Processing*. The space requirements noted for *CBP Operational Support and Other Spaces, Building Support Spaces, and Canine Enforcement Spaces and Kennel* will not be required except for the following:
- 3.17.6.2.1. LAN (Local Area Network Room) (SST-005-CT)
- 3.17.6.2.2. Supply/Storage Room (OSS-084-CT)
- 3.17.6.2.3. Break Room (SSS-001-CT)
- 3.17.6.2.4. Staff restrooms (TLT-006 & 007)
- 3.17.6.2.5. CBP Operational Support Spaces, except as shown on the Architectural design Intent floor plans.
- 3.17.7. The Primary and Secondary area shall be directly adjacent to each other.
- 3.17.8. The CBP Primary Processing Podiums shall be capable of being separated from the baggage claim by stainless steel security barriers equal or similar to GuardianCoil® coiled wire fabric system (basis of design). These shall be equipped with operable top tracks and locking mechanisms. The coiled wire barriers shall be concealed within wall pockets when in the open position.
- 3.17.8.1. Provide a similar security coiled wire barrier across the exit vestibule, so that passenger flow may be directed either to the CBP Primary or to the exit.
- 3.17.9. Any penetration through the perimeter walls, ceiling, or roof of the CBP Secondary Processing area shall be secured and hardened as per the CBP Standards. Any opening larger than 96-square inches shall include ½-inch steel bars per the CBP Standards.
- 3.17.10. Provide no less than two (2) reserved parking spaces at the NW portion of the POV/Taxi/TNE area. One (1) space is for CBP and one (1) space is for Port Police. These spaces shall be clearly identified via pavement markings.

3.18. **DISEMBARKATION VESTIBULE – LEVEL 1**

- 3.18.1. The exit from the Primary and Secondary Processing and inspection area shall be clearly delineated. The disembarkation vestibule shall be located/configured such that direct viewing of the CBP area from outside of the Terminal is not possible, with doors open or closed.
- 3.18.2. The vestibule shall not allow passenger to reenter the Terminal, providing an exit only configuration.
- 3.18.3. The vestibule shall include no less than two (2) automatic sliding doors.
- 3.18.4. Provide Wayfinding signage on the exterior of the vestibule advising Restricted Area/No Entry. Exact wording to be coordinated with CBP and PortMiami.

3.19. **BACK OF HOUSE AND OTHER SPACES – LEVEL 1**

- 3.19.1. **Restrooms, Level 1.** Provide two (2) ADA-compliant unisex restrooms that are readily accessible to the PortMiami staff and ship’s crew servicing the ship. The restrooms shall face the waterfront apron and will be within the secured/restricted access area. The Restrooms shall include no less than 1 water closet, 1 lavatory, and applicable accessories. Fixtures and finishes shall match or be comparable to the public ones in the southside exterior restrooms. These restrooms do not need to be air-conditioned.
- 3.19.2. **Mechanical / Electrical / Plumbing:** Provide required MEP rooms to service the new Embark East and West Expansion Buildings. All existing MEP rooms in the 2017 Embark Building shall be used or repurposed to service the building’s new program. Access to the existing MEP rooms shall remain from the exterior, except for the existing 2017 Embark Building rooms on the west side, which will remain accessible from the inside. All these rooms shall have lockable doors.
 - 3.19.2.1. The existing Florida Power & Light (FPL) Vault on the southeast corner of the 2017 Embark shall remain in its current location. The East Embark Expansion Building will be built around and above the Vault. The D-Br shall ensure that the new construction will not hinder the Vault’s air flow function.
 - 3.19.2.2. A new FPL Vault shall be placed toward the waterside (northeast side) of the Embark East Expansion Building and shall have access by FPL on the south side, by the Terminal F Bus Intermodal. The FPL Vault shall comply with FPL requirements and specifications.
 - 3.19.2.3. A new exterior Generator shall be provided adjacent to the new FPL Vault. Refer to Section 5.13.3 *Standby Back-Up Power*, for details.
 - 3.19.2.4. Provide roll-up overhead doors as required to install, access, and maintain or replace the equipment.

- 3.19.3. **Janitorial:** The Janitorial closets near the existing restrooms shall remain.
- 3.19.4. **Storage:** Provide storage rooms and closets as shown on the Architectural Design Intent Drawings. Entry doors shall be lockable.

3.20. **SECURITY AND PASSENGER SCREENING – LEVEL 2**

3.20.1. The Passenger Screening area shall occur on level 2 prior to entry into the Post Check-in Waiting Areas. The screening area shall include queuing space prior to being processed through security. All passengers and their carry-on luggage must be screened before proceeding further into the Terminal. Refer to Attachments Document A08 – Design Intent Drawings, Sheet A102.2

3.20.2. **Screening Areas.** Two distinct passenger screening locations shall be planned, one for regular guests and one for VIP guests, both leading to separate waiting areas. The screening locations shall be provided with appropriate power and data outlets. The two positions shall be coordinated with PortMiami. Two screening rooms shall be provided, one for each location.

3.20.2.1. The existing data and power connections shall remain and be modified to be accessible via recessed outlets. These connections shall be separate from the requirements for the screening machines. Final locations of power/data recessed outlets shall be coordinated with CCL and their Design consultant.

3.20.2.2. **Screening Area - Regular Guests.** The screening area shall be located on the second floor of the existing 2017 Embark Building.

3.20.2.2.1. The queuing area shall accommodate no less than **xx** guests with their carry-on luggage, assuming (for planning) a space of no less than 2.5-feet by 4-feet per person. The D-Br shall lay out the queuing lines but is not responsible for providing the stanchions and belts.

3.20.2.2.2. The screening area shall accommodate no less than twelve (12) X-ray luggage scanning machines, with operator and six (6) personnel magnetometers for a total of six (6) screening groups (1 magnetometer and 2 X-ray luggage scanners = 1 screening group). The scanners and magnetometers shall have the flexibility to rearrange the screening layout and increase screening capacity if needed, so that each personnel magnetometer serves two (2) X-ray scanners.

3.20.2.3. **Screening Area - VIP Guests.** The VIP screening area shall be located on the second floor of the new Embark East Expansion Building adjacent to the VIP Lounge.

3.20.2.3.1. The queuing area shall accommodate no less than **xx** guests with their carry-on luggage, assuming (for planning) a space of no less than **x**-feet by **x**-feet per person. The D-Br shall lay out the queuing lines but is not responsible for providing the stanchions and belts.

- 3.20.2.3.2. The screening area shall accommodate no less than three (3) baggage X-ray luggage scanning machines, with operator and two (2) personnel magnetometers. The scanners and magnetometers shall be arranged so that each personnel magnetometer serves a maximum of two (2) X-ray scanners.
- 3.20.2.4. Each luggage scanner station (X-ray machine and operator) is estimated to require a space no less than 25-feet long by 8-feet wide.
- 3.20.2.5. Each magnetometer is estimated to require a 5-foot by 5-foot area.
- 3.20.2.6. VIP guests will be directed to the VIP Reception and VIP Lounge.
- 3.20.3. Screening equipment will be provided by others. The D-Br shall coordinate with PortMiami for electrical and data/communication requirements and final space needs for the equipment and operations. Electrical power and data/communication shall be provided from recessed, flush mounted, industrial grade and water-resistant floor boxes. No outlets/receptacles shall be located in the processing lanes or staff work areas. The D-Br shall use a reconfigurable type of floor duct systems to allow for potential future modifications without cutting into the floor structure. The use of overhead drops or power poles will not be allowed.
- 3.20.4. At least one screening station and magnetometer at each screening location shall be ADA compliant. The ADA compliant station shall be clearly indicated.
- 3.20.5. Design considerations for the security and passenger screening areas shall include:
- 3.20.5.1. Material finishes shall be suitable for high traffic with limited maintenance.
- 3.20.5.2. Columns and walls within and around the queuing and screening area shall be protected from damage using abrasion/impact resistant materials for the lower 4-feet and shall be aesthetically pleasing.
- 3.20.5.3. Large open space with higher ceilings are desirable. Natural light is desirable.
- 3.20.5.4. A clear and visible circulation path to the elevators, escalators, stairs and waiting areas shall be provided.
- 3.20.5.5. Acoustical control of ambient noise. The D-Br shall model the acoustics of the facility and provide acoustic energy absorption in all public spaces.
- 3.20.5.6. Complete CCTV surveillance camera coverage of the queuing area and each screening station and magnetometer.
- 3.20.6. **Audio-Visual.** The D-Br shall provide video displays with UPS protected power and CAT6/CAT6A data communication to the nearest PortMiami **IDF (verify)**. The displays will be used for the security screening process. See Section 5.13.14, for sizing and quantity.

- 3.20.7. **Restrooms and Drinking Fountains.** The existing Women's and Men's restrooms within the Passenger Screening area shall be remodeled per the Architectural Design Intent drawings.
- 3.20.7.1. The sink casework at each restroom shall be modified to have the countertops (currently Formica®) switched out for solid quartz surface equal or similar to Ceasarstone® (basis of design), with undermounted sinks. Casework to be ADA-compliant.
- 3.20.7.2. The existing drinking fountains shall be replaced.
- 3.20.7.3. The existing Janitorial closet near the restrooms shall remain.
- 3.20.8. **Vertical Circulation to Level 3 for Regular Guests** will occur from the Post Check-in Waiting Area on Level 2 in the renovated "1999" Terminal F Building.

3.21. **VIP LOUNGE – LEVEL 2**

- 3.21.1. Once the VIP guests are checked-in, the passengers may be asked to wait until the ship is available for boarding. The VIP waiting space shall be a dedicated space, separate from the general guest by a 10'-0" min. solid wall. The VIP Lounge shall be sized to accommodate no less than 500 guests and their carry-on luggage. Seating will be arranged in a combination of large group and small group seating. See the References Section, Document R30.
- 3.21.2. The D-Br shall coordinate with PortMiami for layout of seating. See the References Section, Document R30 for Conceptual Seating plan. The D-Br shall provide a layout for review and approval by the Cruise Line and PortMiami showing the seating and adequate circulation areas. The seating shall be provided by others.
- 3.21.3. The D-Br shall provide a large video display wall with UPS protected power and CAT6/CAT6A data communication to the nearest PortMiami and Carnival Cruise Line IDF. See Section 5.13.14, *Video Displays in Terminal*, for sizing and quantity.
- 3.21.4. **Refreshment Counter.** The VIP guests shall have access to a centrally located bar within the VIP Lounge.
- 3.21.5. **Restrooms and Drinking Fountains.** Women's and Men's restrooms, along with drinking fountains, shall be located adjacent to the VIP Lounge and shall be readily accessible to the VIPs without having to leave the Lounge area. The Restrooms shall be ADA compliant, and shall include 1 water closet, 1 lavatory, and baby changing area in each. The fixtures and finishes shall match the type and quality of the existing Embark restrooms and the look and feel of the VIP Lounge.
- 3.21.5.1. Women's: 3 water closets, 5 lavatories, baby changing area.
- 3.21.5.2. Men's: 2 water closets, 1 urinal, 5 lavatories, baby changing area.
- 3.21.5.3. Provide a Janitorial closet near the restrooms.

3.21.6. **Vertical Circulation to Level 3 for VIP Guests.**

3.21.6.1. Provide new traction elevator located just east of the VIP Screening area. Refer to Architectural Design Intent Drawings for proposed location and openings on levels 2 and 3. South wall shall be glass. Elevator shall be sized to accommodate a minimum of two (2) wheelchairs simultaneously. Schindler to be used as basis of design. Refer to Section 5.7. *Vertical Circulation and Egress.*

3.21.6.2. Provide two (2) escalators, with fall protection (integrated into the design as an architectural feature) as required by Miami-Dade County. Escalator to include LED lit glass balustrades. Schindler to be used as basis of design.

3.21.6.3. Provide stairway no less than 8-feet wide.

3.21.7. The area at the top of the vertical circulation escalators, stairs, and elevator shall be kept clear and not be included in queuing spaces.

3.21.8. Provide an automatic sliding door/storefront assembly on level 3 into the boarding Concourse. The door shall be capable of being locked, disabled during non-boarding and disembarkation operations.

3.22. **POST-SECURITY WAITING AREA – LEVEL 2**

3.22.1. Once checked-in and cleared by security, the passengers may be asked to wait until the ship is available for boarding. The waiting space shall be sized to accommodate no less than 1,300 seats/chairs for guests and their carry-on luggage. Seating shall be arranged in a combination of large group and small group seating. The waiting space is a combination of renovated existing spaces and new spaces. Refer to Attachments Document A08 – Design Intent Drawings, Sheet A102.1

3.22.2. The D-Br shall coordinate with PortMiami for layout of seating. A Conceptual Furniture layout has been provided in the References Section, Document R30. The D-Br shall provide a layout for review and approval by PortMiami showing the seating and adequate circulation areas. The seating/furniture shall be provided by others.

3.22.3. The D-Br shall provide video display walls **(in addition to the existing? - verify)** with UPS protected power and CAT6/CAT6A data communication to the nearest PortMiami and Carnival Cruise Line IDF.

3.22.4. Provide electrical outlets at perimeter walls, no more than 20-feet center-to-center. Provide flush mounted floor outlets, coordinated with the seating, to power the furniture integrated power outlets and with POWER ports.

3.22.5. The post-security waiting area in the new Embark West Expansion Building shall be architecturally fully and seamlessly integrated with the existing building waiting area.

- 3.22.6. There will be scenarios where passengers are debarking while new passengers are waiting to embark. For this reason, the design shall limit any ability for intermingling of debarking and embarking passengers for security reasons. All doors to the level 3 concourse shall be access-controlled with the ability to manage activation of automatic sliding glass doors from a remote location. Refer to section 3.24.3 *Embarking passengers*.
- 3.22.7. Columns and walls shall be protected from damage using abrasion/impact resistant materials and metal corner guards for the lower 4-feet and must be aesthetically pleasing.
- 3.22.8. Combination of large group and small group seating arrangements. Refer to Interior Design intent Schematic Drawings, Document A13 in the Attachments Section.
- 3.22.9. Provide complete surveillance camera coverage.
- 3.22.10. Provide a dedicated paging/announcement system. Voice Paging Controls shall be located in the Cruise Office and at two (2) check-in counters. Incorporate the system with the complex wide mass notification system, see Part 5, Systems.
- 3.22.11. **Photo Booths.** Provide adequate area for 10 photo booths, for use by CCL as graphics and photo-op locations. Photo booths can be assumed to be 88" diameter circular structures with half the circle open. Final layout shall be coordinated with approval of CCL and their design consultant. Provide electrical power and data/communication outlets at each space, flush floor mounted. Connect data/communication to CCL's server room.
- 3.22.12. **Boarding Queue.** Once the ship is ready to receive the guests, they will be asked to queue and board in groups defined by the cruise lines. As the guests enter the boarding concourse, they will present their cruise identification card for clearance onto the ship.
- 3.22.12.1. Provide space for two (2) podiums at each entry doorway into the boarding concourse for a total of six (6) and room for 2-3 staff. Provide electrical power and data/communications outlets at each podium, flush floor mounted. Connect data/communication to CCL server room. Podiums will be provided by others.
- 3.22.13. **Wi-Fi Service.** Provide three dedicated Wi-Fi systems, one for CCL, one Public and one for PortMiami. See Section 5.14.7 *Indoor and Outdoor Wireless*, for additional information.
- 3.22.14. **Restrooms and Drinking Fountains.** The existing Women's and Men's restrooms within the Waiting Area shall be remodeled per the Architectural Design Intent drawings.
- 3.22.14.1. The sink casework at each restroom shall be modified to have the countertops (currently Formica®) switched out for solid quartz surface equal or similar to Caesarstone® (basis of design), with undermounted sinks. Casework to be ADA-compliant.
- 3.22.14.2. New drinking fountains shall be provided.

- 3.22.15. **Vending and Service:** Provide a servery counter with integrated below-counter glass door refrigerators to be provided as shown on Architectural Design Intent Drawings. Include two (2) quadplex electric power outlets above the counter. (verify applicable)
- 3.22.16. **Vertical Circulation to Level 3.** Refer to section 3.24.7 (Embark) Vertical Circulation, Level 2 to Level 3.

3.23. **BACK OF HOUSE AND OTHER SPACES – LEVEL 2**

- 3.23.1. Provide various other ancillary spaces to support the activities on level 2 and the Cruise Terminal as shown on the Architectural Design Intent Drawings, including but not limited to:
- 3.23.2. **Cruise Line Offices.** Provide a dedicated Carnival Cruise Line office. The office shall be located on the Embark West Expansion Building near the Crew Lounge. Refer to the Architectural Design Intent Drawings - Attachment A102.
- 3.23.3. **Crew Lounge.** The Crew Lounge is for the use of the Cruise Terminal Staff. It shall be located adjacent to the main Waiting Area on Level 2 as shown on the Architectural Design Intent Drawings - Attachment A102.
- 3.23.3.1. The lounge shall accommodate no less than 60 staff members in the seating areas, with tables, workstations, and kitchen. The lounge shall include the following areas within:
- 3.23.3.1.1. A locker area for minimum 20 triple high lockers, equally split between men and women, set on a raised curb;
- 3.22.3.1.1.
- 3.23.3.1.2. An open kitchen counter and island unit with high-chairs. The counter shall include a double sink, dishwasher, overhead and under counter cabinets, two (2) full size refrigerators, and no less than four (4) electric power GFCI outlets for microwaves, coffee machines, and other small appliances;
- 3.23.3.1.3. Break/lunch area for tables and chairs;
- 3.23.3.1.4. Wall-mounted LED TV screen; (verify)
- 3.23.3.1.5. WIFI and electric power (floor and wall);
- 3.23.3.1.6. A Wellness Room (mother's lactation room) which should be large enough to accommodate a lounge chair, a side table and a small refrigerator; and,
- 3.23.3.1.7. Storage closet, no less than 100 square feet.
- 3.23.3.1.8. Provide one (1) Women's and one (1) Men's Locker Room and ADA compliant Restrooms for each.

- 3.23.4. **Janitor's closets.** Provide janitor closet(s) for the new restroom clusters complete with mop sink and floor drains, shelves, and storage to serve the restrooms and the overall cleaning and upkeep of the floor at every restroom cluster. The janitor closets may be incorporated into the storage areas.
- 3.23.5. **Security Office.** The office shall be located adjacent to the screening stations. The office shall be no less than 200 square feet in size. The walls facing the screening and queuing area shall consist of continuous tinted, one way glazing no less than 3-feet high to allow complete viewing of all screening stations and queuing areas.
- 3.23.5.1. Offices furnishings will be provided by PortMiami.
- 3.23.6. **Search Rooms.** Two (2) post-clearance search rooms shall be located adjacent to the screening stations, one at Passenger screening and one at VIP Screening) to allow for additional security check. Each room shall be not less than 150 square foot in size and shall include video surveillance.
- 3.23.6.1. The furnishings will be provided by PortMiami.
- 3.23.7. **M/E/P.** Provide space for mechanical equipment, electrical panels, and plumbing as required.
- 3.23.8. **Network and Telecommunication.** Provide IDF and MDF rooms as required to service the floor.
- 3.23.9. **Storage.** Provide storage space where available. Provide electrical receptacles no more than 10 feet on-center with no less than one (1) electric receptacle on each wall.
- 3.24. **EMBARKATION/DISEMBARKATION CONCOURSE – LEVEL 3 [EXISTING]**
- 3.24.1. The concourse is a dedicated area of the Terminal used to both embark onto the cruise ship and to disembark from the ship upon its return to the Port. The concourse is linear with multiple openings on the ship's side to allow the Passenger Boarding Bridge (PBB) to connect to it. The concourse is existing. Refer to Attachments Document A08 – Design Intent Drawings, Sheet A103.
- 3.24.2. The concourse is considered a sterile transit corridor for embarkation and disembarkation operations and at no time shall a means be provided that allow embarking and disembarking passengers to comeingle.
- 3.24.3. For **Embarking Passengers**, the pathway to the boarding concourse from the Waiting Lounge area shall be via escalators, stairs and elevators. The concourse corridor shall be accessed through no less than two (2) sets of access- and remote-controlled secured/lockable automatic sliding glass doors, each 8 feet wide clear opening, located as shown on the Architectural Design Intent Drawings. A third set of doors shall be provided to enter the

concourse corridor from the separate VIP Lounge escalators and stairway. The D-Br shall coordinate security controls with PortMiami.

- 3.24.3.1. Provide no less than one (1) secured, access-controlled personnel door at each of the three (3) sliding glass door/storefront assemblies (one personnel door at each concourse access point).
- 3.24.3.2. A-Pass: Provide two (2) areas for two (2) podiums each for a total of four (4) podiums and room for 2-3 staff at each entry doorway. Provide electrical power and data/communications outlets at each podium, flush floor mounted. Connect data/communication to Cruise Line server room. Podiums shall be provided by others.
- 3.24.4. **Disembarking Passengers** shall travel through the PBB to the concourse and continue to the Baggage Lay-Down area. The access doors used to enter the corridor during embarkation shall be closed and secured/locked.
- 3.24.5. See *PortMiami Telecomm Infrastructure Specifications* in the Attachments (A1.4) and Part 5, *Systems*, for existing Telecommunication infrastructure for the PBB.
- 3.24.6. Provide 120V flush floor mounted convenience electrical outlets where needed along new construction by the boarding concourse. Coordinate with Biometric Screening podium power and data requirements. See section 3.25.
- 3.24.7. **(Embark) Vertical Circulation, Level 2 to Level 3**. The D-Br shall provide vertical circulation from the Waiting Area to the Embarkation concourse. Vertical circulation shall be provided by:
- 3.24.7.1. Four (4) traction elevators. The elevators shall include access controlled, secured rear doors and the ability to be programmed;
- 3.24.7.2. Two (2) (existing) escalators; and
- 3.24.7.3. Two (2) (existing) 5-foot wide stairs.
- 3.24.7.4. Two (2) new escalators, one (1) stairway and new elevator shall be provided from the VIP Lounge to the concourse level. Refer to section 3.21.6 *Vertical Circulation to Level 3 for VIP Guests*.
- 3.24.7.5. Schindler equipment to be used as basis of design.
- 3.24.8. **(Debark) Vertical Circulation, Level 3 to Level 1**. The D-Br shall provide vertical circulation from the Disembarkation concourse to the Baggage Lay-down area on level one. Vertical circulation shall be provided by:
- 3.24.8.1. Four (4) traction elevators. The elevators shall include access controlled, secured rear doors, and the ability to be programmed;

3.24.8.1.1. These are the same elevators used for Embarkation. Controls via programming shall be required for the elevators to provide direct passage of DebarK passengers from the concourse on level three to Baggage Lay-down on level one without stopping at the Waiting Area on level two.

3.24.8.2. Four (4) escalators; and

3.24.8.3. Two (2) 5-foot wide stairs.

3.25. **BIOMETRIC SCREENING – LEVEL 3**

3.25.1. A biometric screening area (facial recognition) shall be provided as the first inspection point for re-entry into the United States. It shall be located on the Disembarkation Concourse (Concourse East, existing Embark building) as indicated on the Architectural Design Intent Drawings.

3.25.2. Provide flush mounted floor electric and data outlets for no less than 12 biometric podiums/kiosks.

3.25.3. Coordinate with CBP for number, location/layout, data and power requirements. Data shall connect to the CBP IT room.

3.25.4. **CBP Interview Rooms.** Provide a ±400 square foot room in close proximity to the Biometric Screening area, able to accommodate a desk and chair for a CBP officer and a guest chair. Provide an additional CBP Interview Room at the west end of the DebarK Concourse, approximately same size.

3.25.4.1. Coordinate with CBP for data and power requirements. Data for both rooms shall connect to the CBP IT room.

3.26. **BACK OF HOUSE AND OTHER SPACES – LEVEL 3**

3.26.1. Provide various other ancillary spaces to support the activities on level three as shown on the Architectural Design Intent Drawings, including but not limited to:

3.26.2. **M/E/P:** Provide space for mechanical equipment, electrical panels, and plumbing as required.

3.26.3. **Network and Telecommunication:** Provide IDF and MDF rooms as required to service the floor.

3.27. **WAYFINDING**

3.27.1. The Design-Builder shall incorporate all signage required to guide passengers and operations through and around the Terminal, from entry to exit, and within and about all interior spaces. The D-Br shall prepare a final Wayfinding circulation analysis to identify decision

points, areas of conflict, and determine the extent of required information to be placed at each decision point and throughout the Cruise Terminal.

- 3.27.2. The D-Br shall follow the *PortMiami Signage Standards/Guidelines*, Attachment A1.3, included with this document, for primary wayfinding outside and inside the Terminal. Additional signage and graphics are included within the Architectural Design Intent drawings. The D-Br shall use both documents to implement the Project's design intent. The D-Br shall provide a wayfinding package based on these documents as part of the technical proposal, to be approved by PortMiami, Carnival Cruise Line and their consultants.
- 3.27.3. The D-Br shall incorporate all signage to identify rooms and spaces, including public and restricted areas.
- 3.27.4. Digital signs shall be included in the AV report.
- 3.27.5. Refer to Part 5, Article 5.16. *Wayfinding and Signage Systems*.

3.28. TERMINAL G UPGRADE

- 3.28.1. The D-Br shall perform fire rating upgrades to the adjacent Terminal G building. Fire rating of the existing building shall be upgraded to bring the building up to current code. Upgrades shall include fire proofing of existing structural frame and shall match Terminal F. Refer to Reference R28 IA *Fireproofing CTF Permit Drawings* for fire rating upgrade work previously performed on Terminal F.

END OF PART 3 – CRUISE TERMINAL PROGRAMMING

PART 4. SITE IMPROVEMENTS

4.1. GENERAL

- 4.1.1. PortMiami has established the Project Site boundaries, generally described as: Cruise Terminal G to the west, Cruise Terminal F to the east, North Cruise Boulevard to the south, and the waterfront to the north. See Attachment A08 Architectural Design Intent Drawings for site limits.
- 4.1.2. The Site Improvements work for the proposed Cruise Terminal F upgrades includes the Ground Transportation Area (GTA), Provisioning Building Access, Cruise Terminal E Bus GTA, landscaping, and ancillary facilities, as well as the relocation of the *John Henry* sculpture. The D-Br is responsible for the site development design, permits, site work, landscaping, paving, utilities, and all other element of the design and construction to complete the Project.
- 4.1.3. The D-Br is responsible to prepare a complete design for site improvements including vehicular and pedestrian circulation paths, provisioning areas, landscape areas, outdoor lighting, walls and fencing, vehicle controls and barriers, sidewalks and walkways (including sun and weather canopies/roof), grading and drainage, paving, above and below grade utilities (including electrical service manholes/duct banks and FPL enclosures, IT/communications (AT&T) and, water distribution systems for potable water and fire protection, and sanitary wastewater collection systems) as needed to provide PortMiami with a complete and fully functional Project. The existing lanes along North Cruise Boulevard shall not be reduced or modified.
- 4.1.4. Architectural Design Intent Drawings of the site improvements are provided in the Attachments and References to indicate the work items and layout parameters. The Architectural Design Intent Drawings illustrate the plan for the site, in particular the Ground Transportation Area, Landscaping, and the sun and weather canopies. The final design prepared by the D-Br shall comply with the layouts as shown. Deviations from the Architectural Design Intent Drawings shall be presented to PortMiami for review. Acceptances of any deviation will be at the sole discretion of PortMiami
- 4.1.5. The Design-Builder is referred to available Record Documents, many of which have been included in the Reference Documents, for information on existing site conditions and utilities.

4.2. SITE PLANNING

- 4.2.1. The Terminal and Site are intended to be a complementary pedestrian and vehicular environment that is comprised of a mix from open vehicular service areas to defined intimate gathering spaces, all with a cohesive landscape palette that is suitable to the environment to soften and beautify the urban landscape. The contemporary visual character of the landscape and hardscape will serve to unify the entrance approaches and project exterior site to the design of the new Terminal. Coupled with programming strategies discussed below, hardscape,

extensive landscape and lighting treatments shall provide a unified aesthetic theme that enhances the visual and welcoming character of the terminal.

- 4.2.2. The D-Br should note the site is located adjacent to active cruise terminals, cruise terminal access, circulation roadways, parking garages, and cargo operations. Construction impacts associated with the Cruise Terminal Expansion to nearby facilities and PortMiami operations shall be avoided. PortMiami cruise and cargo operations and security shall be maintained at all times.
- 4.2.3. All Site facilities shall be located and laid-out within the prescribed boundaries and construction limits established for the Site, unless otherwise indicated.
- 4.2.4. The D-Br shall limit their field operations to remain within the site boundaries and construction limits established for the Site by PortMiami. Work required outside these limits shall require PortMiami approval prior to beginning work in these areas, and is the responsibility of the D-Br to coordinate access to the site along with applicable traffic control measures.
- 4.2.5. **Traffic Control Restrictions:** Construction traffic shall not interfere with cargo and cruise traffic, particularly during peak operation periods. The following deliveries and hauling operations restrictions apply:
- 4.2.5.1. No construction traffic hauling operations along North Cruise Boulevard shall be allowed from 6:00 a.m. to 6:00 p.m., seven days a week, unless approved in writing by PortMiami.
- 4.2.5.2. With the exception of “one-time movements”, no operations shall occur along North Cruise Boulevard adjacent to the Cruise Terminals. “One-time movements” may only occur during non-cruise days/periods and shall be coordinated and approved by PortMiami no less than one (1) week in advance.
- 4.2.5.3. No less than two (2) 12-foot wide through lanes along North Cruise Boulevard shall remain open at all times.
- 4.2.5.4. Provide continuous concrete traffic barriers with a 6-foot high fence and screening between the active vehicular traffic lanes and Project work areas. Provide 6-foot high fence and screen when adjacent to pedestrian and other non-vehicular areas. Maintain a shoulder no less than 2-foot wide along the barrier.
- 4.2.5.5. Access to the Cruise Terminal and Provisioning, existing, temporary, and new, areas shall be maintained at all times.
- 4.2.5.6. The D-Br shall provide no less than two (2) trained personnel to manage and direct traffic when construction equipment, materials, and deliveries are entering and exiting the site.

- 4.2.6. The D-Br shall adhere to all access conditions where construction may extend outside the boundaries and construction limits established for the Site. The D-Br shall coordinate with PortMiami to obtain necessary access prior to construction.
- 4.2.7. A topographic survey of the Project area is provided in the Reference Documents R02. Use of and/or reliance on the survey is at the discretion of the Design Builder. Note that the survey is not a boundary survey or legal description.
- 4.2.8. The D-Br shall be responsible for verifying the adequacy and accuracy of all surveys and other reference documents provided and for performing any additional survey, site investigations or analyses necessary to complete design and construction of the Project. The D-Br shall independently verify site conditions including all underground utilities, existing bulkhead and seawall/bollard tie backs and anchor walls.
- 4.2.9. The D-Br shall employ a Professional Surveying and Mapping firm, licensed in the State of Florida. All surveying, legal descriptions, and as built data produced shall be certified by a surveyor licensed in the State of Florida.
- 4.2.10. While none have been identified, if hazardous soils or hazardous materials are encountered, the D-Br shall stop work and notify PortMiami immediately.
- 4.2.11. During the construction of the Project, the D Br shall maintain records of the installation, including all deviations from plans and specifications, and shall measure and record all information currently with construction progress.
- 4.2.12. Each permanent structure shall be provided with a survey brass marker at the finished floor elevation. Provide additional benchmarks in the bus intermodal areas. Benchmarks shall be stamped with elevation in feet, referenced to the North American Geodetic Datum of 1929 (NGVD29). The benchmarks shall also be stamped with both latitude/longitude and Northing/Easting references to the North American Datum of 1983 (NAD83).
- 4.2.13. All areas, either inside or outside of Project site, disturbed by the D-Br during the work shall be restored to original condition or better, to the satisfaction of PortMiami. The existing roadways shall be restriped and repaved where damaged or removed by the D-Br prior to completion of the Project.
- 4.2.14. The Design-Builder shall field locate ALL elements of the existing structures and other above and below ground features, including but not limited to utility valve boxes, and manholes, drainage, and utilities.
- 4.2.15. Existing Telephone, data, electrical, water, storm drainage, and other utilities that are to remain in place shall be located and protected in place.

4.3. OVERALL SITE PLAN

- 4.3.1. The D Br shall prepare the site plan layout of all proposed exterior facilities of the Project and adjacent conditions, indicating the location and orientation of new and existing structures, vehicular circulation, intermodal and drop-off areas, paved areas, roadways, pedestrian circulation and sidewalks, lighting, wayfinding, pavement markings, curbing, above and below grade utilities, landscaping areas, and all other site improvements. The Site layout shall consider mobility and safety of pedestrians and vehicles in accordance with design guidelines.
- 4.3.2. Site plan layouts shall conform to applicable Fire Protection and Fire Rescue Access requirements.
- 4.3.3. The D-Br shall design the proposed site to maximize allowable uses in compliance with Chapter 33 of the Miami-Dade County Code, Americans with Disabilities Act (ADA) regulations and requirements from Agencies having jurisdiction.
- 4.3.4. The design and materials of construction of pavement, curbing, sidewalk and driveways shall be in accordance with FDOT Standard Specifications for Road and Bridge Construction and PortMiami Design Guidelines and Standards. In case of conflict between requirements, the standards imposing the more stringent conditions on the D-Br shall take precedence.
- 4.3.5. The design for the Site shall comply with the minimum design criteria from the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (FDOT "Green Book") and AASHTO's A Policy on Geometric Design of Highways and Streets, whichever is most stringent.
- 4.3.5.1. The design of vehicular areas shall consider, but not be limited to, vehicle design speed, driveway and parking space width, grades and cross slopes, ramp length and cross slope, curb radii, and sidewalk width, and traffic control and signage at intersections and access points with North Cruise Boulevard.
- 4.3.6. The design of vehicular areas shall account for the physical characteristics of the vehicle(s) that will utilize the various areas of the facility. (AASHTO standard design vehicles with "P", "BUS", "SU" and "WB" designations), allowing for appropriate turning radius, travel lanes, parking, and other operations. The D-Br shall perform turning analysis for the site improvements.
- 4.3.7. Traffic signs and pavement markings are to conform to the FDOT Roadway and Traffic Design Standards as well as the FHWA's Manual on Uniform Traffic Control Devices (MUTCD), and PortMiami Wayfinding and Signage Standards.
- 4.3.7.1. Pavement markings shall consist of reflective thermoplastic unless otherwise indicated.

4.4. SITE DEMOLITION AND PREPARATION

4.4.1. Existing features on the Project site shall be demolished and removed as required in Part 2, *Site Preparation, Demolitions and Removals*, indicated on the Attachments and Reference Documents, and herein.

4.4.2. The edges/perimeters of existing concrete sidewalks and asphaltic concrete pavement to be removed shall be sawcut to the full depth/thickness of the concrete and asphalt.

4.4.2.1. Where new concrete sidewalks are to be placed against existing concrete sidewalks, sawcut sidewalk to a depth of no less than 2-inches and no more than one-half the thickness. If a full depth expansion joint is to be placed at the joint sawcut sidewalk full depth. Remove the remaining section of the sidewalk using light to medium weight impact hammers. Do not “break” the section off using heavy equipment. Maintain a clean and roughened surface for placing the new concrete against.

4.4.2.2. Regrade, place pavement (including mill and overlays), and construct sidewalk to final grades and configuration.

4.4.3. “John Henry” Sculpture

4.4.3.1. The existing “John Henry” Sculpture shall be removed and relocated as noted in Article *Sculpture Removal and Relocation*. The supporting foundation shall be removed completely.

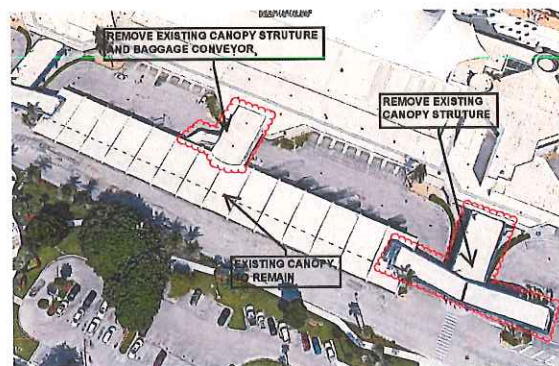
4.4.3.2. The existing adjacent/surrounding curb and landscaping, including irrigation system, shall be removed completely.

4.4.3.3. The site shall be regraded and paved to match the existing pavement grades and slopes.

4.4.4. Existing Canopy

4.4.4.1. Remove the indicated portion of the existing canopy structure. Remove the baggage conveyor system.

4.4.4.2. Remove the columns and foundation to no less than 2-feet below the new sidewalk or pavement base course, as applicable.



4.4.5. Existing Sidewalks

4.4.5.1. Remove all existing sidewalks and protective pipe bollards. Salvage all bollard sleeves/covers, benches, and other items as directed by PortMiami.

4.4.5.2. The D-Br shall sawcut existing sidewalk full depth about each column of the existing canopy to remain. Do not cut into or damage column foundations or anchorages. Sawcut shall result in a diamond shape configuration centered on the columns with the long points aligned in a north-south direction. Sawcut offset shall be established approximately 6 to 9-inches from the face of the columns at their closest point.



4.4.5.2.1. If the new sidewalk elevations are lower than the top of the existing “diamond”, chip the surface to no less than ½-inch below the new finish grade and place non-shrink epoxy grout to match finish grade. Provide a scored control joint about the perimeter of the “diamond”.

4.4.5.2.2. If the new sidewalk elevations are higher than the top of the existing “diamond”, roughen the surface and place non-shrink epoxy grout to match finish grade. Provide a scored control joint about the perimeter of the “diamond”.

4.5. GROUND TRANSPORTATION AREA (GTA)

4.5.1. The Ground Transportation Area (GTA) is the space/area adjacent to the terminal(s) where passengers arrive and depart from various modes of transportation. The GTA shall be located adjacent to the terminal building(s) for fast and efficient passenger embarkation and disembarkation operations and shall be linked to PortMiami’s cruise road system, North Cruise Boulevard. The D-Br shall consider both embarkation and disembarkation operations and the terminal entry/exit points in the development and arrangement of the GTA. The D-Br shall also consider vehicular traffic movements to/from the adjacent terminals and parking garages, and to/from the separate Provisioning area.

4.5.2. Vehicular traffic shall be able to move quickly, safely, and efficiently to and from the Cruise Terminal(s) and to and from the roadway system. Separate areas shall be provided for the staging of privately owned and operated vehicles (POV) and buses/coaches. The POVs and buses/coaches shall not use the same access points or traffic lanes as that used for the Provisioning Building.

4.5.3. The site entry and exits shall not detrimentally impact traffic flow and cause delays during peak traffic times along North Cruise Boulevard. The Design Builder shall provide a design that minimizes ingress queueing from North Cruise Boulevard and the egress merge onto North Cruise Boulevard during peak periods.

4.5.4. The D-Br shall prepare a Traffic Study, including a Turning and Movement Analysis as part of the design, using Transoft Solutions AutoTURN, or approved equivalent. The analysis

shall show wheel tracking, swept path, and clearance to lane limits, other vehicles, and obstructions.

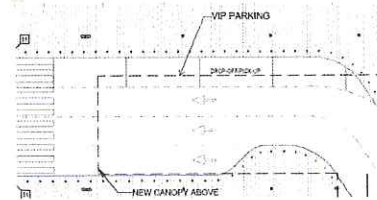
4.5.5. The GTA shall be laid out as per the attached Architectural Design Intent Drawings (A101 and A101.3). The GTA shall be comprised of four (4) principal but separate areas:

4.5.5.1. **Primary Drop-Off/Pick-Up:** The Primary passenger/guest drop-off/pick-up area is to be located along the front of the Terminal F building. Provide a four (4) lane roadway no less than 40-feet wide (10' – 10' – 10' - 10') for passenger drop-off and pick-up. The central two (2) lanes shall be for bypass and through traffic. Provide no less than 45 drop-off/pick-up parking spaces along the roadway, approximately one-half on each side of the roadway. Each space shall be no less than 25-feet long and shall be indicated by pavement markings.

4.5.5.1.1. Mark four (4) spaces along the north side, west end, as *“Reserved for Authorized Personnel Only”*. These spaces are to be dedicated for use by CBP and Port Police.

4.5.5.1.2. Indicate the first four (4) spaces along the north side, east end as *Reserved for VIP Guests Only*.

4.5.5.2. **Secondary Drop-Off/Pick-Up:** The Secondary passenger/guest drop-off/pick-up lane is to be located along North Cruise Boulevard. Provide a single 10-foot wide roadway lane for passenger drop-off and pick-up along the north (right) side of North Cruise Boulevard.



The lane and spaces shall not encroach into the existing North Cruise Boulevard lanes. Provide no less than 26 drop-off/pick-up parking spaces along the roadway. Each space shall be no less than 25-feet long and shall be indicated by pavement markings.

4.5.5.3. **Cruise Terminal F Bus/Coach Intermodal (Drop-Off/Pick-Up):** Provide a dedicated intermodal area for buses, coaches, PMCs, and other larger vehicles adjacent to the terminal’s baggage screening space at the east end of the building. Provide marked angled spaces (bus bays) for no less than twenty (20) 17’-6” wide bus bays capable of accommodating AASHTO “BUS-45” vehicles. Provide no less than three (3) pipe bollards and a concrete wheel stop at the end of each bay.

4.5.5.4. **Cruise Terminal E Bus/Coach Intermodal (Drop-Off/Pick-Up):** Provide a dedicated intermodal area for buses, coaches, PMCs, and other larger vehicles at the west end of the existing Cruise Terminal F. The new intermodal will replace and upgrade the existing intermodal area. Provide marked angled spaces (bus bays) for no less than ten (10) 17’-6” wide bus bays capable of accommodating AASHTO “BUS-45” vehicles. Provide no less than three (3) pipe bollards and a concrete wheel stop at the end of each bay.

4.5.6. Ingress/Egress and Circulation Roadways

4.5.6.1. **Roadway Pavement:** The roadway pavement shall consist of asphaltic concrete complying with FDOT Standard Specifications. The pavement section shall consist of no less than 6-inches thick over no less than 10-inches aggregate base course.

4.5.6.1.1. The existing pavement shall be sawcut full depth about the edges where new pavement is to be placed. The adjacent existing pavement shall be milled and overlaid no less than 2-feet wide, 1½-inches thick beyond the cut line.

4.5.6.1.2. Where applicable to meet the new grades, the existing pavement shall be either removed and replaced or milled and an overlay placed to the new grades.

4.5.6.2. **Passenger POV Primary Drop-off/Pick-up:**

4.5.6.2.1. **Entrance/Ingress:** The entry point for the passenger/guest primary drop-off/pick-up shall be from a single entrance/turning lane from North Cruise Boulevard. The entry point shall consist of a two (2) lane road no less than 24-feet wide which shall widen into the four (4) lane, 40-foot wide circulation roadway noted above. The location of the entry shall be as shown on the Architectural Design Intent Drawings.

4.5.6.2.2. **Exit/Egress:** The egress point for the primary passenger/guest circulation roadway shall be located where the existing exit to North Cruise Boulevard is currently found. Provide a two (2) lane exit onto North Cruise Boulevard.

4.5.6.2.3. Mark both edges of the two bypass/through lanes with a continuous white pavement strip, no less than 6-inches wide. Include directional Arrows and other applicable pavement markings.

4.5.6.3. **Passenger POV Secondary Drop-off/Pick-up:**

4.5.6.3.1. The drop-off/pick-up lane shall be accessed from North Cruise Boulevard by widening the road as required.

4.5.6.4. **Cruise Terminal F Bus/Coach Intermodal:**

4.5.6.4.1. Provide a continuous bus circulation lane no less than 24-feet wide about the intermodal area. The buses when parked shall not encroach into the travel lane.

4.5.6.4.2. The Entry and Exit points shall be from and to North Cruise Boulevard and shall be no less than 24-feet wide, located where shown on the Architectural Design Intent Drawings.

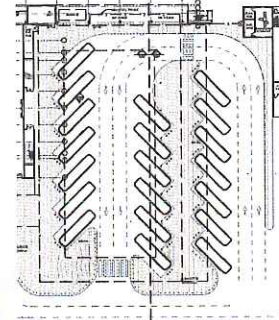
4.5.6.4.3. Mark both edges of the circulation lane with a continuous white pavement strip, no less than 6-inches wide. Include directional Arrows, "BUSES ONLY" text, stop bar and "STOP" text, and other applicable pavement markings.

4.5.6.4.4. The D-Br shall prepare a turning analysis, as noted above, to demonstrate the tracking (swept path) and clearances of the buses through the full length of the lane, include the entry and exit approaches.

- 4.5.6.4.4.1. The analysis shall include the movement of the buses into and out of all parking bays.
- 4.5.7. Provide a fenced in baggage cart storage along the northern passenger sidewalk.
- 4.5.7.1. **Cruise Terminal E Bus/Coach Intermodal:**
- 4.5.7.1.1. Provide a continuous bus circulation lane no less than 24-feet wide about the intermodal area. The exit lane may be reduced in width to no less than 20-feet after the return curve. The buses when parked shall not encroach into the travel lane.
- 4.5.7.1.2. The Entry point shall be no less than 24-feet wide and located where shown on the Architectural Design Intent Drawings. The exit shall be no less than the lane width
- 4.5.7.1.3. Mark both edges of the circulation lane with a continuous white pavement strip, no less than 6-inches wide. Include directional Arrows, "BUSES ONLY" text, stop bar and "STOP" text, and other applicable pavement markings.
- 4.5.7.1.4. The D-Br shall prepare a turning analysis as noted above to demonstrate the tracking (swept path) and clearances of the buses through the full length of the lane, include the entry and exit approaches.
- 4.5.7.1.4.1. The analysis shall include the movement of the buses into and out of the parking bays.
- 4.5.8. **Passenger Drop-off/Pick-up Sidewalks:**
- 4.5.8.1. Provide cast-in-place concrete sidewalks along the POV and Bus drop-off/pick-up areas where shown on the Architectural Design Intent Drawings.
- 4.5.8.1.1. The sidewalks shall consist of no less than 6-inches of reinforced concrete, with thickened edges, over an aggregate base course. Include appropriate control and expansion joints to mitigate cracking. Coordinate locations of joints with the scored pattern.
- 4.5.8.1.2. Provide a scored pattern with a broom finish surface. The pattern shall run basically north-south, with irregular angles and spacing as shown on the Architectural Design Intent Drawings. The pattern shall be coordinated with and approved by PortMiami. The edges of the grooves/scoring shall be rounded to prevent chipping.
- 4.5.8.1.3. The surface of the sidewalks shall be flush with the adjacent roadway pavement.
- 4.5.8.1.4. The sidewalks shall be sloped to drain. Standing water will not be acceptable.
- 4.5.8.2. **Protective Pipe Bollards:** Provide protective pipe bollards at 4-feet on-center about the full perimeter of the sidewalks where adjacent to vehicular traffic. The center of the bollards shall be set back from the edge of the roadway 2-feet.
- 4.5.8.2.1. The pipe bollards shall consist of 6-inch extra-strong (Schedule 80) galvanized steel pipe, with a projection above grade of no less than 4-feet.

- 4.5.8.2.2. The bollards shall be embedded/anchored no less than 32-inches below grade in a concrete caisson, integrated with the sidewalk. The use of a base anchor plate with bolts will not be accepted.
- 4.5.8.2.3. The bollards shall be filled with concrete after placing.
- 4.5.8.2.4. The length of bollards above grade shall be field painted with one (1) coat epoxy primer and a top coat of epoxy or alkyd (semigloss) enamel paint suitable for the exterior marine environment, color to be selected by PortMiami.
- 4.5.8.3. **Primary/Secondary Sidewalk:** The sidewalk located between the Primary and Secondary Drop-off/Pick-up areas shall be no less than 30-feet wide, widening to no less than 50-feet at the ingress and egress ends as shown on the Architectural Design Intent Drawings.
- 4.5.8.3.1. Provide protective pipe bollards about the full perimeter of the sidewalk.
- 4.5.8.4. **Primary (Entry) Sidewalk:** The sidewalk located along the north side of the Primary Drop-off/Pick-up lane along the Terminal building face shall be no less than 36-feet wide east of the main entry (measure from the face of the terminal structure), and no less than 44-feet west of the main entry.
- 4.5.8.4.1. The sidewalk shall match the grades of the adjacent Cruise Terminal G sidewalk at the west end.
- 4.5.8.4.2. The sidewalk shall continue east into the CT F Bus Intermodal sidewalks.
- 4.5.8.4.3. Provide raised landscape planters as shown on the Architectural Design Intent Drawings. Each planter shall be defined by an 18-inch high by 24-inch deep retaining wall/bench.
- 4.5.8.4.3.1. The wall shall be comprised of cast-in-place concrete.
- 4.5.8.4.3.2. The exposed face and top shall have a smooth, steel troweled finish. A stucco or skim coating will not be accepted. Round all edges and corners to no less than 1-inch radius. Provide control and expansion joints to mitigate potential cracking.
- 4.5.8.4.3.3. The planters shall include complete irrigation. See Article Landscaping and Irrigation for plantings and irrigation requirements.
- 4.5.8.4.4. Provide protective pipe bollards about the full length of the sidewalk on the roadway side.

4.5.8.5. **CT F Bus Intermodal Sidewalks:** Provide a sidewalk continuous from the Primary (Entry) Sidewalk between the terminal (baggage screening) and the east side of the bus bays. The sidewalk shall be no less than 15-feet wide. The sidewalk shall continue along the north side of the bus travel lane, being no less than 8-feet wide. Continue the sidewalk along the bus entrance lane, no less than 5-feet wide, to a point no less than 110-feet past the face of the Provisioning Building loading dock.



4.5.8.5.1. Provide a sidewalk between the bus bays, no less than 15-feet wide. Widen the sidewalk at each end as shown on the Architectural Design Intent Drawings to provide a larger area for passengers.

4.5.8.5.2. Provide protective pipe bollards about the full length of the sidewalks on the roadway side.

4.5.8.6. **CT E Bus Intermodal Sidewalks:** Provide a sidewalk continuous from the existing Cruise Terminal E sidewalk at western end of the cruise terminal. Continue the sidewalk to the north along the bus return road and the waterfront security fence, no less than 15-feet wide. Continue the sidewalk along the Provisioning Building and bus exit lane, no less than 5-feet wide, to a point no less than 110-feet past the face of the Provisioning Building loading dock.

4.5.8.6.1. Provide a sidewalk no less than 15-feet wide between the western bus bays and bus exit lane. Widen the sidewalk at each end as shown on the Architectural Design Intent Drawings to provide a larger area for passengers.

4.5.8.6.2. Provide protective pipe bollards about the full length of the sidewalks on the roadway side.

4.5.8.6.3. Provide raised landscape planters as shown on the Architectural Design Intent Drawings along the waterfront security fence. Each planter shall be defined by an 18-inch high by 24-inch deep retaining wall/bench.

4.5.8.6.3.1. The planter walls shall be comprised of cast-in-place concrete.

4.5.8.6.3.2. The exposed face and top shall have a smooth, steel troweled finish. A stucco or skim coating will not be accepted. Round all edges and corners to no less than 1-inch radius. Provide control and expansion joints to mitigate potential cracking.

4.5.8.6.3.3. The planters shall include complete irrigation. See Article Landscaping and Irrigation for plantings and irrigation requirements.

4.5.9. Roadway Crossings:

4.5.9.1. Provide pedestrian crossings of the primary drop-off/pick-up circulation roadway and the Bus Intermodal lanes as described herein and indicated on the Architectural Design Intent Drawings.

4.5.9.1.1. Provide a crossing aligned with the main entrance (Pre-Screening Lounge) into the terminal and the Exit Vestibule from CBP. The crossings shall be no less than 25-feet wide.

4.5.9.1.2. An additional crossing no less than 10-feet wide west of the exit vestibule crossing shall be provided.

4.5.9.2. Provide a pedestrian crossing no less than 20-feet wide of the exit lane from the Cruise Terminal F Bus/Coach Intermodal area.

4.5.9.2.1. Provide a pedestrian crossing no less than 10-feet wide from the central bus drop-off/pick-up parking sidewalk to the sidewalk on the north side of the bus lanes as shown on the Architectural Design Intent Drawings.

4.5.9.3. Provide a pedestrian crossing no less than 15-feet wide of the entrance lane into the Cruise Terminal E Bus/Coach Intermodal area.

4.5.9.4. The roadway crossings shall be comprised of integrally colored precast concrete pavers with detectable warning texture. The color and shape shall be selected by PortMiami.

4.5.9.5. Both the approach and exit edges of the crossing markings shall be delineated with in-road warning lights. The lights shall face oncoming traffic.

4.5.10. **Warning Lights:** In-road warning lights shall be comprised of FDOT approved in-road low-profile stainless steel, self-cleaning, flashing daytime visible red LED lights, bi-directional by Traffic Safety, Corp. (<https://www.xwalk.com/index.html>), or approved equivalent.

4.5.10.1. The lights shall be manually activated for continuous on during vessel calls and when the terminals are being utilized.

4.5.10.2. The lights shall include a warranty of no less than 5-years.



4.5.11. Roadway and Sidewalk Elevations and Grades:

4.5.11.1. The GTA pavement shall match the existing elevations of North Cruise Boulevard.

4.5.11.2. The roadways shall slope no more than 3-percent. Vertical curves shall be provided at all grade changes. Slope breaks will not be allowed.

4.5.11.3. The roadways and sidewalks shall be sloped to provide positive drainage away from the Cruise Terminal.

4.5.12. **Curbs:** No raised curbs will be allowed along the roadways where adjacent to the passenger drop-off/pick-up sidewalks.

4.5.13. **Pavement Markings and Signage:** Provide reflective thermoplastic pavement markings and stripping, complying with FDOT Standard Specifications. Include text, directional arrows, lane and edge striping as applicable.

4.5.13.1. Provide directional and information signage providing clear directions, and traffic warnings if applicable, along North Cruise Boulevard and the GTA circulation roadways.

4.5.13.2. See PortMiami Signage Standards/Guidelines and Design Development (A1.3) for locations and types of signage. Signage shall comply with PortMiami standards.

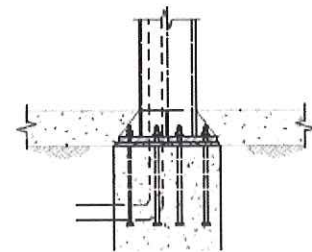
4.5.14. **Sun and Weather Protection Canopies.**

4.5.14.1. The Ground Transportation Areas shall be covered by a multi-level translucent canopy roof with slopes and breaks as illustrated on the Architectural Design Intent Drawings and generally described herein. The canopy shall extend over the POV drop-off/pick-up lanes and roadway crossings where indicated.

4.5.14.2. **Canopy Structure:** The canopy structure shall consist of structural tubular sections, primed and painted for the marine environment. Exposed "W" and Channel shapes will not be acceptable.

4.5.14.2.1. To the maximum extent possible all columns shall be of the same exterior size and shape. Locate columns to provide a uniform spacing between each bent. Columns shall not be placed in the roadways, and shall not interfere with passenger movements on the sidewalks. Column base plates and anchor bolts for vertical columns shall be concealed from view below the sidewalk surface.

4.5.14.2.2. The column base for the "Y" columns at the "V" canopy shall consist of a reinforced concrete base 1'-6" high (see Architectural Design Intent Drawings).



4.5.14.2.3. The canopy roof structure is envisioned to be a double curved tubular truss at each bent (support columns), with rectangular tubular beams spanning between trusses, set on top of the trusses (see Architectural Design Intent Drawings). The canopy edge/fascia beams shall be rectangular tubes of uniform size/depth. The top/bottom of the fascia beams shall be set at a uniform elevation for all canopies.

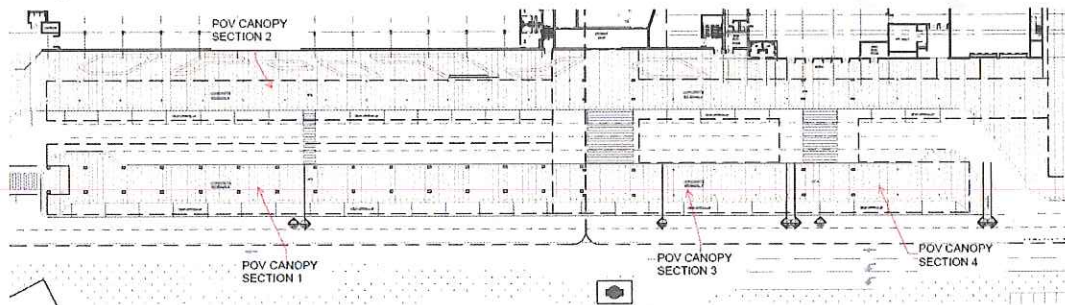
4.5.14.2.4. The canopy roof shall consist of a semi-transparent fabric. Hiraoka 102T-IIIE (SAC) (www.hiraoka.com.au) shall serve as the basis of design for the fabric. The D-Br shall submit the technical data for the fabric to PortMiami for approval.

4.5.14.2.5. All rainfall downspouts from the canopies shall be concealed and integrated into structure and not be exposed. The downspouts shall discharge into the underground storm sewer system. Provide flush mounted, concealed cleanouts in the sidewalk at each downspout.

4.5.14.2.6. The canopy system shall have no exposed services (with the exception of light fixtures and fire sprinkler heads). All conduits and pipework to be painted and integrated into the canopy structure. The canopy finish to be as homogenous as possible with expansion joint patterns as required to complement apertures.

4.5.14.2.7. Provide no less than 15-foot vertical clearance from the roadway and sidewalk surface to the lowest element of the canopy.

4.5.14.3. **POV Primary/Secondary Drop-off/Pickup:** Provide a new multi-section canopy along the face of the terminal, over the roadway entry and exit crossings, and over the



Primary/Secondary sidewalk as shown on the Architectural Design Intent Drawings (A104, A411, and A412). A portion of the existing canopy over the Primary/Secondary sidewalk shall remain and be incorporated into the design.

4.5.14.3.1. **Section 1** is comprised of the existing canopy structure to remain. The structure shall be clean and repaired as necessary. The structural steel shall be painted to match the new canopies. The existing lighting and fire suppression system shall be inspected and repaired or replaced as applicable.

4.5.14.3.2. **Section 2** is located along the front of the terminal over the primary (entry) sidewalk, extending from the western end of Cruise Terminal F to the CBP exit vestibule. It shall be no less than 27-feet wide. The canopy shall not extend over the planters, with its south edge approximately 15-feet from the face of the terminal (see Architectural Design Intent Drawings (A104.1 and A412)). The canopy shall extend over the POV drop-off/pick-up lane no less than 6-feet.

4.5.14.3.3. **Section 3** is located from the CBP exit vestibule and roadway crossing to pre-screening exit and crossing (see Architectural Design Intent Drawings (A104.1, A104.2, A411, and A412)). The canopy is "U-shaped" in plan with a high "V" elevation on the west end.

4.5.14.3.3.1. The canopy portion along the terminal shall be offset from the terminal face approximately 15-feet, in alignment with the Section 2 edge and shall be no less than 27-feet wide, matching the width of the Section 1 canopy.

4.5.14.3.3.2. The canopy portion over the primary/secondary sidewalk shall be no less than 38-feet wide, projecting over the southern secondary POV lane no less than 8-feet.

4.5.14.3.3.3. The roadway crossing portion of the canopy shall be centered over the CBP exit roadway crossing and shall be no less than 60 feet wide. The canopy shall extend to the terminal face to protect the exit area. The canopy portion from the terminal to the POV lane shall have a high “V-shape”, as shown on the Schematic Drawing Elevations (A411), with a clear height to the peak no less than 40-feet and side slopes as shown.

4.5.14.3.4. **Section 4** is located from the end of Section 3, starting at the main entry (pre-screening) area and roadway crossing to the end of the primary/secondary sidewalk and the CT-F Bus Canopy (see Architectural Design Intent Drawings (A104.2, A411, and A412). The canopy is “U-shaped” in plan with a high “V” elevation on the west end, matching Section 3.

4.5.14.3.4.1. The canopy portion along the terminal shall be offset from the terminal face approximately 15-feet, in alignment with the Section-1 edge and shall be no less than 27-feet wide, matching the width of the Section 1 canopy.

4.5.14.3.4.2. The canopy portion over the primary/secondary sidewalk shall be no less than 38-feet wide, projecting over the southern POV lane no less than 8-feet.

4.5.14.3.4.3. The roadway crossing portion of the canopy shall be centered over the CBP exit roadway crossing and shall be no less than 60 feet wide. The canopy shall extend to the terminal face to protect the exit area. The canopy portion from the terminal to the POV lane shall have a high “V-shape”, as shown on the Schematic Drawing Elevations (A411), with a clear height to the peak no less than 40-feet and side slopes as shown.

4.5.14.4. **CT F Bus Intermodal Area:** Provide a new canopy over all bus bays and sidewalks, including the roadway crossings. The canopy shall be configured in an open center rectangular shape as shown on the Architectural Design Intent Drawings (A104, and A411).

4.5.14.4.1. Slope canopy away from passenger areas, or to center of canopy as indicated.

4.5.14.4.2. Canopy over central bus bays and sidewalk shall be no less than 50-feet wide.

4.5.14.4.3. Canopy over the bus bay and sidewalk adjacent to the terminal shall extend from near the terminal face and be no less than 25-feet wide.

4.5.14.4.4. Canopies over the northern sidewalk and exiting crossing shall be no less than 25-foot wide.

4.5.14.5. **CT E Bus Intermodal Area:** Provide a new canopy over the western bus bays, continuing over the entrance lane crossing, and to the existing canopy structure.

4.5.14.5.1. Slope canopy away from the passenger areas.

4.5.14.5.2. Canopy width over the buses and to the existing canopy shall be no less than 30-foot wide. Canopy over the roadway crossing shall be no less than 15-foot wide.

4.6. **PROVISIONING BAYS ACCESS:**

4.6.1. Provide ship's provisioning operations at the Provisioning Building as indicated, accommodating no less than eight (8) AASHTO standard WB-67 trucks as shown on the Architectural Design Intent Drawings (A8, sheet A101.3)

4.6.2. The roadway pavement shall be depressed/slope to provide a 4-foot high distance between the Provisioning Building finish floor elevation and the pavement. The slope shall be as flat as possible, no less than 50-foot long, maximum slope rate of 4-percent. Provide adequate drainage in the depressed area.

4.6.3. Provide a turning and maneuvering circle no less than 100-feet in diameter between North Port Boulevard and the ends of the truck stalls. The turning circle shall not intrude into the entry and exit access lanes for the bus intermodal areas.

4.6.4. Separate the truck stalls and maneuvering areas from the adjacent bus intermodal lanes with protective pipe bollards (see Article *Protective Pipe Bollards*) along the center of the concrete sidewalk divider describe above.

4.6.5. The D-Br shall perform a turning maneuver analysis to demonstrate efficient and safe movement into and out of all truck stalls. The analysis shall include backing maneuvers into each stall.

4.7. **SCULPTURE REMOVAL AND RELOCATION**

4.7.1. The existing "John Henry" sculpture shall be removed and relocated to the south side of North Cruise Boulevard at the location shown on the Architectural Design Intent Drawings Site Plan. The D-Br shall take extreme care to not damage the sculpture.

4.7.2. The D-Br shall design a new foundation for the sculpture, accounting for applicable wind forces on the sculpture. The foundation shall be configured similar to the existing structure.

4.7.3. The top of the foundation shall be set a no more than 3-inches above the existing grade. The foundation shall be sloped to drain away from the sculpture.

4.7.4. A copy of the foundation documents for the existing structure location, “*Site Preparation for John Henry Sculpture Relocation, PoM Project No. M2013-013, June 2013*” are included in the reference documents (R20).

4.7.4.1. The D-Br will be responsible for verifying the foundation loads indicated on the Reference Document.

4.7.5. The D-Br shall provide accent up-lighting about the sculpture.



4.8. CREW ACCESS

4.8.1. Access by the ship’s crew, vendors, and PortMiami staff to/from the waterfront shall be via a new Crew Access facility located adjacent to and west of the new Provisioning Building as shown on the Architectural Design Intent Drawings.

4.8.2. See Part 3, *Cruise Terminal F Expansion Terminal Programing*, for the requirement of this facility.

4.9. EARTHWORK AND GRADING

4.9.1. Modifications to the existing site elevations and grades are expected to be minimal, however the D-Br shall perform a complete topographic survey and make appropriate adjustments/modifications to the grades and slopes as required.

4.9.2. All new pavement and sidewalks/walkways shall be tied into existing pavement at the same elevation and grade. Transitions to existing grades shall be smooth in accordance with applicable standards.

4.9.3. Grading shall provide positive drainage off sidewalks, walkways, and pavements, away from structures, concrete slabs on grade, and other critical areas where the accumulation of storm water runoff is not desirable.

4.9.4. The D Br shall provide excavation, filling and backfilling in connection with preparing the final grade lines for the Site. Materials, equipment and construction methods used shall meet applicable standards for its respective use.

4.9.5. No fill shall be placed atop existing or new pavement. Pavement shall be removed and the base prepared for new fill.

4.9.6. Earthwork and related activities for construction of roadways, structures, underground utilities and drainage systems, including excavation, fill, backfill, preparation of sub-grade and compaction shall be in accordance with the FDOT Standard Specifications for Road and Bridge

Construction and PortMiami Design Guidelines and Standards. In case of conflict, the standards imposing the more stringent conditions on the D Br shall take precedence.

4.9.7. Provisions for preparation of sub-grade at structures and roadways shall follow the geotechnical recommendations of a Florida Licensed Professional Geotechnical Engineer retained by the D-Br.

4.9.8. Dewatering of the site and any excavations and permits shall be the responsibility of the Design Builder.

4.10. **STORM WATER MANAGEMENT**

4.10.1. Storm water management facilities shall be designed and constructed in accordance with applicable regulations of the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), and Miami-Dade County Department of Environmental Resources Management (DERM).

4.10.2. All required Environmental permits from the Florida Department of Environmental Protection (FDEP), Miami-Dade County, and all other applicable regulatory agencies shall be the responsibility of the D-Br and shall be coordinated through PortMiami's Environmental Manager.

4.10.3. The D-Br shall provide oil/trash/debris/water separators in the outfall line before the discharge point. The separator shall be located downstream of the inlets.

4.10.4. The design and materials of construction of storm water drainage utilities shall be in accordance with the FDOT Standard Specifications for Road and Bridge Construction and PortMiami Design Guidelines and Standards and. In case of conflict, the standards imposing the more stringent conditions on the D Br shall take precedence. Materials, equipment and construction methods used shall meet applicable standards for its respective use.

4.10.5. All drainage pipe shall consist of Reinforced Concrete Pipe (RCP), no less than Class IV. HDPE or PVC pipe will not be acceptable.

4.10.6. All drainage structures shall consist of reinforced concrete, either cast-in-place or precast.

4.10.7. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F, Appendix B.

4.10.8. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility.

- 4.10.9. Biscayne Bay is classified as an Outstanding Florida Water (OFW) (62-302.700 F.A.C.) by the FDEP, therefore there are additional water quality treatment requirements. The D-Br shall implement storm water management facilities capable of providing all applicable water quality treatment. There are significant restrictions and conditions for any outfalls to the Bay. No additional storm drain outfalls shall be allowed. The proposed storm water management system shall not increase the storm water flow to any outfall. Provide an approved Manatee Grate on all outlets.
- 4.10.10. Provide a storm water collection system required to meet the level of service (LOS) criteria for the proposed Site; as required by PortMiami and defined by all regulatory agencies having jurisdiction. PortMiami has adopted storm water LOS guidelines based on the FAA regulation regarding no encroachment on paved area for the 5-year design storm. The minimum LOS criteria for drainage systems shall be that no staging of storm water within paved areas, driveways (drop-off/intermodal zones, waterfront zone, etc.) or sidewalks, shall occur for storm events up to and including the 5-year, 24-hour design storm event (as defined by the SFWMD), or the 10-year, 24-hour storm event (as defined by FDOT), whichever is greater, and in accordance with the criteria defined by all regulatory agencies having jurisdiction.
- 4.10.11. The D-Br shall design for the site storm water and tidal conditions, projections of potential increases in sea levels, potential ranges of effects on the storm water management system, and site grading considerations for access to PortMiami operations.
- 4.10.12. The proposed storm water collection system shall be designed to accept runoff from the site, all building, ancillary structures, canopies, and building mechanical condensate.
- 4.10.13. All proposed storm water management facilities shall be designed to limit adverse impacts due to off-site discharge of storm water across the prescribed Site Boundaries. The storm water management facilities shall be designed to retain runoff such that the peak post development discharge rate from a 25-year, 72-hour design storm event (as defined by the SFWMD) shall be less than or equal to the peak pre-development rate, unless otherwise required by regulatory agencies having jurisdiction.
- 4.10.14. The existing storm water collection system(s) at PortMiami includes a network of inlets and storm sewers that convey storm water runoff to a combination of exfiltration trenches, drainage wells (deep wells). Existing surface water outfalls are regulated by control structures with internal weirs that retain a portion of the runoff on-site for treatment. The D Br shall be responsible for modifications to the existing storm water collection system as required to meet the level of service (LOS) criteria for the proposed Site, including removal, relocation and/or adjustment. See Reference R11 for the location of the existing storm water system.
- 4.10.15. The D-Br's work shall not interfere with existing PortMiami operations, and all work shall be coordinated with the existing and/or proposed drainage plans of PortMiami.

- 4.10.16. The D Br shall design and permit the storm water management system for the Project Site as an independent drainage system that will direct emergency storm water overflow only into the existing PortMiami system/outfalls.
- 4.10.17. The new storm water management system shall not cause any increase in flow to the adjacent exiting interconnected storm water drainage system that results in flooding, backups, or other detrimental changes.
- 4.10.18. The Design-Builder shall not remove or take out of service existing storm water outfall pipes at any time. If the Design Builder proposes to construct a permanent structure over the outfall pipe, the portion of the existing pipe that is located underneath the structure shall be re-routed to avoid the conflict.
- 4.10.19. The D-Br shall take all reasonable measures to protect the existing storm water collection system, adjacent properties and water bodies from sedimentation or other construction related damage.
- 4.10.20. The D-Br has full responsibility to implement all required erosion and sedimentation controls. The D-Br shall develop an erosion and sediment control plan for review and approval by PortMiami prior to initiating any construction activities. It is also the D-Br's responsibility to ensure that these controls are properly installed, maintained, and functioning properly to prevent turbid or polluted water from leaving the site. The D Br shall adjust the erosion and turbidity controls as required to meet changing site conditions and ensure that the site meets all federal, state, and local erosion and turbidity control requirements.
- 4.10.21. The D-Br shall be required to respond to all regulatory inquiries relative to compliance with erosion and sedimentation control regulations. Any costs and/or fines relating to the D-Br's erosion and sediment control plan shall be the responsibility of the D-Br.
- 4.10.22. The D-Br shall prepare a Storm Water Management Plan (SWMP), along with supporting drainage plans and calculations, signed and sealed by a Professional Engineer registered in the State of Florida, for review and approval of PortMiami.
- 4.11. **SANITARY SEWER SERVICE**
- 4.11.1. Sanitary sewer service for the new facilities shall be provided through connection to the existing sanitary sewer collection system at PortMiami. The D-Br shall be responsible for designing, permitting, and constructing the sanitary sewer conveyance to collect and convey all sanitary flows from the Cruise Terminal, Provisioning Building, Crew Access area, and other facilities to the existing sanitary sewer collection system that meets the requirements of all agencies having jurisdiction over the Project.
- 4.11.2. All sanitary sewer flow at PortMiami is currently discharged to the existing Pump Station No. 9141 at PortMiami. PortMiami has contracted with Miami-Dade Water and Sewer

Department (MDWASD) to upgrade the pump station to provide sufficient sewerage capacity to handle the anticipated sanitary flows and loads generated by the facility.

- 4.11.3. The sanitary sewer collection system shall consist of new gravity sewers, manholes, service laterals and appurtenances, or any other means necessary to convey demand flows, as required.
- 4.11.4. The D-Br shall be responsible for determining the capacity requirements for each service connection, considering anticipated average, minimum, and peak flow (including adequate allowances for infiltration and inflow), as may be generated by all potential sources for the proposed facilities. The sanitary sewer collection systems shall be adequately sized and routed and shall not adversely impact the existing receiving system under peak flow conditions.
- 4.11.5. The D-Br shall coordinate with PortMiami to confirm the points of connection, pipe diameter, and invert elevations of the new sanitary sewers to serve the proposed facilities.
- 4.11.6. An existing sanitary service main line is located along North Cruise Boulevard adjacent to the existing cruise terminal. Any new connection points to the sanitary line shall be coordinated and approved by PortMiami.
- 4.11.7. Existing operating sanitary service mains shall not be taken out of service at any time without written approval from PortMiami.
- 4.11.8. The existing sanitary sewer collection system location is provided in the Reference Documents (R13).
- 4.11.9. The D-Br shall be responsible to restore any pavement, curbs, landscaping, and other features removed to construct the sanitary sewer.
- 4.11.10. The D-Br may reuse the existing sanitary sewer piping if he can demonstrate that such is in good condition and will provide the specified Project Service Life. If the existing Sanitary Sewer piping is not used, it shall be removed.
 - 4.11.10.1. A complete video inspection of the pipes will be required before the existing system may be incorporated into the Project.
- 4.11.11. The design and materials of construction for sanitary sewer collection systems, including laterals, cleanouts and all other appurtenances or equipment, shall be in accordance with Miami Dade County Department Regulatory and Economic Resources (RER), Department of Environmental Resources Management (DERM), the Standard Specifications of the Miami-Dade Water and Sewer Department (MDWASD).
- 4.11.12. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F, Appendix B.

- 4.11.13. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility.
- 4.11.14. The D-Br shall be responsible for submitting permit applications to MDWASD and all other agencies having jurisdiction.
- 4.11.15. New sanitary sewers shall not be located under the existing or new Cruise Terminal, Provisioning Building, or other permanent structures. The D-Br shall take care to locate sanitary sewer components that are likely to emit noxious odors away from public areas.
- 4.11.16. The D-Br shall develop a Testing Plan for the proposed installations and submit to PortMiami for approval. The testing program shall comply will all requirements and regulations of MDWASD, local, and state agencies.

4.12. **POTABLE WATER SERVICE**

- 4.12.1. Potable water service to the new facilities shall be provided through a connection to the existing water distribution system at PortMiami. The D-Br shall be responsible for designing, permitting, and constructing new water mains and connecting the new mains to the existing potable water distribution system to serve the potable water demands of the proposed facilities.
 - 4.12.1.1. Fire protection water shall be separate from the potable water services.
- 4.12.2. The D-Br shall be responsible for determining the flow requirements and the size of service connections at each demand location.
- 4.12.3. The D-Br shall be responsible for verifying that the flow and pressures in the existing and new water mains (system) are adequate and comply with the Miami-Dade Water and Sewer Department (MDWASD), local and State requirements and regulations for the new water services, prior to connecting to the existing and new water mains.
- 4.12.4. An existing (10±inch) water service main line is located along North Cruise Boulevard. Any new connection points to the water line shall be coordinated and approved by PortMiami. The water service main located along the bulkhead/waterfront servicing the ship's filling stations shall not be used for water service to the new facilities.
 - 4.12.4.1. Existing water service mains shall not be taken out of service at any time without written approval from PortMiami.
 - 4.12.4.2. The existing water distribution system location is provided in the Reference Documents (R12).
- 4.12.5. The D-Br shall be responsible to restore any pavement, curbs, or other features removed to construct the water service.

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- 4.12.6. **Isolation Valves:** Provide approved isolation valve type and quantity at all connections to the water service main, except where mentioned herein, and as required by MDWASD. Valve sizes shall match the diameter of the connecting pipe.
- 4.12.7. Sizing of terminal and site water service shall be based on peak demand conditions. Water service shall be separated by use, for fire and potable service, with the appropriate protection systems.
- 4.12.8. New water mains and service laterals shall not be located under the existing or new Cruise Terminal, Provisioning Building, or other permanent structures.
- 4.12.9. The design and materials of construction of all water mains and accessories, including type and placement of isolation valves, air release valves, flushing valve outlets, fittings, joint type, corrosion protection, coatings, thrust restraint, and including service connections. Backflow prevention devices, and other appurtenances for water distribution systems service shall be in accordance with the standard specifications of MDWASD.
- 4.12.10. The pipe material shall be cast Ductile Iron Pipe (DIP) for all underground water lines in full compliance with NSF certification. Minimum pressure class shall be in accordance with standard specifications of MDWASD. The water lines shall be encased with polyethylene wrap in accordance with MDWASD standards.
- 4.12.11. Provide backflow preventers with meters at each service point to the facilities.
- 4.12.12. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F, Appendix B.
- 4.12.13. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility.
- 4.12.14. The D-Br shall be responsible for submitting permit applications MDWASD and to all other agencies having jurisdiction.
- 4.12.15. The D-Br shall develop a Flushing, Disinfection and Pressure Testing Plan for the proposed installations.
- 4.13. **FIRE PROTECTION WATER SERVICE**
- 4.13.1. Fire Protection service to the new facilities and site shall be provided through a connection to the existing fire protection water distribution system at PortMiami. The D-Br shall be responsible for designing, permitting, and constructing new water mains and connecting the

new mains to the existing water distribution system to serve the fire protection water demands of the proposed facilities.

- 4.13.1.1. Fire protection water shall be separate from the potable water services.
- 4.13.1.2. Fire protection service shall be provided in a “looped configuration” from no less than two (2) separate connection points.
- 4.13.2. The D Br shall be responsible for determining the flow requirements and the size of service connections at each demand location.
- 4.13.3. An existing water service main line is located along North Cruise Boulevard. Any new connection points to the water line shall be coordinated and approved by PortMiami. The water service main located along the bulkhead/waterfront servicing the ship’s filling stations shall not be used for fire protection service to the new facilities without written approval from PortMiami.
 - 4.13.3.1. Existing water service mains shall not be taken out of service at any time without written approval from PortMiami.
 - 4.13.3.2. The existing water distribution system location is provided in the Reference Documents (R12).
- 4.13.4. The D-Br shall be responsible to restore any pavement, curbs, or other features removed to construct the fire water service.
- 4.13.5. The D Br shall be responsible for verifying that the flow and pressures in the existing and new water mains (system) are adequate and comply with the Miami-Dade Water and Sewer Department (MDWASD), local and State requirements and regulations for the new water services, prior to connecting to the existing and new water mains.
- 4.13.6. New Hydrants for shall be located in accordance with Miami-Dade County requirements. The hydrants shall connect to the fire protection water main. They shall not connect to any potable water main or service line.
- 4.13.7. New water mains and service laterals shall not be located under the existing or new Cruise Terminal, Provisioning Building, or other permanent structures.
- 4.13.8. The design and materials of construction of all water mains and accessories, including type and placement of isolation valves, air release valves, flushing valve outlets, fittings, joint type, corrosion protection, coatings, thrust restraint, and including service connections. Backflow prevention devices, and other appurtenances for fire protection service shall be in accordance with the standard specifications of MDWASD.
- 4.13.9. The pipe material shall be cast Ductile Iron Pipe (DIP) for all underground water lines in full compliance with NSF certification. Minimum pressure class shall be in accordance with

standard specifications of MDWASD. The water lines shall be encased with polyethylene wrap in accordance with MDWASD standards.

- 4.13.10. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F, Appendix B.
- 4.13.11. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility.
- 4.13.12. The D-Br shall be responsible for submitting permit applications to MDWASD and to all other agencies having jurisdiction.
- 4.13.13. The D-Br shall develop a Flushing, Disinfection and Pressure Testing Plan for the proposed installations.

4.14. **ELECTRICAL SERVICE**

- 4.14.1. The D-Br shall locate on the site or as part of the Terminal one or more Florida Power and Light Company (FPL) compliant enclosed vault for utility service to the proposed facilities. The proposed vault is indicated on the Terminal Schematic Layout Drawings (Attachment A13).
- 4.14.2. The D-Br shall construct the transformer vault, sized for the facilities and suitable to FPL, including associated ducts from the vault to the FPL facilities service point (manhole), duct and/or cable right of way from the FPL facilities to the vault, together with right of way ingress and egress to FPL employees for the purposes of installing and maintaining facilities.
- 4.14.3. The existing Cruise Terminal F electrical service is from a ground floor FPL Vault and a second floor electrical room (see Reference Documents) that is fed from the existing FPL Vault located near the existing John Henry sculpture along North Cruise Boulevard. A pad mounted transformer (#87455790507) is located near the existing CT2 diamond building. The existing electrical power distribution infrastructure located in the vicinity of Cruise Terminal F are provided in the Project References.
- 4.14.4. The D-Br shall coordinate with PortMiami and FPL to turn off and disconnect the power to the existing terminal and site that is to be removed. The D-Br shall remove all existing unused and disconnected conductors as described in Part 2, *Site Preparation, Demolition and Removals*.
- 4.14.5. The D-Br shall coordinate with FPL for points of connections for new service to the Project facilities.
- 4.14.6. The D-Br shall be responsible to restore any pavement, curbs, or other features removed to construct the electrical service.

- 4.14.7. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F Appendix B.
- 4.14.8. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility.
- 4.14.9. The D-Br shall be responsible for design, permitting and coordination with FPL.
- 4.14.10. The D-Br shall coordinate and comply with FPL in the design of a new electrical service including concrete-encased duct banks, manholes, service entrance, basic requirements, doors and ventilation, structural, drainage, grounding, soundproofing, access and metering.
- 4.14.11. The D-Br shall be responsible for constructing the new duct banks and service enclosures as required by FPL and PortMiami. The D-Br shall be responsible for payment of any fees charged by FPL for materials and to install wire, mount transformers, and energize the new electrical service.
- 4.14.12. The design and materials of construction for electrical service to the facilities shall be in accordance with the Standard Specifications of FPL. In addition to FPL requirements for concrete-encased duct banks, the D-Br shall add a red-dye in accordance with PortMiami requirements, to the concrete mixture to identify the utility as electrical service for any future excavation in area.
- 4.14.13. No pipes for sanitary plumbing, water supply, or for any other purpose foreign to the vault installation shall pass through or above a transformer vault.
- 4.15. **TELECOMMUNICATION AND DATA SERVICE**
- 4.15.1. The D-Br shall be responsible for design and construction of new PortMiami Information Technology (IT) data services and Telecommunication (AT&T) service to Cruise Terminal F, including the Provisioning Building and Crew Access area. PortMiami requires two (2) service connections to the IT Main Distribution Frame (MDF) Room located in the Cruise Terminal. These two connections are to provide a communications loop with path diversity for PortMiami telecommunications system through the facility, linking communications and data across PortMiami.
- 4.15.1.1. The two diverse paths shall be spaced as far apart from each other as possible and only come together at the IT room.
- 4.15.1.2. The existing Cruise Terminal has existing service from a handhole located along North Cruise Boulevard. The D-Br shall be responsible to determine the new service needs and to coordinate with PortMiami for all new service points. The existing Telecom network infrastructure located in the vicinity of Cruise Terminal F are provided in the Project References.

- 4.15.1.3. The D-Br shall provide new conduits or demonstrate that the existing conduits and service are in good shape, the correct size, and will provide the indicated project service life.
- 4.15.1.4. IT service shall be provided to the new Crew Access and Provisioning Building.
- 4.15.1.5. New handholds shall be comprised of:
- 4.15.1.5.1. Traffic rated lid and box.
 - 4.15.1.5.2. Dimensions: 48" L x 36" W x 24" D with open bottom.
 - 4.15.1.5.3. Double lid (Cover).
 - 4.15.1.5.4. Tag/ID: POM Telecom.
- 4.15.2. The Design-Builder shall follow AT&T's BICS Design Package for OSP and ISP Communications. PortMiami (ITD) will be responsible for inducting, purchasing, terminating, and splicing the fiber optics laterals (both primary and secondary) from PortMiami's MDF to PortMiami's Backbone Splice Points. PortMiami (ITD) will be responsible for removing the existing PortMiami's fiber optics backbone prior demolition of the existing Cruise Terminal F.
- 4.15.3. The D-Br shall construct each new data service duct bank sized for the facility, suitable to PortMiami, consisting of no less than two (2) – 4-inch conduits. The design and materials of construction for PortMiami data service shall be in accordance with PortMiami *Design Guidelines and Standards*. Additional requirements for PortMiami data service are described elsewhere in this Design Criteria Document.
- 4.15.4. The D-Br shall be responsible for coordination, design and construction of new AT&T telecommunications service to the new Cruise Terminal F, Crew Access, and Provisioning Building.
- 4.15.4.1. The D-Br shall construct the telecommunications duct bank sized for the facilities and suitable to AT&T of no less than two (2) – 4-inch conduits) to the Telecommunications Room(s) from the AT&T service manhole. The AT&T manhole is assumed to be located adjacent to North Cruise Boulevard. The D-Br shall confirm the location with PortMiami and AT&T.
- 4.15.5. The design and materials of construction for telecommunications services shall be in accordance with PortMiami *Design Guidelines and Standards* and shall be coordinated with County IT representatives.
- 4.15.6. The D-Br shall coordinate with PortMiami for any construction activity within North Cruise Boulevard or other roadways. The D-Br shall be responsible to restore any pavement, curbs, or other features removed to construct the service.
- 4.15.7. All structures and their frames and covers shall be Traffic Rated meeting proof load test requirements of AASHTO M-306. Structures, frames and covers located on the waterfront berth shall be Airport-Rated and shall meet or exceed the loading requirements listed in FAA advisory circulars AC 150/5320-6F Appendix B.

4.15.7.1. Design drawings shall include annotation stating the load rating of all structures, frames, and covers. Covers shall identify the utility. Communication lids shall be labeled “COMMUNICATIONS”.

4.15.8. The D-Br shall be responsible for design, permitting and coordination with PortMiami and AT&T.

4.15.9. See Part 5, *Systems Programming*, for additional Information Technology (IT) data services and Telecommunication (AT&T) service requirements.

4.16. **SITE SECURITY**

4.16.1. The Project is located adjacent to a perimeter-secured Waterfront area at PortMiami in accordance with the Maritime Transportation Security Act (MTSA) and Florida Statutes.

4.16.2. The waterfront is considered a Restricted Area/Secured Area (RA/SA). The waterfront access shall be controlled at all time. Access to the waterfront by Contractor’s vehicles, personnel, or other shall be through appropriate access control points only.

4.16.3. The perimeter of the waterfront is currently secured by fencing and other means, with access controlled by a manned guard booth. The secured perimeter fence and access shall not be removed until new perimeter control and access is installed, and written permission received from PortMiami.

4.16.4. New fencing shall be constructed along the waterfront, between Cruise Terminal F and the Provisioning Building, from the Provisioning Building to Cruise Terminal E, and elsewhere as shown on the Architectural Design Intent Drawings or as required to provide an uninterrupted perimeter.

4.16.5. **Perimeter Fence:** New perimeter fence, permanent and temporary, shall consist of a U.S. Coast Guard approved chain link fence, no less than 8 feet tall with no less than 3 strands of barbed wire.

4.16.5.1. Fence(s) located adjacent to vehicle lanes or capable of be impacted by a vehicle shall include a cable barrier system to resist potential vehicular impact.

4.16.5.1.1. A separate FDOT Standard 42 inch high cast in place concrete traffic barrier may be placed in front of the fence (provided space is available) in lieu of the cable barrier system if approved by PortMiami.

4.16.6. No vehicular access shall be provide through the perimeter fence.

4.16.7. Additional requirements for site security, including access controls and surveillance cameras are described elsewhere in this Design Criteria Document.

4.16.8. The D-Br shall maintain secured areas of PortMiami during construction at all times.

4.17. SITE LIGHTING

- 4.17.1. The D-Br shall design and construct exterior lighting for night and low light periods, by area type in accordance PortMiami standards. The D Br shall coordinate the design and materials of construction for exterior lighting with PortMiami in accordance with PortMiami Design Guidelines and Standards.
- 4.17.2. The Design Builder shall provide adequate operational and security lighting for all day and nighttime lighting conditions, including low light daytime periods. Dark or blind spots will not be acceptable. Lighting shall be provided dusk to dawn and during all low light daytime operations and for security.
- 4.17.2.1. **Operational lighting** shall provide no less than 5 foot-candles average, 1 foot candle minimum illumination measured 3 feet above the Ground Transportation Area, provisioning, or any cruise terminal operation.
- 4.17.2.2. **Security lighting** shall provide throughout the site, at no less than 1 foot-candle illumination measured on the ground or pavement surface, at any location.
- 4.17.2.3. **Uniformity levels** shall be such to minimize rapid changes, shadows, and other aspects that may affect terminal operations.
- 4.17.3. Lighting levels shall be established via a photometric analysis. The D-Br shall provide a copy of the Photometric analysis used for design, and a post construction map of actual lighting measurements.
- 4.17.3.1. Analysis shall be based on a grid not greater than 10 feet by 10 feet, and field measurement grid not less than 20 feet by 20 feet.
- 4.17.4. Site lighting design shall minimize glare on site and beyond project boundaries. The lighting design shall not affect the nearby roadways, cargo, or cruise operations.
- 4.17.5. Lighting shall be provided using low energy, long life, low maintenance Light Emitting Diodes (LED) luminaires and Drivers, suitable for use in marine environments.
- 4.17.6. Lighting should be separated by zones within the site. Lighting zones may overlap. All lighting should be photo electric controlled with a manual override.
- 4.17.7. Luminaires shall be provided with a 5 year manufacturer's warranty covering replacement and repair of LEDs, drivers, and finish as noted.

4.18. LANDSCAPING AND IRRIGATION

- 4.18.1. The D-Br shall design the landscaping at the site in compliance to Chapter 18A Landscape Ordinance of the Miami-Dade County Code, and guidance provided in the Miami-Dade County Department of Planning and Zoning Landscape Manual.
- 4.18.2. Landscaping is to be comprised of seeding, sodding, plant species found in the Maritime Hammock Native Plant Community, as defined by the Miami-Dade County Landscape Manual.

4.18.2.1. Wherein the location of the GTA canopies impedes the planting of the primary palms, due to height and light restrictions, smaller understory palm species shall be used in their place, with emphasis on shade tolerant species such as lady palm.

4.18.2.2. The use of low water xeriscaping plantings shall be incorporated to the maximum extent possible.

4.18.3. All landscaped areas shall include mulching.

4.18.4. The D-Br shall provide a complete total site Irrigation Systems.

4.18.5. Landscaping areas shall be as indicated on the Architectural Design Intent Drawings A8 (A101 through A101.3).

4.18.6. The D-Br shall provide a plant establishment warranty of no less than one year. The D-Br shall perform monthly inspections of all plantings, and immediately replace all dead, dying, and diseased plants during the warranty period. The warranty period for replaced plants shall be for no less than one year from the date of replacement.

4.19. **SERVICE PADS**

4.19.1. D-Br shall provide no less than one (1) service pad or room for trash/recycling, and additional service pads for building services as may be required for a complete and fully functional Project. Service pads shall be sized appropriately for their function and shall be constructed of reinforced concrete.

4.19.2. The service pads shall be located to minimize viewing from North Cruise Boulevard, the Ground Transportation Area, or other public/passenger areas. Service pads for trash/recycling, or for other similar pads shall be located such to keep odors away from passenger and other public areas and graded to drain. Access to the pads shall not be from the GTA roadways.

4.19.3. The services pads shall be screened from view, and shall include a gate to enclose the areas, in accordance with local requirements. Screening shall consist of concrete block walls where visible by the public, chain link fences with slates, or wooden fence. Screening shall be no less than 8 feet tall.

4.20. **UTILITIES SCREENING AND PLACEMENT**

4.20.1. Utilities, including but not limited to, pipes, boxes, vaults and meters, backflow preventers, visible at the surface, shall be screened from public view to the maximum extent possible, and located in the side/back or alleys and not along the front façade.

4.20.2. Sidewalks and roadways shall be clear of obstructions, such as sign poles, lamp posts and utilities. Any obstruction shall be located outside of the clear path of the sidewalk.

END OF PART 4 – SITE PROGRAMING

PART 5. SYSTEMS PROGRAMMING

5.1. GENERAL

- 5.1.1. The Cruise Terminal F Expansion and Berthing Re-alignment Project is comprised of:
- 5.1.1.1. Demolition and removal of existing terminal building and ancillary buildings;
 - 5.1.1.2. New Cruise Terminal East and West expansion;
 - 5.1.1.3. New Site Improvements, including utilities, Canopies.
- 5.1.2. It is imperative that all parts of the Program/Project function together, with uniform systems requirements. This Section's purpose is to establish standards of design and construction that shall ensure the new Cruise Terminal F Expansion is of the quality level the Owner desires, while allowing the Design-Builder (D-Br) to design and construct a facility that meets these requirements in the most cost-effective way.
- 5.1.3. It is the Design-Builder's responsibility to follow and understand the complete Design Criteria Document (DCD) to conform and comply with its intent and with all agencies having jurisdiction. The work produced by the D-Br will be subject to rigorous evaluation by the Owner and is subject to rejection if the D-Br does not meet all the criteria, both general and specific. Interpretation of the D-Br's adherence to the criteria shall be exclusively within the judgment of the Owner.
- 5.1.4. The Design-Builder shall design and construct all components necessary to provide a complete functional system that meets the following performance requirements:
- 5.1.4.1. Provide functionality, durability, ease of maintenance, safety, and aesthetics. Lighting, fixtures, equipment, etc. shall be designed and placed to facility access for cleaning and maintenance;
 - 5.1.4.2. Ensure the long life of this facility by designing all permanent structures for a 50-year serviceable design life, 75-years for the bulkhead;
 - 5.1.4.3. Design the structure and exterior components to comply with hurricane resistance and stability requirements, including wind and water effects, in accordance with the Florida Building Code;
 - 5.1.4.4. Elevate critical components and equipment (generator, electrical panels, IT/Communication, HVAC, Fire Pump, etc.) above a projected future flood/storm surge level. The D-Br shall set the lowest point of critical components and equipment at no less than **Elevation +13.0 NGVD.**
- 5.1.5. The Design-Builder shall complete an energy model in accordance with LEED and ASHRAE 90.1 criteria, factoring the effects on glazing, window to wall ratios, lighting, cooling and heating system, outdoor air systems efficiency, and other applicable factors. Provide the results of the analysis to PortMiami.

5.2. FINISH FLOOR ELEVATIONS (FFE)

- 5.2.1. The Design-Builder should refer to the Schematic Layouts of the Cruise Terminal and Site for elevation information. All elevations refer to the **NGVD29 Datum**.
- 5.2.2. The Finish Floor Elevation (FFE) of Level 1 of the existing Terminal F 1999 Building and 2017 Embark Building is +10.00. The FFE of Level 1 of the new Terminal F Embark West and Embark East Expansion Buildings may be required to be no less than elevation +10.00 (BFE + 1.00) for all occupied spaces. The D-Br shall confirm with the AHJ what the minimum FFE shall be for all the new construction.
- 5.2.3. The Finish Floor Elevation (FFE) of Level 2 shall be at Elevation +26.16 as shown on the Architectural Design Intent Drawings.
- 5.2.4. The Finish Floor Elevation (FFE) of Level 3 and the Passenger Boarding Concourse shall be at Elevation +38.08 as shown on the Architectural Design Intent Drawings.
- 5.2.5. The elevation of Ground Transportation Area (GTA) shall vary from matching existing adjacent grades to an approximate **elevation +10.00** near the Cruise Terminal entrance side, as detailed in Part 4, *Site Programming*.
- 5.2.6. Per Miami Dade County Resolution R451-14, the County has determined that the site has the potential to experience a sea level rise during the Service Life of Cruise Terminal F. The Project shall be designed and constructed in accordance with expected sea level rise projections during its anticipated useful life, using regionally consistent unified sea level rise projections.

5.3. STRUCTURAL SYSTEMS, TERMINAL AND CANOPIES

- 5.3.1. This Section describes the Design Criteria to be used for the structural systems of the Cruise Terminal F. These criteria are intended to provide design requirements, while allowing the Design-Builder the ability to be innovative in developing the detailed Design Documents and in constructing the Project.
- 5.3.2. The structural systems for the new construction shall be designed in accordance with the Florida Building Code (FBC), ASCE 7, *Minimum Design Loads for Buildings and Other Structures*, and ASCE 24, *Flood Resistant Design and Construction*.
- 5.3.3. The D-Br shall perform a Wind Tunnel Test evaluation of the Terminal building and the site canopies in compliance with ASCE 7 and ASCE 49, *Wind Tunnel Testing for Buildings and Other Structures*, and adjust the wind loads as applicable. If it is determined by the D-Br that a Wind Tunnel Test is required or the D-Br chooses to use the Wind Tunnel Procedure the results shall be incorporated into the design of the Project.
- 5.3.4. The Design-Builder shall design and construct all structural components necessary to provide a complete system.
- 5.3.5. The structural system for the buildings shall be at the discretion of the Design-Builder, with the frame work of the Terminal *Look & Feel* as described in Part 3, *Cruise Terminal F Expansion Programming*, and the Schematic Drawings.

- 5.3.6. All structural elements shall be capable of resisting the loads applied to them by self-weight, imposed dead and live loads, wind, rain, temperature, and flood loads, soil, and water pressures, along with relative and differential movements without exceeding the limits of deformation, distortion, deflection, stress, fatigue, vibration, fire resistance, and serviceability.
- 5.3.7. Non-load bearing walls may be constructed of concrete masonry units (CMU) or steel cold formed sections.
- 5.3.8. The floor and roof spans of the Cruise Terminal shall be maximized to provide an open space interior with minimal columns. The Schematic Drawings indicate a column grid as envisioned by the CCL Design Consultant. The D-Br shall adhere to the grid as much and as close as possible, coordinating with the Final Terminal and GTA design.
- 5.3.9. Under no circumstances shall wood or other organic material be allowed to be used in any structural application for this facility.
- 5.3.10. **Foundations:** The foundation system shall be as required to support all loads imposed on it by the structural system and occupancy as per the FBC.

5.3.10.1.1. It has been PortMiami's experience in past projects in this area that deep foundations will be required with concrete grade beams along the building perimeter and with pile caps under column locations.

5.3.10.1.2. The D-Br shall note that the Terminal Expansion may be constructed over an existing Bulkhead Wall tie-back and its anchor wall system. The new terminal and canopy foundations shall not impose any loads, movement, or disturbance to the bulkhead and its anchor wall system.

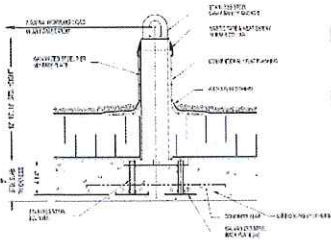
5.3.11. **Roof Systems**

5.3.11.1. New Roof systems shall be watertight and compatible with facility function, construction, and service conditions. Provide complete roof system design and construction services for the entire new facility roof system, including all ancillary and incidental work necessary for a complete, new, watertight roof system installation.

5.3.11.2. New Roofing system(s) may be of any type recognized by the National Roofing Contractors Association as long as the system or systems meets the stipulated wind loads and warranty requirements and have a notice of acceptance (NOA) from the Building Code Compliance Office (BCCO), except that the use of a fabric roofing system shall not be allowed, other than on the canopy structures. Roofing system shall meet LEED requirements.

5.3.11.3. New Roofing systems shall be mechanically fastened or fully adhered. Hot applied systems are limited to "torch-down" systems. Use of a kettle is not allowed.

5.3.11.4. The new Roofing System shall resist the build-up of dirt, mildew, algae, mold, fungus, and other discoloring materials.



- 5.3.11.5. Provide 1,000 pound working load (any direction) safety/fall arrest galvanized roof anchors, with stainless steel safety anchor about the roof area for use by maintenance staff. Place at a 50± foot grid about the edges/perimeter. Paint the anchors to match the roof color. Coordinate with PortMiami for final locations.
- 5.3.11.6. Provide roof hydrants (hose bibs) for water supply on the roof for use in cleaning the roof surfaces. Place the hydrants on 200± feet grid. Hydrants shall include a backflow preventer Coordinate with PortMiami for locations.
- 5.3.11.7. Roofing systems shall have a manufacturer-issued 20 year, no dollar limit warranty, covering roofing and flashing.
- 5.3.11.8. Minimum finished roof slope on all roof areas, including crickets, shall be ½-inch per foot. No ponding, as defined by the National Roofing Contractors Association, is allowed.
- 5.3.11.9. Roof framing shall meet minimum requirements of Florida Building Code.

5.3.12. **Floor Systems**

- 5.3.12.1. The new ground level floor shall be a reinforced concrete slab. The slab shall be tied to the structural foundation or otherwise designed to resist potential uplift/buoyancy from ground water and flood conditions.
- 5.3.12.2. The new elevated levels shall have a concrete subfloor and be supported by a system chosen at the D-Br's discretion providing that the chosen system allows for the indicated finish floor surface and meets all other requirements stipulated in this design criteria package.
- 5.3.12.3. Symmetric reinforcement shall be used in all floor slabs in both directions to resist drying shrinkage and thermal expansion/contraction cracking.

5.3.13. **Exterior Wall Systems**

- 5.3.13.1. Exterior walls may be of any system capable of withstanding the imposed loading. Exterior wall systems shall be watertight and integrally designed with roof systems, providing an overall impermeable building envelope.
- 5.3.13.2. Cast-in-place walls or tilt-up construction may be utilized, with a minimum thickness of five (5) inches.
- 5.3.13.3. All exterior wall systems and cladding systems shall have proper NOA or State of Florida Product Approval and shall comply with the FBC.

5.3.14. Exterior Canopies

- 5.3.14.1. The canopy structure shall consist of structural tubular sections, primed and painted for the marine environment. Exposed “W” and Channel shapes will not be acceptable.
- 5.3.14.2. See Part 4, *Site Improvements*, Article *Sun and Weather Protection Canopies* for additional information.

5.4. ANTI-TERRORISM / FORCE PROTECTION

- 5.4.1. The structural design shall incorporate applicable design recommendations in FEMA 426 – Reference Manual to Mitigate Potential Terrorist Attacks Against Buildings, FEMA 427 – Primer for Design of Commercial Buildings to Mitigate Terrorist Attacks and FEMA 452 – Risk Assessment: How-to-Guide to Mitigate Potential Terrorist Attacks Against Buildings.
- 5.4.2. The design shall provide mitigation measures to minimize the security risk to human life by providing mechanisms and design measures to deny and prevent unauthorized vehicles access/intrusion/encroachment into the terminal Program area.
- 5.4.3. Vehicular barriers consisting of planters, bollards, and stand-off zones, as applicable shall be provided to prevent unauthorized vehicles from accessing/intruding encroaching into the terminal Program area. This includes configuring drop-off/pick-up areas with adequate stand-off zone from the terminal, and providing barriers around the terminal perimeter, particularly between the sidewalk and the POV and Bus drop-off/pick-up areas.
- 5.4.4. Facility design shall maximize the distance to a controlled perimeter and minimize obstructed space in which placement of an explosive device would not be observable by building occupants.

5.5. EXTERIOR SYSTEMS**5.5.1. Exterior Doors:**

- 5.5.1.1. All elements of exterior storefront doors shall comply with FBC and Miami-Dade County requirements of resisting wind and windborne debris requirements. Doors shall have proper NOA or State of Florida Product Approval and shall comply with the FBC.
- 5.5.1.2. Provide assemblies as a complete unit from one manufacturer.
- 5.5.1.3. Minimum door leaf size shall be 3 feet wide by 7-feet tall.
- 5.5.1.4. Sliding doors shall be automatic and shall include full break-away panels.
- 5.5.1.5. Provide hinges or pivots, locksets, cylinders, closers, thresholds, kick plates and stops as required to form a complete and serviceable operating assembly. Hardware shall be as specified by an Accredited Hardware Consultant and coordinated with PortMiami Security. All doors leading from or into any

CBP controlled spaces, shall be coordinated with CBP's Technical Requirements on hardware.

- 5.5.1.6. Steel egress and service doors shall be insulated hollow metal flush doors in hollow metal frames. Metal frames in concrete or masonry walls shall be grouted solid.
- 5.5.1.7. Entrance doors shall be of aluminum, glazed and be visually and dimensionally compatible with any storefront or curtain wall provided.
- 5.5.1.8. Provide motorized roll-up coiling overhead doors with emergency manual operation. Coiling doors shall be provided with auto-reversing motors actuated by both full width photoelectric sensor and a contact safety strip at the bottom edge of the sill closure. Interconnect with baggage handling system as appropriate. All coiling doors shall be supplied with interior hoods.

5.5.2. **Exterior Glazing/Windows:**

- 5.5.2.1. All elements of exterior curtain wall (storefront) window/glazing shall comply with FBC and Miami-Dade County requirements of resisting wind and windborne debris requirements. Doors shall have proper NOA or State of Florida Product Approval and shall comply with the FBC. Glazing shall meet LEED requirements.
- 5.5.2.2. **Glass Strength:** Analysis shall comply with ASTM E1300 Determining Load Resistance of Glass in Buildings. Provide glass products in the thickness and strengths (annealed or heat-treated) required to meet or exceed the following criteria based on Project loads and in-service conditions.
- 5.5.2.3. Minimum thickness of annealed or heat-treated glass products to be selected so the worst-case probability of failure does not exceed the following:
 - 5.5.2.3.1. Eight (8) breaks per 1,000 for glass installed vertically or not 15 degrees or more from the vertical plane and under wind action.
 - 5.5.2.3.2. One break per 1,000 for glass installed 15 degrees or more from the vertical plane and under action of wind and/or snow.
 - 5.5.2.4. Deflection shall be limited to prevent disengagement from the frame and be less than or equal to 1-inch.
- 5.5.2.4.1. New glazing systems of the south and east facades should match existing embark south façade in terms of glazing color, pattern and sizing.
- 5.5.2.5. **Thermal and Optical Performance:** Provide glass products with performance properties per the Florida Commercial Energy Code total building energy compliance pathway. Performance properties to be manufacturer's published data as determined according to the following procedure and meeting envelope requirements per the Project energy model. Optical distortion shall be minimized.
- 5.5.2.6. **Center of glass U-Value:** NFRC 100 methodology using LBNL WINDOW 7.0 computer program.

- 5.5.2.7. **Center of glass solar heat gain coefficient:** NFRC 200 methodology using LBNL-35298 WINDOW 7.0 computer program.
- 5.5.2.8. **Solar optical properties:** NFRC 300
- 5.5.2.9. Provide glazing systems tested and certified to meet ASTM E1996/1886 windborne debris protection provisions High Velocity Hurricane Zone (HVHZ) per the Florida Building Code.
- 5.5.2.10. Provide 10-year Warranty from the date of manufacture for the assembled glass unit including but not limited to insulated seal integrity, laminated glass, solar coating, ceramic paint and heat treatment.
- 5.5.2.11. Exit doors and any nearby windows that may provide a view into CBP Primary or Secondary Areas shall feature reflective mirror or frosted film or other ways to block the view from the public side.
- 5.5.3. **Exterior Finishes:**
- 5.5.3.1. All exterior finishes shall meet the latest Miami-Dade County requirements of resisting windborne debris and shall have proper NOA certification or Florida Product approval. Finish colors shall be selected by PortMiami.
- 5.5.4. **Exterior Metals:**
- 5.5.4.1. All Exterior Aluminum shall meet or exceed AAMA 2605.
- 5.5.4.2. All Exterior Steel shall be painted with two coats of Galvanizing Paint and a Top Coat.
- 5.5.4.2.1. Primer: min 83% zinc.
- 5.5.4.2.2. Top Coat: recommended by Primer Manufacturer
- 5.5.4.3. All fasteners used in exterior and non-conditioned areas shall be stainless steel.
- 5.5.5. **Exterior Paint on Stucco:**
- 5.5.5.1. Use a Waterproofing System meeting or exceeding the following:
- 5.5.5.1.1. Wind-Driven Rain: ASTM D6904-03 2
- 5.5.5.1.2. Water Vapor Permeance: 17.96 perms Based on ASTM D1653
- 5.5.5.1.3. Elongation: 275% based on ASTM D2370
- 5.5.5.1.4. Tensile Strength: 285 psi ASTM D2370
- 5.5.5.1.5. Flexibility: ASTM D522
- 5.5.5.1.6. Alkali Resistance: ASTM D1308
- 5.5.5.1.7. Mildew Resistance: ASTM D3273/D3274
- 5.5.6. **Exterior Horizontal Building Surfaces:**

- 5.5.6.1. Sidewalks, pavements, and waterfront apron shall be sloped away from the buildings to prevent storm water from entering the Cruise Terminal.
- 5.5.6.2. Slope to drain per code requirement but no less than:
 - 5.5.6.2.1. ½-inch per foot of run at, but not limited to, parapet tops, window sills, tops of walls and flat roofs.
 - 5.5.6.2.2. 1/8 inch per foot of run at, but not limited to: Exterior covered walkways, sidewalks, or other exterior walking surfaces, and Parking lots and any other paved areas.
- 5.5.6.3. Exterior and interior walking surfaces shall have textured or other slip resistant finishes in compliance with the FBC and ADA/FACBC requirements.
- 5.5.6.4. All sidewalks shall be concrete with incorporated pattern via saw cuts or other means to provide the design intent or look & feel.

5.6. INTERIOR CONSTRUCTION

5.6.1. General

- 5.6.1.1. Interior construction includes interior partitions, interior doors and fittings, flooring, ceilings, and other.
- 5.6.1.2. Provide durable construction appropriate to the use. Acoustic properties of materials, as well as durability, shall be considered during material selection.
- 5.6.1.3. Areas of the project that are subject to abuse from vehicular, forklift, luggage bins/racks, and passengers shall include impact and abrasion resistant materials and systems.
- 5.6.1.4. **Baggage Laydown and Claim, Baggage Screening, and Baggage Sorting.** All Baggage claim shall have the following: (a) where there are new walls, the walls shall be 4 feet high of cast in place concrete or fully grouted CMU the finish of the new walls should be impact resistant drywall for one full height panel. (b) Existing walls shall have the drywall replaced with impact resistant drywall for one full height panel. (c) All walls and columns shall be protected by a 12" high 3" diameter steel rail painted. Supporting posts for the rail shall be installed into core drilled concrete slab. Corners of the rail shall be a curved radius without support immediately below the curve. (d) The paint finish of the walls shall be scuff and abrasion resistant paint (SCUFF-X® from Benjamin Moore® as basis of design).
- 5.6.1.5. **Ramps.** Install impact resistant drywall or plastic laminate to no less than 4-feet above the finish floor.
- 5.6.1.6. **Columns** within the spaces shall be protected from impact by cast in place concrete collars extending no less than 6 feet above the finish floor.

- 5.6.1.7. **Equipment**, piping, and other items requiring protections shall have 6-inch concrete filled bollards placed at no more than 3-feet on-center about the item.
- 5.6.1.8. **Exposed corners of walls** shall be protected with steel corner guards extending no less than 6 feet above finish floor.
- 5.6.1.9. See CBP Standards for areas within the CBP Primary and Secondary Processing area.

5.6.2. **Partitions**

- 5.6.2.1. All interior partitions shall be either concrete masonry or metal studs with impact resistant gypsum wall board on each side.
- 5.6.2.2. Provide fixed partitions throughout the project.
- 5.6.2.3. Provide sound rated partitions between space with a minimum STC 45.
- 5.6.2.4. All M/E/P cables, ducts and the like shall be concealed inside walls on all public areas. This includes CMU and Gypsum interior partitions.
- 5.6.2.5. Provide interior windows in hollow metal fixed frames. All interior glass/glazing shall comply with Category II Safety Glazing.
- 5.6.2.6. Restrooms, janitorial closets, and other applicable rooms shall be constructed with moisture resistant gypsum wall board and shall be finished with tile from floor to ceiling.
- 5.6.2.7. For partitions within the CBP Primary and Secondary Processing area, refer to the CBP Standards.

5.6.3. **Interior Doors**

- 5.6.3.1. All interior doors shall be flush doors.
- 5.6.3.2. All interior doorframes shall be hollow metal with multi-coat paint finish.
- 5.6.3.3. All interior doors in public areas shall be solid core wood, with multi-coat paint finish, minimum 7-feet tall by no less than 3-feet wide.
- 5.6.3.4. All interior doors in support spaces out of the public view shall be hollow metal.
- 5.6.3.5. Provide grout-filled frames at masonry openings.
- 5.6.3.6. Provide Category II Safety Glazing in metal frames where room requirements call for vision glass in doors. Door style shall be narrow light.
- 5.6.3.7. Provide motorized roll-up overhead grills and shutters where required for security.
- 5.6.3.8. Provide sliding perforated metal grille and all associated structural support for grille between baggage lay-down area and CBP Primary Processing Area (PPA) and Exit Vestibule.

5.6.3.9. For doors and hardware within the CBP Primary and Secondary Processing area, refer to the CBP Standards.

5.6.4. **Hardware**

5.6.4.1. Coordinate with PortMiami for hardware selection.

5.6.4.2. All interior doors in wet areas shall be provided with mop plates.

5.6.4.3. All interior doors with closers shall be provided with kick plates on the stop face of the door. Closers shall be located on the room side of the door.

5.6.4.4. **Single Source Responsibility:** Obtain each type of hardware (latch and lock sets, hinges, closers, etc.) from a single supplier.

5.6.4.5. **Supplier Qualifications:** A recognized architectural door hardware supplier, with similar commercial facilities in the Project's vicinity, that has a record of successful in-service performance for supplying door hardware similar in quantity, type, and quality to that indicated for this Project and that employs an experienced architectural hardware consultant (AHC) who is available to PortMiami, the Architect, and the D-Br at reasonable times during the course of the Work, for consultation.

5.6.4.5.1. The AHC shall coordinate with PortMiami for access control and keying requirements.

5.6.4.6. **Fire-Rated Openings:** Provide door hardware for fire-rated openings that complies with NFPA Standard No. 80 and requirements of authorities having jurisdiction. Provide only items of door hardware that are listed and are identical to products tested by UL, Warnock Hersey, FM, or other testing and inspecting organization acceptable to authorities having jurisdiction for use on types and sizes of doors indicated in compliance with requirements of fire-rated door and door frame labels. All fire seals required for fire rated wood doors shall be furnished by the door manufacturer or supplier.

5.6.4.7. All new and existing penetrations between Terminals CT-G and CT-F shall be sealed to provide required fire rated separation in compliance with product manufacturer's recommendations. Coordinate requirements at field.

5.6.4.8. **Exterior Openings:** All doors, frames and hardware for exterior openings shall be tested and approved for use at the required wind loads for this project. Copies of current valid Florida State or Miami Dade County product approvals shall be furnished as proof of compliance with this requirement.

5.6.4.9. Hardware shall comply with the following:

5.6.4.9.1. Butts and Hinges: ANSI/BHMA A156.1-06.

5.6.4.9.2. Bored and Preassembled Locks and Latches: ANSI/BHMA A156.2-03.

5.6.4.9.3. Exit Devices: ANSI/BHMA A156.3-01.

5.6.4.9.4. Door Controls - Closers: ANSI/BHMA A156.4-00.

- 5.6.4.9.5. Auxiliary Locks and Associated Products: ANSI/BHMA A156.5-01.
- 5.6.4.9.6. Architectural Door Trim: ANSI/BHMA A156.6-05.
- 5.6.4.9.7. Template Hinge Dimensions: ANSI/BHMA A156.7-03.
- 5.6.4.9.8. Door Controls - Overhead Stops and Holders: ANSI/BHMA A156.8-05.
- 5.6.4.9.9. Interconnected Locks and Latches: ANSI/BHMA A156.12-05.
- 5.6.4.9.10. Mortise Locks and Latches Series 1000: ANSI/BHMA A156.13-05.
- 5.6.4.9.11. Sliding and Folding Door Hardware: ANSI/BHMA A156.14-07.
- 5.6.4.9.12. Release Devices - Closer Holder, Electromagnetic and Electromechanical:
ANSI/BHMA A156.15-06.
- 5.6.4.9.13. Auxiliary Hardware: ANSI/BHMA A156.16-02.
- 5.6.4.9.14. Self-Closing Hinges and Pivots: ANSI/BHMA A156.17-04.
- 5.6.4.9.15. Recommended Practices for Materials and Finishes: ANSI/BHMA A156.18-06.
- 5.6.4.9.16. Power Assist and Low Energy Operated Doors: ANSI/BHMA A156.19-07.
- 5.6.4.9.17. Strap and Tee Hinges and Hasps: ANSI/BHMA A156.20-06.
- 5.6.4.9.18. Thresholds: ANSI/BHMA A156.21-06.
- 5.6.4.9.19. Door Gasketing and Edge Seal Systems: ANSI/BHMA A156.22-05.
- 5.6.4.9.20. Electromagnetic Locks: ANSI/BHMA A156.23-04.
- 5.6.4.9.21. Delayed Egress Locking Systems: ANSI/BHMA A156.24-03.
- 5.6.4.9.22. Electrified Locking Devices: ANSI/BHMA A156.25-02.
- 5.6.4.9.23. Continuous Hinges: ANSI/BHMA A156.27-06.
- 5.6.4.9.24. Recommended Practices for Keying Systems: ANSI/BHMA A156.28-07.
- 5.6.4.9.25. Exit Locks, Exit Locks with Exit Alarms, Exit Alarms, Alarms for Exit Devices:
ANSI/BHMA A156.29-07.
- 5.6.4.9.26. High Security Cylinders: ANSI/BHMA A156.30-03.
- 5.6.4.9.27. Electric Strikes and Frame Mounted actuators: ANSI/BHMA A156.31-07.
- 5.6.4.9.28. Exterior security doors: Medeco Keymark (PortMiami shall supply keyway).
- 5.6.4.9.29. Exterior restrooms: Provide classroom locks.
- 5.6.4.9.30. Storage: AC30 locks
- 5.6.4.9.31. Screening rooms: AC1 locks.
- 5.6.4.9.32. IT/AV rooms: AC30 locks.
- 5.6.4.9.33. Janitorial Rooms: Sargent 10 Line Storeroom lever L lever design L rose
design. Satin Chrome finish freewheeling locking lever, Keyed to Sargent Keso register #
A1260F7698 AC1 part # (8210G04LL26DFW)

- 5.6.4.9.34. Mechanical/Electrical Rooms: Sargent 10 Line Storeroom lever L lever design L rose design. Satin Chrome finish freewheeling locking lever, Keyed to Sargent Keso register # A1222F7698 AC30 part # (8210G04LL26DFW).
- 5.6.4.9.35. PBB access doors: Schlage (SC1), bitting combination (23476)
- 5.6.4.9.36. For hardware within the CBP Primary and Secondary Processing area, refer to the CBP Standards.

5.6.5. **Stained, Polished Floor Finish**

- 5.6.5.1. Refer to Architectural Design Intent Drawings for specific locations.
- 5.6.5.2. Manufacturer to have a minimum of 5 years of experience in the production of this product.
- 5.6.5.3. Installer to have a minimum of 3 years of experience and no less than 6 projects comparable in scale and complexity to the installation of this product. Installer shall be certified by the manufacturer as an approved applicator.

5.6.5.4. Floor Slabs to be stained and polished shall be:

- 5.6.5.4.1. Dye Stained
- 5.6.5.4.2. Densified and Mechanically Polished
- 5.6.5.4.3. Treated with a pigmented water-based curing compound
- 5.6.5.4.4. Treated with a finish coat/sealer
- 5.6.5.5. A polished concrete sample of no less than 7-feet by 9-feet in size shall be provided for Owner's approval. If more than 1 floor color or pattern is used, a sample shall be provided for each one.
- 5.6.5.6. Finished floor shall have a Dynamic Coefficient of Friction (DCOF) of no less 0.42.

5.6.6. **Carpeted Floors**

- 5.6.6.1. The Design-Builder shall provide and install the carpet. Carpet shall be installed using tiles/square with integrated backing and base. Seams shall be integrated with the pattern.
- 5.6.6.2. Floor surface shall be prepared by the D-Br to receive the carpet as per the manufacturer's specifications.
- 5.6.6.3. Adhesive and carpet installation shall comply with LEED requirements.

5.6.7. Specialties

5.6.7.1. Provide stainless steel, solid plastic or solid phenolic core toilet partitions in all toilet rooms with more than one water closet or urinal. All such partitions throughout the project shall be of the same construction. Partitions shall be ceiling mounted. Hinge on toilet partition shall be continuous.

5.6.7.2. All restrooms shall include the appropriate type and number of accessories, including but not limited to:

- 5.6.7.2.1. Combination Paper towel dispensers/Waste Receptacle (PTDWR)
- 5.6.7.2.2. Electric hand air dryer, Dyson-Airblade or equivalent
- 5.6.7.2.3. Toilet paper dispenser
- 5.6.7.2.4. Hand soap dispenser.
- 5.6.7.2.5. Sanitary napkin disposer (SND), in each women's toilet stalls
- 5.6.7.2.6. Toilet seat sanitary cover dispenser (TSD), in each toilet stall, at back.
- 5.6.7.2.7. Grab bars, ADA compliant
- 5.6.7.2.8. Diaper changing station (DCS)
- 5.6.7.2.9. Soap dispensers
- 5.6.7.2.10. Solid surface restroom counters with lavatory sink and soap dispensers.
- 5.6.7.2.11. Mirror, over counters, top of counter to ceiling, full length of counters.

5.6.7.3. **Janitorial rooms shall include:**

- 5.6.7.3.1. Mop sink with hot and cold water.
- 5.6.7.3.2. Stainless steel shelving

5.6.7.4. **Provide interior directional signage** as required for wayfinding. Provide an identifying device at each interior door, including name of room and number. Signs shall meet ADA Accessibility Guideline requirements. See the Attachments section Document A16- PortMiami Wayfinding Standards.

5.6.7.5. Provide 18-inch deep stainless-steel metal shelving in Storage spaces.

5.6.7.6. Provide cabinetry and millwork items with all associated accessories. Hinges are to be concealed and shelves are to be supported on adjustable standards. All cabinetry shall be Architectural Woodwork Institute (AWI) Premium grade. All exposed vertical surfaces shall be covered in high pressure laminate. All wood substrates to be Fire Rated Class A materials or as required by code. Provide solid surfacing for all horizontal countertops.

5.6.7.7. Provide all sleeves, caulking and flashing for fire stopping penetrations

5.6.7.8. At the D-Br option, provide sprayed fire-resistive materials to the building's framework to prevent structural failure where required by the design

or provide alternate system of proven fire resistance, such as gypsum board encasement.

- 5.6.7.9. Provide recessed pan entrance floor grills at the main lobby entrance, at crew entrance, and at staff entrances.

5.7. VERTICAL CIRCULATION AND EGRESS

- 5.7.1.1. Design-Builder shall refer to the *Notice to Architects, Contractors, and Elevator Contractors, Most Common Code Violations Found During First Inspection*, dated August 24, 2016 from the Internal Services Department (ISD), Offices of Elevator Safety of Miami-Dade County and consider such in their design of the elevators and escalators. A copy has been included in the Project References.

- 5.7.1.2. Elevators and Escalators shall comply with ASME A17.1 Safety Code for Elevators and Escalators, Florida Statutes, Chapter 399, Florida Administrative Code 61C-5, all applicable sections of the Florida Building Code, ADA, and other applicable codes and standards.

- 5.7.1.3. Design-Builder is responsible for obtaining the all appropriate permits prior to placing the elevators or escalators in operation. Licenses, permits, and safety documentation shall be properly posted.

- 5.7.1.4. The manufacturer and installer shall have no less than 10 years' satisfactory experience manufacturing and installing elevators and escalators equal in character and performance to the project elevators and escalators.

- 5.7.1.5. The Miami-Dade County Office of Elevator Safety (OES) has regulatory authority having jurisdiction over all elevators, escalators, moving walks, and other conveying systems located within building throughout Miami-Dade County, including the Port. The OES is responsible for the issuance of Certificates of Operation of this regulated equipment. As such, it is the responsibility of the Design-Builder to ensure that requirements of the OES are met.

5.7.2. Elevators

- 5.7.2.1. Elevators shall be pre-engineered commercial gearless traction passenger/service type and shall comply with the requirements of the Internal Services Department, Office of Elevator Safety of Miami-Dade County. The D-Br shall provide the design and complete installation of all equipment, labor, machines, controls systems, devices and accessories as required for complete safely operating elevators.

- 5.7.2.2. Elevators shall be machine room less elevators (MRL) the Design-Builder shall make design modifications to ensure that the controllers are not mounted in the elevator jamb. Controllers must be installed in a separate control space. The design must consider ease of maintenance, repairs and modernization in the case that the elevator maintenance company is changed in the future. Design shall accommodate requirements of the OES.

5.7.2.3. Elevators shall have a rated capacity of no less than 5,000 pounds, with a rated speed of no less than 200 feet/minute, unless noted otherwise. Service elevator shall have a rated capacity of no less than 8,000 pounds. Automatic, duplex selective collective operation.

5.7.2.4. Minimum clear platform width of 120-inches by depth of 96-inches. Minimum clear inside height of 100 inches. Entrance shall be no less than 54 inches wide by 84 inches high, centered opening.

5.7.2.5. Interior walls of elevators shall be stainless steel, unless noted otherwise in the Finish Schedule. Flooring shall consist of a slip resistant, crack resistant rubber or other approved material able to withstand the expected heavy load and usage. Ceramic tile floors shall not be allowed.

5.7.3. **Escalators**

5.7.3.1. Transit duty

5.7.3.2. 42-inch wide steps

5.7.3.3. 3 flat steps at top and bottom

5.7.3.4. 100 feet/minute travel speed

5.7.3.5. Provide applicable guardrail along open side of escalator wherever the steps of the escalators are more than 30-inches measured vertically above adjacent floor meeting ISD requirements.

5.7.4. **Ramps**

5.7.4.1. Ramps shall comply with the requirements of the ADA.

5.7.4.2. Ramps shall be no less than 5-feet wide, clear between handrails.

5.7.4.3. Walking surface of ramps shall be slip resistant.

5.7.4.4. Handrails shall be provided along both side of the ramps and landings.

5.7.4.5. Walls along the ramp shall consist of low maintenance impact and abrasion resistant material with integral color to no less than 4-feet above finish floor.

5.7.5. **Stairs/Egress**

5.7.5.1. Stairs shall be provided in the Cruise Terminal as required for Life Safety Egress.

5.7.5.2. Egress stairways shall be clearly identified and shall include appropriate access controls (panic bars and alarms) for such.

5.7.5.3. Security access control shall be provided for all stairways access doors as per physical security design criteria.

5.7.5.4. Egress from the terminal to the waterside Secured Access/Restricted Access (SA/RA) area as required by the building department or the Fire Marshall shall be designated and provided with Wayfinding Signage to direct the

passengers/crew away from the terminal to an assembly area and hold them there until released back to the terminal or the site by PortMiami.

5.8. MECHANICAL SYSTEMS

- 5.8.1. This Section describes the Design Criteria to be used for the mechanical systems for Cruise Terminal F. These criteria are intended to provide design requirements, while allowing the Design-Builder the ability to be innovative in developing the detailed Design Documents and in constructing the Project.
- 5.8.2. All Mechanical (Plumbing, HVAC, and Fire Protection) systems shall be designed and installed in strict compliance with this project Scope of Work and all applicable Codes and Standards. The project is required to obtain LEED "SILVER" rating so the design implementation will be energy efficient with sustainable design elements.
- 5.8.3. Design equipment installations such that all equipment shall be located in easily accessible locations for maintenance and replacement. Equipment shall not be located in areas visible to public. All mechanical equipment except chillers, wall mounted fans, and VAV terminal units shall be located in mechanical rooms. Locate split DX units serving communications/IT/Lan rooms so the indoor unit is outside the space it serves and is ducted into the room. Provide any required safety enclosures for service and maintenance personnel. All mechanical and plumbing systems shall comply with PortMiami design standards.
- 5.8.4. Energy Management System
- 5.8.4.1. A BACnet energy management system (EMS) shall be provided for control of the HVAC systems and lighting control systems in the Terminal. The control system shall allow for control of set points and occupancy schedules. It shall also monitor system status, including, but not limited to, equipment status and faults and filter status. The EMS shall also be connected to the building fire alarm system to monitor alarm status. Individual space temperature controllers shall be available in the spaces that allow for comfort control during occupied hours and can override occupancy schedules for a period of time. The control system shall be a stand-alone type direct digital control (DDC) system with a workstation for user interface. Provide utility metering at the EMS for electric, domestic water, and other utilities. IT, communication, and other critical area rooms shall have high temperature and humidity alarms connected to the EMS to notify maintenance personnel of system failure. The control system shall be manufactured by Trane, Siemens or Johnson Controls, and shall be interconnected and fully BACnet compatible with the existing Port-wide system.
- 5.8.4.2. The control system server shall be accessed using a Web browser over the control system network, the owner's local area network, and over the Internet. The intent of the architecture is to provide operators complete access to the control system via a Web browser. No special software other than a web browser shall be required to access graphics, point displays, and trends, configure trends, configure points and controllers, or to download programming into the controllers. The operator interface software shall be graphically based

and shall include at least one graphic per piece of equipment or occupied zone, graphics for each chilled water and hot water system, and graphics that summarize conditions on each floor of each building included in this contract. Indicate thermal comfort on floor plan summary graphics using dynamic colors to represent zone temperature relative to zone setpoint.

5.8.4.3. The operator shall be able to configure trend sample or change of value interval, start time, and stop time for each system data object. Controller shall sample and store trend data and shall be able to archive data to the hard disk. Configure trends as specified in Section Sequences of Operation. Trends shall be BACnet trend objects.

5.8.4.4. System input and status objects shall be configurable to alarm on departing from and on returning to normal state. Operator shall be able to enable or disable each alarm and to configure alarm limits, alarm limit differentials, alarm states, and alarm reactions for each system object. Alarms shall be BACnet alarm objects and shall use BACnet alarm services. Operator shall be able to configure (by object) what, if any actions are to be taken during an alarm. As a minimum, the workstation or web server shall be able to log, print, start programs, display messages, send e-mail, send page, and audibly annunciate. Operators shall be able to view all system alarms and changes of state from any location in the system. Events shall be listed chronologically. An operator with the proper security level may acknowledge and delete alarms, and archive closed alarms to the workstation or web server hard disk

5.8.4.5. Operator shall be able to select, to modify, to create, and to print reports and logs. Operator shall be able to store report data in a format accessible by standard spreadsheet and word processing programs.

5.8.4.6. Provide an adequate number of Building Controllers, Advanced Application Controllers, Application Specific Controllers, Actuators, and Sensors as required to achieve performance specified.

5.8.5. **HVAC System - New East Expansion Building**

5.8.5.1. Design and installation shall be based on the use of highly energy efficient equipment, with corresponding components and electronic programmable controls in order to minimize energy use. All ductwork equipment shall be galvanized steel construction. Fans shall be fabricated with aluminum construction.

5.8.5.2. The air cooling requirements are to be met by the use of two (2) high efficiency Air Cooled Chillers, each sized for 75-percent of the total capacity required (one chiller and pump on stand-by) with variable primary pumping system. Provide two (2) chilled water pumps piped in a configuration to allow any pump to serve any chiller. Depending on the chilled water piping configuration, provide isolation control valves or a bypass as necessary. Chillers shall be manufactured by Trane, York or Carrier. Locate the chillers and chilled water pumps in the dedicated lower roof area for additional chillers.

5.8.5.3. Chilled water design temperature shall be 44°F supply with a minimum 14°F temperature differential. Design piping systems with a maximum velocity of 10-feet/sec and a normal design pressure drop between 2-feet/100-feet and 4-feet/100-feet.

5.8.5.4. Air handling units shall be double wall construction with minimum 2" insulation, having a minimum R value of 13. MERV 13 filters, six-row cooling coils (Min.) with a maximum 500 feet/minute face velocity. Provide ultra-violet light sections for bacteria control. Heating shall be provided by electric heating coils in the terminal boxes. Provide CO2 sensors in high occupancy spaces for demand control ventilation and provide mixing boxes with outdoor air measuring stations to control outside air supply. Airside economizers will not be used.

5.8.5.5. Air handling units (AHUs) with chilled water coils shall be provided for air distribution. The number of AHUs provided will be based on space type, zoning, occupancy schedule and temperature control requirements. Separate air handling units will be provided for each main zone with separate Variable Air Volume (VAV) boxes for each thermal zone. Variable air volume systems with terminal control boxes will be provided for individual space temperature control in office areas and similar spaces. Single zone VAV may be used in large spaces with similar thermally equivalent zones.

5.8.5.6. **Indoor Design Temperature and Humidity Conditions:** The Table following presents the indoor design criteria for various spaces/rooms within Cruise Terminal F. See the CBP Standards for requirements in the CBP Primary and Secondary Processing Areas.

HVAC Systems Indoor Design Temperatures and Humidity {Update Table/Room List}					
Room/Space	Summer Temperature	Winter Temperature	Humidity	Ventilation	Comments
Offices, corridors, lobbies, occupied areas	72°F	70°F	<60% RH	ASHRAE 62.1	Comfort zone per ASHRAE 55
Conference Rooms	72°F	70°F	<60% RH	ASHRAE 62.1	Dedicated thermostat control
Special Group Area	72°	70°F	<60% RH	ASHRAE 62.1	Comfort zone per ASHRAE 55
Communication/Lan/IT rooms	68°F	68°F	30-60%	ASHRAE 62.1	
Electrical equipment rooms	78°F	55°F	Not Controlled	ASHRAE 62.1	

HVAC Systems Indoor Design Temperatures and Humidity {Update Table/Room List}					
Room/Space	Summer Temperature	Winter Temperature	Humidity	Ventilation	Comments
Toilet rooms	72°F	70°F	Not Controlled	ASHRAE 62.1	Exhaust at 50 cfm/unit minimum
Locker rooms	75°F	70°F	Not Controlled	ASHRAE 62.1	Exhaust at 0.25 cfm/sf
Break Rooms/Kitchenettes	72°F	70°F	Not Controlled	ASHRAE 62.1	Exhaust at 0.30 cfm/sf
Baggage Handling Spaces	72°F	70°F	<60% RH	ASHRAE 62.1	Comfort zone per ASHRAE 55
HVAC mechanical equipment rooms	78°F	>55°F	Not controlled	No	
Enclosed Exit Stairwells	Not Cooled	>55°F	Not Controlled		
Janitor Closet	80°F	72°F	Not controlled	ASHRAE 62.1	Exhaust at 1.0 cfm/sf
Storage Closets	78°F	65°F	Not Controlled	ASHRAE 62.1	

5.8.5.7. Provide air curtains over all exterior overhead loading dock doors and baggage handling exterior doors.

5.8.5.8. Dedicated Split DX air-conditioning units with electric reheat shall be located in IT/Communication, and Telecommunication rooms to provide space conditioning. The units provide space cooling with a room setpoint of 68°F in summer, 60% maximum relative humidity. Winter heating setpoint will be 68°F with a minimum 30% relative humidity. Provide 1" disposable filters. Provide backup cooling if required by the PortMiami or the room data sheets from the base HVAC system with a cooling only terminal unit. Locate the indoor units outside the space it serves and locate outdoor condensing unit at ground level unless excessive refrigerant pipe length requires it to be located on the roof. CBP spaces shall have separate systems from the Cruise Terminal

5.8.5.9. All HVAC systems are to be provided with 100 percent back-up generator power. Coordinate with Electrical.

5.8.5.10. Mechanical ventilation shall be provided to all restrooms and locker rooms. Mechanical and Electrical rooms shall be conditioned to a maximum temperature of 78°F with dedicated air handling units.

5.8.5.11. All ductwork shall be of code grade galvanized sheet metal ASTM A527, G90 Coating Designation constructed and installed per SMACNA Standards. All ductwork shall be totally sealed during construction. Provide required insulation with vapor barrier to all air conditioning ductwork including supply, return and outdoor air intakes. Provide interior acoustic duct liner or double wall ductwork for the first twenty feet distance from the fan supply or return inlets. All return air shall be ducted return.

5.8.5.11.1. Ductwork Design Parameters shall be as follows: Select maximum neck velocity for office ceiling diffusers and grilles at about 500 fpm, and 425 fpm or less for especially sound-sensitive offices. Process area supply and exhaust grilles select for a static pressure drop between 0.10 and 0.15-inch water column (WC) air pressure drop (APD) and noise criterion (NC) of not greater than 35. Return air and transfer grilles select for a static pressure drop between 0.05 and 0.08-inch WC APD and NC of not greater than 30. Supply, exhaust, and return grilles shall be placed such that airflow is not restricted.

Duct Design Criteria	
<u>Location</u>	<u>Maximum Duct Pressure Drop, inches WC/100 ft</u>
Supply air: upstream of TCU	0.25
Supply air: downstream of TCU	0.08
Supply flex duct	0.08
Return air	0.05
Return air flex duct	0.05
Exhaust air	0.08
Exhaust air flex duct	0.08
<u>Location</u>	<u>Maximum Duct Velocity, fpm</u>
Supply air: upstream of TCU	2,000
Supply air: downstream of TCU	1,200
Supply air flex duct	600
Return air	1,000
Return air flex duct	600
Exhaust air	2,000
Exhaust air flex duct	600
Outside air	1,000
<u>Material</u>	<u>Duct Roughness Factor, e</u>

<u>Duct Design Criteria</u>	
Aluminum	0.0001
Galvanized	0.0003
Flex	0.015
Other Duct Design Factors	
Air temperature	70°F
Site elevation	Sea Level

5.8.5.12. Air distribution shall be all aluminum 2' X 2' lay-in in acoustical ceilings, side wall grilles, or linear slot diffusers. 1-foot by 1-foot linear slot diffusers shall be used in gypsum board ceilings. All grilles shall have the air control damper at the flex connection to the main duct.

5.8.5.13. All outdoor installed equipment, air cooled chiller, exhaust fans and outside air intake construction and installation shall be FBC compliant. Outdoor coils shall have a corrosion resistant coating.

5.8.5.14. Equipment shall not be located on the roof except for lower roof dedicated to new air-cooled East-Expansion buildings chillers/pumps. Exhaust fans shall be sidewall type.

5.8.5.15. Provide complete programmable DDC control system to include all HVAC functions.

5.8.5.16. BACnet Building Management System (BMS) to match and connect to existing Port-wide control system.

5.8.5.17. Upon completion, the Design-Builder shall provide a HVAC Test and Balance (T&B) Report by an independent organization. Indicate that T&B Report to be submitted to the Mechanical Engineer of Record (MEOR) and PortMiami for their review, comment and further acceptance.

5.8.5.18. Existing CT- F remodel shall be provided with new mechanical equipment and mechanical rooms to be reconnected back to existing remote central chiller and ice storage plant chilled water system.

5.8.5.19. New West expansion shall be connected to new properly sized air cooled chillers and associated pumps.

5.9. PLUMBING SYSTEM

Complete sanitary waste and domestic water systems shall be designed to meet project requirements. Connections will be made to available sanitary collection system and water main provided outside the building perimeter **or within existing building areas to remain as necessary.** All piping shall be located above ceilings or furred spaces so as to not be visible within the building.

5.9.1. Domestic Water

5.9.1.1. The domestic water supply shall be supplied from the 10" metered potable water supply on the South side of the buildings for service to the new East expansion building. The supply riser shall be provided with a reduced pressure zone backflow preventer. Above ground domestic water piping smaller than 3-inch and shall be Type L copper with copper fittings. Domestic water 4-inch and larger outside the building shall be galvanized pipe with screwed joints. Below ground domestic water outside the building shall be Schedule 40 PVC. Maximum design velocity for cold water shall be 8 feet/second and for hot water shall be 5 feet/second.

5.9.1.2. Hot water shall be supplied by instant-hot tankless type water heaters or tank type with recirculation pumps where required by the plumbing code. Provide hot water to all restrooms and janitorial sinks and required CBP spaces.

5.9.1.2.1. All hot water piping shall be insulated.

Fixture	Cold/Hot Supplied	Maximum Flow
Janitor Closet	Cold & Hot	3 gpm
Lavatory	Cold	0.25 gallon per metering cycle
Kitchen Sink	Cold & Hot	1.5 gpm
Urinal	Cold	0.5 gallon per flush
Water Closet	Cold	1.28 gallon per flush
Showers	Cold & Hot	1.5 gpm
Dishwasher	Hot	6.5 gallons per cycle
Water Cooler	Cold	8 gallons per hour
Hose Bibb	Cold	5 gpm

5.9.1.3. Water closets, urinals, lavatories, and water coolers shall be provided for the physically impaired as required by the applicable codes. Low flow fixtures shall be installed where possible to meet LEED certification.

- 5.9.1.4. Water closets and urinals shall be hard wired electronic flush valve type. Lavatories shall have hard wired electronic mixing valves. Water coolers shall be bi-level, one low and one high water dispenser.
- 5.9.1.5. Floor drains and hub drains shall be provided with automatic trap primers to maintain trap seal. Provide floor drains in mechanical rooms, restrooms, shower areas, fire pump rooms, janitor closets, and break rooms/kitchenettes. Locate restroom floor drains under a toilet partition if possible. Slope floor to drains at 1/8" per foot minimum. Provide floor drains in all restroom and janitorial spaces and required CBP spaces.
- 5.9.1.6. Plumbing fixtures shall meet ADA (Americans with Disability Act) requirements.
- 5.9.1.7. Design and installation shall be based on water efficient (low flow) plumbing fixtures and fittings in order to minimize water use. Unless otherwise noted all plumbing fixtures are Vitreous China, American Standard, Kohler, Sloan (preferred), or approved equivalent.
- 5.9.1.8. All water closets and urinals shall be wall mounted with hardwired electronic Ecopower® high efficiency flushometer valve.
- 5.9.1.9. Provide hardwired operated faucets for all lavatories.
- 5.9.1.10. Recessed wall key operated Hose Bibb with vacuum breaker shall be provided about the exterior of the terminal, at no more than 100-foot spacing. Provide hose bibbs in mechanical rooms and adjacent to the chillers. Provide make up water through a reduced pressure backflow preventer to the chillers.
- 5.9.1.11. Janitorial closet shall be provided with a 36" by 36" by 12" floor mounted Mop receptor with stainless steel cap, a wall mounted water efficient faucet with vacuum breaker and hot and cold control valves. Stern Williams or approved equivalent.
- 5.9.1.12. Provide Stainless Steel Hi-Lo Combination, ADA Compliant electric water coolers. Elkay or approved equivalent.
- 5.9.1.13. Provide sump pumps in the elevator and escalator pits and discharge indirectly to the sanitary system by means of an elevator sump pump with oil detection. Provide a float switch with warning bell.

5.10. SANITARY DRAINAGE SYSTEM

Sanitary drain systems shall connect to the existing 8" gravity site sanitary sewer system. Above ground sanitary drain and vent pipe shall be no-hub cast-iron and sized in accordance with the Florida Building Code - Plumbing. Above ground vent pipes shall be no-hub cast-iron or copper. Underground sanitary drain and vent pipe shall be schedule 40 PVC. The sanitary drain system shall be trapped and vented.

5.11. STORM WATER DRAINAGE SYSTEM

All roofs shall drain into the site storm water system. Inside storm drainage conductors and underground building storm drain pipe shall be cast-iron pipe. A separate secondary roof drain system shall be provided where the roof perimeter construction extends above the roof. The storm drainage piping shall be designed for no less than 4.7 inches/hour rainfall rate.

5.12. FIRE PROTECTION SYSTEM

5.12.1. Comply with NFPA Florida Fire Prevention Code.

5.12.2. The design shall include a new 6 -inch (minimum) fire service main routed from the existing fire pump room in Terminal "G", Diamond Building (CT-4) fire pump room to serve new concourse extension. Fire pump system piping shall run along protected areas where if a building is lost to fire it would not affect the balance of the installation or take the fire pump out of service. A fire department connection (FDC) shall be provided and located a maximum of 100 feet from a fire hydrant and located per the requirements of NFPA 13, NFPA 14 and the local AHJ.

5.12.3. A fire hydrant flow test shall be performed to determine the actual performance characteristics of the existing water system. The flow test shall be conducted per requirements of NFPA 291. The flow test shall be used to size the piping system.

5.12.4. Sprinkler System

5.12.4.1. The terminal building shall be protected throughout by a fully automatic wet pipe sprinkler system designed in accordance with NFPA 13 requirements. The system shall be hydraulically designed. Water velocity in the sprinkler piping shall not exceed 20 feet per second and a 10% pressure safety factor shall be required. The spare head sprinkler cabinet and Hydraulic Design Data Chart shall be installed next to the fire riser.

5.12.4.2. Terminal building Communications rooms, IT rooms and LAN rooms shall have wet pipe sprinkler systems with a sprinkler temperature rating of 212°F.

5.12.4.3. Above ground sprinkler piping shall be FM approved Schedule 40 carbon steel, electric resistance welded, ASTM A53. Provide galvanized pipe where exposed outdoors. Sprinklers exposed outdoors shall be corrosion resistant.

5.12.4.4. A lock box (Knox Box) shall be installed at the main entrance to the facility.

5.12.5. Portable Fire Extinguishers

Fire extinguishers shall be provided throughout the facility per NFPA 10 requirements. Fire extinguishers shall be located in semi-recessed cabinets located near exterior egress from the facility, with additional locations as required by the 75-foot travel distance requirements in NFPA 10. Fire extinguishers shall be 10 pound A:B:C type

5.13. ELECTRICAL SYSTEMS

This Section describes the Design Criteria to be used for the electrical systems for the Cruise Terminal F Program. These criteria are intended to provide design requirements, while allowing the Design-Builder the ability to be innovative in developing the detailed Design Documents and in constructing the Project.

Existing electrical service form Central Plant Building serving Concourse CT-F shall be intercepted and modified as required once CT-F electrical room is removed and a new one provided. All existing circuits and services provided by infrastructure in this electrical room shall be removed and relocated over to equipment and distribution in new electrical room. Reroute and reconnect all electrical services as required.

Existing main electrical room in CT-F Expansion Building and associated FPL Vault to remain. New second floor electrical room #216 is to be removed and relocated over to adjacent unused IT room to facilitate the removal and relocation of electrical gear attached to existing Diamond Building "CT-3" walls to be removed. Provide the means to re-feed all existing circuits, systems fed from this room back to existing

New Embark Expansion building shall be provided with a new FPL vault and emergency generator for service. Refer to proposed building plans. This new distribution is to feed new Embark Building requirements.

5.13.1. **General:** The electrical system shall be designed and installed with strict compliance with this project's Scope of Work and all applicable Codes and Standards, including applicable chapters of the Miami-Dade County Code. This project shall be required to obtain "SILVER" or higher level rating under the LEED NC rating system; therefore, the electrical system design and installation shall be based on the implementation of adequate energy efficient sustainable methods.

5.13.2. Power Distribution

5.13.2.1. Electrical distribution for Cruise Terminal Embark Expansion Building Program shall originate from a new FPL Vault provided by the Design-Builder with two independent medium voltage feeders. An automatic throw-over (ATO) switchgear will allow switching between the two FPL medium voltage feeders. Downstream of the ATO switchgear will be the service transformer. The Design-Builder shall be fully responsible for the design, permitting and coordination with FPL. Service voltage to the Terminal and site shall be 480Y/277-volt, 3-phase, 4-wire. It shall be the Design-Builder's responsibility to determine the required electrical service size. A main electrical room shall house the service entrance electrical distribution equipment.

5.13.2.2. New building to replace existing diamond building **Terminal F Diamond Building "CT-4"** shall be served from existing available normal and emergency power left as spare in existing electrical room #263 in terminal "F" - East once **Diamond Building CT-3** is removed. Contractor to re-route / extend existing conduits and wiring as necessary to maintain circuit continuity. Coordinate power interruptions with POM project managers in advance. Alternate power

source shall be identified and provided in advance of the demolition so that there is minimal down time required for the electrical transition.

5.13.2.3. Existing electrical room #216 in second floor of existing embark building shall be removed and relocated into adjacent vacant A/V room #215 to facilitate the demolition of existing Diamond Building, CT-3. Contractor to re-route / extend existing conduits and wiring as necessary to maintain circuit and systems continuity. Coordinate power interruptions with POM project managers in advance. Alternate power source shall be identified and provided in advance of the demolition so that there is minimal down time required for the electrical transition.

5.13.2.4. The service transformer for new Terminal "F" Expansion Building shall feed into switchboard type equipment with group mounted devices. Distribution and branch circuit panel boards will be used for power distribution to utilization equipment and wiring devices. Copper bussing will be used for all equipment. Provide a minimum of 20% spare capacity, 10% spare circuit breakers and 10% spaces in all distribution equipment.

5.13.2.5. Step-down transformers shall be dry type with 150°C temperature rise and suitable for floor mounting on a concrete housekeeping pad. Safety switches shall be of the heavy-duty type, fused or non-fused as required. Combination starters, solid-state reduced voltage starters or variable frequency drive controllers shall be used on mechanical and HVAC equipment, where reasonable, to reduce the overall energy usage of the systems.

5.13.2.6. All electrical outlets, unless noted otherwise, shall be duplex receptacles rated at 125V, 20 amperes and shall be provided in public and service areas to accommodate cleaning and maintenance operations and shall be located per NEC requirements.

5.13.2.7. Existing electrical power and data outlets serving ticket counter to be removed shall remain functional and accessible by providing required manufacturer plugs to recessed outlets for future use.

5.13.2.7.1. In addition to providing receptacles per NEC requirements, provide specifically located receptacles as indicated in the Attached Table of Receptacles (Attachment AXX) and noted elsewhere in the DCD.

5.13.2.7.2. Power requirements for TSA and CBP areas shall be designed in strict compliance with their respective guidelines.

5.13.2.7.3. A minimum of one receptacle shall be located in each wall.

5.13.2.7.4. Convenience and workstation (minimum 2) receptacles shall be provided in all office and ticket counter areas. Coordinate location of receptacles to align with desks/work surfaces.

5.13.2.7.5. Ticket counter receptacles shall be connected to UPS circuits.

5.13.2.7.6. Provide electrical power and data outlet for all audio visual monitors. Locate outlet behind the monitor.

- 5.13.2.7.7. GFCI receptacles shall be provided within six (6) feet of sinks and other wet areas.
- 5.13.2.7.8. GFCI receptacles with weatherproof covers shall be located on the Terminal exterior adjacent to doors exiting the building.
- 5.13.2.7.9. Floor receptacles shall be installed flush with the floor surface. Receptacles in carpeted area shall include a flange to accommodate the carpet thickness. Floor box shall be UL scrub water compliant and shall include a 180° round cover that is ADA compliant, with a hideaway egress door. Cover shall be coated with a fusion-bonded epoxy paint, color selected by PortMiami. Cover load rating shall be no less than 1,000 pounds.
- 5.13.2.7.10. Floor receptacles shall be provided flush with the floor surface to connect combination receptacles / USB charging stations along seating areas. Coordinate exact location with furniture arraignment. Provide no less than 12 floor locations.
- 5.13.2.7.11. Second floor Cruise Terminal Embark Expansion Building shall be provided with power and data service fed from a Walker duct type distribution embedded in floor slab for X-Ray Screening Machines. Provide provisions in duct to allow flexibility for CCL and Port in locating the equipment where required.
- 5.13.2.8. Electrical rooms located on each level of the Cruise Terminal shall be shown on the Schematic Drawings. The rooms shall contain:
- 5.13.2.8.1. 480Y/277 volt distribution and branch circuit lighting panels
 - 5.13.2.8.2. Dry-type transformers
 - 5.13.2.8.3. 208Y/120 volt branch circuit panels
 - 5.13.2.8.4. Fire Alarm Panel
 - 5.13.2.8.5. Miscellaneous electrical and lighting control devices
- 5.13.3. **Standby Back-up Power**
- 5.13.3.1. Provide a diesel-driven generator rated at 480Y/277-volt, 3-phase, 4-wire for providing standby/auxiliary power to the East Expansion Terminal F by means of automatic transfer switch(es) (ATS) with manual bypass/isolation. The generator shall be in addition to emergency battery powered systems required elsewhere. Provide a UL-142 listed, state-approved remote/exterior bulk fuel storage tank of sufficient capacity for no less than 12-hours of generator operation at 100% load. . The Generator shall comply with Chapter 27 of the FBC.
 - 5.13.3.2. The generator shall be placed in a weatherproof / hurricane proof enclosure located along the back of the building. The generator exhaust will be through a critical grade exhaust silencer. (75 dBA at 50 feet) Consult with Port Operations and Maintenance for final approval of location.
 - 5.13.3.3. It shall be the Design-Builder's sole responsibility to determine sizing of the generator set after a detailed load analysis is performed and applied to a

generator sizing program. The total running load on the generator will not exceed 80% of the rated capacity of the generator or as recommended by the generator manufacturer.

5.13.3.4. The detailed load analysis shall include the creation of an electrical load vs. time chart for the proposed electrical service for a typical operational period of no less than two-weeks, with one week representing typical operating conditions during the summer season (maximum load) and the other week representing typical operating conditions during the winter season (minimum load). Consult with PortMiami to obtain this data for other existing terminals as reference information. The purpose for this analysis is to identify the range of load conditions that the proposed generator will be presented with and confirm the chosen generator will be able to safely and reliably support this range. This chart, along with the generator sizing program output, shall be provided to the Owner for review at each design milestone. Final versions of the load vs. time chart and generator sizing program output shall be part of the product submittal for the generator set.

5.13.3.5. The generator shall provide power 100 percent of the terminal requirements, including no less than:

- 5.13.3.5.1. All UPS systems
 - 5.13.3.5.2. All emergency backup power systems
 - 5.13.3.5.3. IT
 - 5.13.3.5.4. Telecommunication
 - 5.13.3.5.5. AT&T
 - 5.13.3.5.6. 100-percent of U.S. Customs and Border Protection facilities
 - 5.13.3.5.7. 100-percent of HVAC
 - 5.13.3.5.8. 100-percent of modular, interior AHUs in mechanical, IT, and Telecommunication.
 - 5.13.3.5.9. 100-percent of all elevators and escalators.
 - 5.13.3.5.10. 100-percent of baggage and passenger scanning/screening equipment.
 - 5.13.3.5.11. 100-percent of access control.
 - 5.13.3.5.12. 100-percent of CCTV system.
 - 5.13.3.5.13. 100-percent of security lighting
 - 5.13.3.5.14. 100-percent Fire pump.
 - 5.13.3.5.15. 100-percent of two (2) Passenger Boarding Bridges.
- 5.13.3.6. Fuel tank shall be filled at Substantial Completion.

5.13.3.7. Existing CT-F shall be reconnected back to existing available emergency distribution out of emergency generator in central plant building to serve all the loads listed in 7.13.4.5.1. thru 7.13.4.5.16.

5.13.3.8. Existing Embark Building shall be reconnected back to available emergency generator serving that building to serve all loads listed in 7.13.4.5.1 thru 7.13.4.5.16.

5.13.4. **Uninterruptible Power Supply (UPS) System**

5.13.4.1. Provide a double conversion UPS System with distribution network and facilities to include a UPS-fed 208Y/120-volt branch circuit panel on the check-in floor Electrical Room of the Cruise Terminal. This panel shall feed all ticket counter receptacles and selected telecom/MIS loads, as directed by PortMiami. The UPS system shall also feed other loads as specified in this document and any associated documents.

5.13.4.2. UPS and generator shall be coordinated through the use of the generator sizing program to ensure proper sizing of UPS and sequencing/operation of the back-up power system.

5.13.5. **Voltages**

All interior and exterior lighting loads shall be connected at 277 volts. All motor loads larger than ½-HP shall be connected at 480-volt, 3-phase, where feasible. Convenience receptacles, small appliance loads, and fractional HP motors less than ½-HP shall be connected at 120-volts.

5.13.6. **Interior Lighting**

5.13.6.1. Refer to the Schematic Lighting Drawings for the minimum requirement for lighting the spaces. Consult with PortMiami Operations and Maintenance for final lighting temperature color and CRI.

5.13.6.2. Illumination of the interior spaces shall be accomplished using direct, indirect and natural lighting meeting energy code and LEED requirements. LED light sources are required and shall meet Energy Star requirements. Lighting shall be sufficient to adequately illuminate port interior areas per the Illuminating Engineering Society of North America (IESNA) *IES Lighting Handbook*, and CBP requirements.

5.13.6.3. Design-Builder shall follow Lighting Power Density (LPD) requirements of Chapter C405 of the Florida Building Code/Energy, for both interior and exterior lighting.

5.13.6.4. Luminaires shall be placed such that proper maintenance can be performed without major scaffolding. Do not place luminaires above escalators or stairs.

5.13.6.5. An emergency power system shall provide power to emergency egress lighting and other legally required systems as for no less than 90 minutes as required by FBC Chapter 27, *Electrical*, and NFCP 101, *Life Safety Code*, and

NEC Article 700. The system shall provide electrical power. Emergency egress lights shall remain “on” continuously and double as “night lights” for after-hours security purposes. Emergency egress lighting shall be fed from a central lighting inverter system that is also backed up by the generator.

5.13.6.6. Lighting controls shall use one or more of the methods allowed by Chapter C405 of the Florida Building Code/Energy. Refer to the Attached Lighting Control Schematic Design Criteria.

5.13.7. **Exterior Lighting**

5.13.7.1. Refer to the Schematic Lighting Drawings for the minimum requirement for lighting the site. Consult with PortMiami Operations and Maintenance for final lighting temperature color and CRI.

5.13.7.2. Illumination of the waterfront, provisioning, and ground transportation area shall be sufficient to adequately illuminate port operations at any time during the day or night. Provide an illumination level of no less than 5 foot-candles average, maintained during all daytime and nighttime operations and 1 foot-candle maintained for security and night non-operational periods. Uniformity levels shall be no less than 4:1, average: minimum.

5.13.7.3. Dark or blind spots shall not be accepted anywhere on the site.

5.13.7.4. Lighting shall not interfere with safe vessel navigation.

5.13.7.5. Luminaires shall be provided with IESNA Outdoor Luminaire Environmental Classification system (BUG) U0 designation, as applicable, and shall be designed to reduce light pollution and meet LEED requirements. Lighting shall be provided dusk to dawn. Exterior lighting shall comply with the requirements of Chapter 8C of the Miami-Dade County Code for illumination levels.

5.13.7.6. Generally, lighting shall be mounted on light poles or suspended/mounted from the Cruise Terminal, sufficient for adequately illuminating terminal, the ground transportation area, and the waterfront. Lighting shall be directed downward and shall produce high contrast with few shadows. LED fixtures shall be provided for all exterior illumination and shall be suitable for use in marine environments. Lighting plans shall include dimensions and effective projected area (EPA), photometric data and plans, including zonal lumen data, average and minimum ratio, aiming diagram, and computerized candlepower distribution data. Light poles and foundations shall be suitable for the wind loads of the site.

5.13.7.6.1. Area lighting shall consist of lights mounted on poles no less than 30 feet tall. Poles 50 feet or more in height shall include a lowering mechanism. Coordinate with PortMiami for control method of exterior lighting (photocell and/or time clock).

5.13.7.7. Luminaires shall be marine grade and shall be labeled to facilitate maintenance personnel to properly operate and maintain the lighting systems. The labels shall be easy to read when standing next to the equipment, and

durable to match the expected life of the equipment to which they are attached. Provide labeled luminaires in accordance with UL 1598 requirements. Use Energy Star requirements for all lighting. Design shall comply with IESNA Recommended Practice Manual, Lighting for Exterior Environments.

5.13.8. **Wiring Methods**

5.13.8.1. Interior wiring shall be installed in electrical metallic tubing (EMT). Exterior wiring will be installed in PVC coated rigid galvanized steel conduit. Wiring below grade shall be installed in schedule 40 PVC conduits. All conduit will be UL-listed.

5.13.8.1.1. CBP security system data and power shall be run in RGS conduit while EMT may be used for access control, intrusion detection system & CCTV communication, per CBP Standards. Provide hardened conduit and lockable boxes as required by CBP Standards.

5.13.8.1.2. Minimum conduit size shall be 3/4 inch.

5.13.8.1.3. Metal-clad (MC) cable shall not be used.

5.13.8.2. All conductors shall be copper with THWN/THHN insulation, except as allowed by the Project Specifications. Provide solid conductors for sizes #10 AWG and smaller and stranded conductors for sizes larger than #10 AWG. For voice/data applications, plenum-rated cable will be allowed for runs above accessible ceilings.

5.13.9. **Surge Protection Devices (SPD):** Protection from transient voltages and surges shall be installed at the new service equipment and at the distribution equipment and low voltage panels serving non-linear loads and electrically sensitive equipment.

5.13.10. **Grounding:** Grounding shall consist of a copper ground loop around the building and connected to the building steel, service transformer, service entrance switchboard, generator, UPS, distribution panels and step-down transformers. Impedance of the grounding system shall be 5 ohms or less.

5.13.11. **Lightning Protection:** The Terminal and Canopies shall be provided with a lightning protection system of the air terminal type in compliance with UL-96, LPI-175 and NFPA 780. This new system shall match the installation at existing adjacent buildings and will be provided with a UL Master Label Certification. A lightning protection plan drawing shall be included as part of the electrical drawing set.

5.13.12. **Fire Alarm and Detection System**

5.13.12.1. Provide a Simplex/Grinnell Fire alarm system that is fully compatible with the existing systems at PortMiami. Existing fire alarm system for CT-F shall be segregated to a stand-alone system for CT-F.

5.13.12.2. New FA panel shall be microprocessor- based, addressable and electrically supervised and shall interface with the Garage Fire Alarm Panel and Terminal G fire alarm panels. All systems shall be fully compatible. Second floor Cruise Terminal Embark Expansion Building shall be provided with power and

data service fed from a Walker duct type distribution embedded in floor slab for X-Ray Screening Machines. Provide provisions in duct to allow flexibility for CCL and Port in locating the equipment where required.

5.13.12.3. Provide a public address/voice evacuation (PA/VE) for the Terminal.

5.13.13. **Cathodic Protection** Cathodic protection shall be provided for underground metallic raceways. The two cathodic protection systems utilized at ports are impressed and sacrificial. Impressed is generally used above the mean water line and requires regular monitoring. Sacrificial Anode is generally used below mean water line and is basically maintenance free. Sacrificial anodes shall be of sufficient size and quantity to protect the buried metal items for no less than 25-years before replacement.

5.13.13.1. Use of cathodic protection shall be incorporated into the Basis of Design Statement with a life cycle cost analysis.

5.13.13.2. Coordinate with PortMiami for incorporating cathodic protection for the project.

5.13.13.3. **Telecommunications System:** A complete raceway system of outlet boxes, conduit, and cabling shall be provided for the terminal building. System installation shall be performed in coordination with PortMiami Information Systems Division. All conduits, cables, wires shall be concealed. No exposed conduits allowed.

5.13.14. **Video Displays in Terminal**

5.13.14.1. Provide two Ethernet CAT6/6A cables installed and terminated at each video display. One run to the nearest PortMiami communication closet and secondary run to nearest Carnival Cruise Lines communication closet. All conduits, cables, wires shall be concealed. No exposed conduits allowed. Provide power duplex outlet at each video display panel location.

5.13.14.2. Provide LED Video Wall at security screening at Second Level. Refer to 5.13.14.1 for Power and Ethernet requirements.

5.13.14.3. Conduit sizing shall be no less than 1-inch in diameter. All conduits, cables, wires shall be concealed. No exposed conduits allowed.

5.13.14.4. Provide cabinet at each video display endpoint large enough to enclose display power supply brick, display set top box, and any other necessary display equipment.

5.14. **SECURITY SYSTEMS**

5.14.1. **PortMiami Security Systems (Access Control, Video Surveillance)**

Access Control (ACS), and Video Surveillance (VSS) systems shall be provided for the Cruise Terminal. Scope of work shall be coordinated and approved by PortMiami Safety and Security Division and the Information Technology Department (ITD). Head-end equipment

(control Panels, network video recorders, etc.) shall be located at the Terminal's PortMiami Main Distribution Facility (MDF).

5.14.2. Access Control

5.14.2.1. The Access Control System (ACS) of record at PortMiami is Lenel On-Guard Electronic Access Control. Access control readers shall be provided on all doors and elevators that form part of the security barrier between landside or public spaces and any secure identification areas which provide access to ships, ships stores, or any other adjacent area designated as secure under the terms of the PortMiami Facility Security Plan (FSP) as approved by the Captain of the Port for the United States Coast Guard Sector Miami. Electronic access control shall also be installed at communications room doors, electrical, and mechanical rooms. Access control shall also be provided for any elevator providing direct access to the boarding concourse.

5.14.2.2. The Design-Builder shall provide Lenel BlueDiamond card readers with Pinpad at all door locations that do not require biometric authentication. These HID readers shall read the PortMiami identification card and the Federal TWIC credential and shall have met the security and functional requirements set by GSA's FIPS 201 Evaluation Program, and be fully HSPD 12/FIPS 201 compliant. Those doors that allow ingress and egress to the Terminal shall also be fitted conduit (power and communication) for possible later implementation of IDEMIA MorphoTrac biometric TWIC readers that integrate with PortMiami's TWIC credential authentication system.

5.14.2.3. Doors shall be fitted with electrified retractable door locks. If doors are not fitted with electrified door locks, electric strikes shall be used. Push to Exit Buttons or Presence sensors shall be used based on the PortMiami's desire. Door ajar sensors shall also be installed. Reader licenses, Lenel Intelligent Controllers and door controllers as well as any necessary PortMiami Cisco or Avaya Ethernet switches shall also be provided, programmed and integrated into the Ports' Lenel OnGuard access control system. Provide power and data as required for all doors requiring electrified door locks. Coordinate with final design layout for requirements.

5.14.2.4. The Intelligent Controllers shall be connected to PortMiami Network via networking equipment (Cisco or Avaya network switches). The Intelligent Control Panels shall be located at the Terminal F PortMiami nearest MDF or IDF. Alarms shall annunciate locally through a horn/strobe, and shall also annunciate at the PortMiami Security Operations Center located at the Terminal via integration with PortMiami's current Physical Security Information Management System. Lenel Control Panels are requested to conform to PortMiami standards.

5.14.3. Video Surveillance

5.14.3.1. The Design-Builder shall provide digital cameras throughout the Cruise Terminal to include interior and exterior (site and wharf/apron), and shall

provide network video recorders, camera licenses, storage arrays, and VSS network equipment (switches) for all cameras installed in the terminal, pedestrian bridge, garage, and exterior areas.

5.14.3.2. PortMiami maintains an existing video surveillance system. The Design-Builder shall coordinate with PortMiami for selection of compatible servers, storage, and cameras.

5.14.3.2.1. **Cameras:** The Design-Builder shall provide AXIS P3228-LVE Network Camera 4k fixed for indoor and outdoor dome and AXIS Q6128-E PTZ for indoor and outdoor. Cameras shall be installed and assign (run) to the nearest PortMiami IDF (located throughout the terminal). Cameras shall not be mounted on ceiling or walls without making use of camera mounts. Note: use only manufacturer's camera mounting kit, no fabricated camera mount allowed. Cameras shall be label and tagged using PortMiami IT labeling structure (which will be provided during installation). Labeling shall be weather proof to withstand high temperature and water (such as rain or pressure water washing) Cameras shall be powered by rack mounted POE power supply; PowerDsine PD-9524G/ACDC/M, 24 port 72 watt midspan module for fixed dome cameras installation; PowerDsine PD_9612G/ACDC/M, 12 port 95 watt midspan module for PTZ cameras installation. Cameras shall be terminated and labeled to patch panels located in each IDF room or Communication Closet; each patch panel port shall be label with corresponding camera label/tag. All existing cameras that do not meet current Port standards shall be removed and replaced by new as part of new CCTV surveillance system.

5.14.3.2.2. **Cables:** Cables shall be Cat 6e purple (color), label and identify at both ends using PortMiami IT standards. Each cable shall be tested and certified (printed results), after installation, to show at maximum cable length and connection / wiring results. Cable termination shall use the T568B standard method.

5.14.3.2.3. **Conduits and Junction Boxes:** Conduits shall be minimum ¾" inch and rated to withstand industrial and salt water environments. Conduits installation (runs) shall following electrical code requirement. Junction boxes shall be sized to accommodate the camera cables following electrical code standard. J-boxes, housing camera cables, shall be colored purple and identified using PortMiami IT codes.

5.14.3.3. The Video Management System of record is Qognify-brand NiceVision. The standard camera manufacturer at PortMiami is AXIS Communications. The Design-Builder shall provide turnkey factory certified Network Video Recorders (NVRs), and properly sized network attached RAID 5 storage array/drives for all cameras installed in the terminal, garage, pedestrian walkway, and exterior areas. The NVRs will be connected to the Qognify AMS server via the PortMiami Network.

5.14.3.4. The NVRs shall be located at the PortMiami MDF. Video analytic alarms as identified and requested by PortMiami during the design phase shall annunciate at the PortMiami Security Operations Center located at Cruise Terminal G via integration with the PortMiami's Physical Security Information

Management System. The NVR manufacturer shall conform to PortMiami standards.

- 5.14.3.5. Design-Builder shall assume that video will be retained for a period of 30 days at 15 frames per second (fps) continuous (24x7) recording for every camera at 4k resolution.
- 5.14.3.6. Resolution for each camera is determined by the Camera Design.
- 5.14.3.7. **General Surveillance:** The General Surveillance Category satisfies viewing requirements for the Pre-board passenger waiting area. General Surveillance does not require detail on recorded video. You may be looking to see what a crowd is doing but do not need to recognize faces. General surveillance and detection requires a minimum of 6 pixels per foot.
 - 5.14.3.7.1. **Passenger screening search area:** Minimum of two (2) cameras per lane showing passenger approach and exit from magnetometer and also capturing hand luggage in and out of the scanning machine. Secondary search tables shall each have a camera.
 - 5.14.3.7.2. **Crew screening queuing area:** Minimum of two (2) complimentary viewing angles.
 - 5.14.3.7.3. **Crew screening search area:** Minimum of two (2) cameras per lane showing crewmember approach and exit from magnetometer and also capturing hand luggage in and out of the scanning machine. Secondary search tables shall each have a camera.
 - 5.14.3.7.4. **Escalators, ramps, and stairways (used by passengers):** Ensure Event Coverage category is used for trip and fall cases.
 - 5.14.3.7.5. **Communications Rooms:** Provide a single camera within each PortMiami communications room (MDF and IDF) facing the door.
 - 5.14.3.7.6. **Access Control Door:** Ensure cameras are covering secure side of the door
 - 5.14.3.7.7. **Landside & Waterside Exterior:** Cameras shall provide general surveillance of these areas. Make use of Multi-Lens Technology (fixed 180 degrees camera for indoor and outdoor spaces and/or Fixed 360 degree cameras with attached PTZ for outdoor spaces).
 - 5.14.3.8. Optimally cameras shall be mounted between 8 feet and 12 feet above finished floor.

5.14.4. Customs and Border Protection (CBP) Security Systems

- 5.14.4.1. Customs and Border Protection Security Systems (Intrusion Detection, Duress, Access Control, and Video Surveillance) shall comply with the CBP Standards. The systems shall be separate and independent of the PortMiami systems. All security in the CBP area shall be contained in one section in a hierarchical format (rather than spread across equivalent head levels). CBP Standards shall govern if any conflicts existing herein.
- 5.14.4.2. Intrusion Detection (IDS), Duress, Access Control (ACS), and Video Surveillance (VSS) systems shall be provided for the CBP Passenger Processing Areas. Work shall be coordinated with CBP. All Head-End equipment (Panels, Controllers, Network Video Recorders, etc.) shall be located at the Terminal H CBP LAN Telecom Room outside of the CBP OIT cage.
- 5.14.4.3. Intrusion Detection Panels, Duress Panels, Access Control Controllers and Network Video Recorders shall be connected on an exclusive intranet "network". The CBP CCTV system and Access Control System (ACS) are not to be connected to any other network, they are to be a stand-alone intranet, each exclusive of each other, requiring dedicated workstations for viewing/controlling each system (to be located in a secure area; LAN, Supervisor, CCC, etc.) to be determined after local CBP stakeholder input.

CBP Intrusion Detection: The Design-Builder shall provide monitoring on all points of entry into the CBP Passenger Processing, both landside and waterside. Provide glass break detectors to cover glass storefront doors and glass windows. Provide 360 degree PIR sensors inside the CBP LAN Telecom Room and other Rooms to be identified by CBP during the design phase. The IDS control panel shall be located at the CBP LAN Telecom Room outside of the OIT Cage. Alarms shall annunciate locally through a horn/strobe, and shall report to a 24/7 CBP monitored or UL certified monitoring service to be determined during discussions with local CBP and Office of Primary Responsibility (OPR) stakeholder input, and shall also annunciate at the PortMiami Security Operations Center located at the Cruise Terminal G. A DSC Control Panel is requested to conform to CBP standards.

5.14.4.4. **CBP Duress Alarm System:** Design Builder shall provide an Officer Duress System. Duress buttons will be concealed under the desk of every officer at the Primary and Secondary Passenger Processing Podium. Each podium will have an associated pole which is used to mount the audio horn and visual strobe light. The Duress System control panel shall be located at the CBP Telecom Room outside of the OIT Cage. Alarms shall annunciate locally through a horn/strobe, shall report to a 24/7 CBP and PortMiami monitored or UL certified monitoring service and shall also annunciate at PortMiami Security Operations Center located at Cruise Terminal G. A DSC Control Panel is requested to conform to CBP standards.

5.14.4.5. **CBP Access Control:**

5.14.4.5.1. The Access Control System of record at CBP PortMiami is Identiv Hirsch Velocity Unlimited Edition Electronic Access Control System. Access Control Readers shall be provided on all doors and elevators that forms part of the barrier between landside or public spaces and any secure CBP controlled areas. Electronic access control shall also be installed at communications room doors and any other doors deemed necessary by CBP.

5.14.4.5.2. The Design-Builder shall provide HID card readers at all door locations that do not require biometric authentication. The HID readers shall read the CBP Access Control Identification Card and shall have met the security and functional requirements set by GSA's FIPS 201 Evaluation Program and be fully HSPD 12/FIPS 201 compliant.

5.14.4.5.3. Doors shall be fitted with push-to-exit devices or presence sensors (type delineated for each door by CBP) door ajar sensors and electric strikes (or magnetic locks when electric strikes are not feasible). Reader licenses, Hirsch Intelligent Controllers and door controllers shall also be provided, programmed and integrated into CBP's Hirsch Access Control System.

5.14.4.5.4. The Intelligent Controllers shall be connected to the CBP Network. The Intelligent Control Panels shall be located at the CBP Cruise Terminal LAN Telecom Room outside of the OIT Cage. Alarms shall annunciate locally through a horn/strobe and shall also annunciate at the PortMiami Security Operations Center located at the Cruise Terminal G. Hirsch Control Panels are requested to conform to CBP standards.

5.14.4.6. **CBP Video Surveillance:**

5.14.4.6.1. The Video Management System of record is Qognify NiceVision. The standard camera manufacturer is AXIS Communications. The Design-Builder shall provide digital cameras throughout the Cruise Terminal , and shall provide turnkey factory certified network video recorders, camera licenses, properly sized RAID 5 storage array/drives, and network equipment (switches) for all cameras installed in the terminal, garage, pedestrian walkway, and exterior areas. The Network Video Recorders will be connected to the Nice Vision AMS Server via the CBP Network. The CBP Network for the CCTV system shall enable CBP only viewing (no Port access) of CBP operational activities and provides complete (100% coverage) of travelers from entrance through departure of the facility. Provide a single camera within the CBP IDF facing the door.

5.14.4.6.2. The Network Video Recorders shall be located at the CBP Terminal LANTelecom Room outside of the OIT Cage. Video Analytic Alarms shall annunciate at the PortMiami Security Operations Center located at Terminal . The Network Video Recorder Manufacturer shall conform to PortMiami standards.

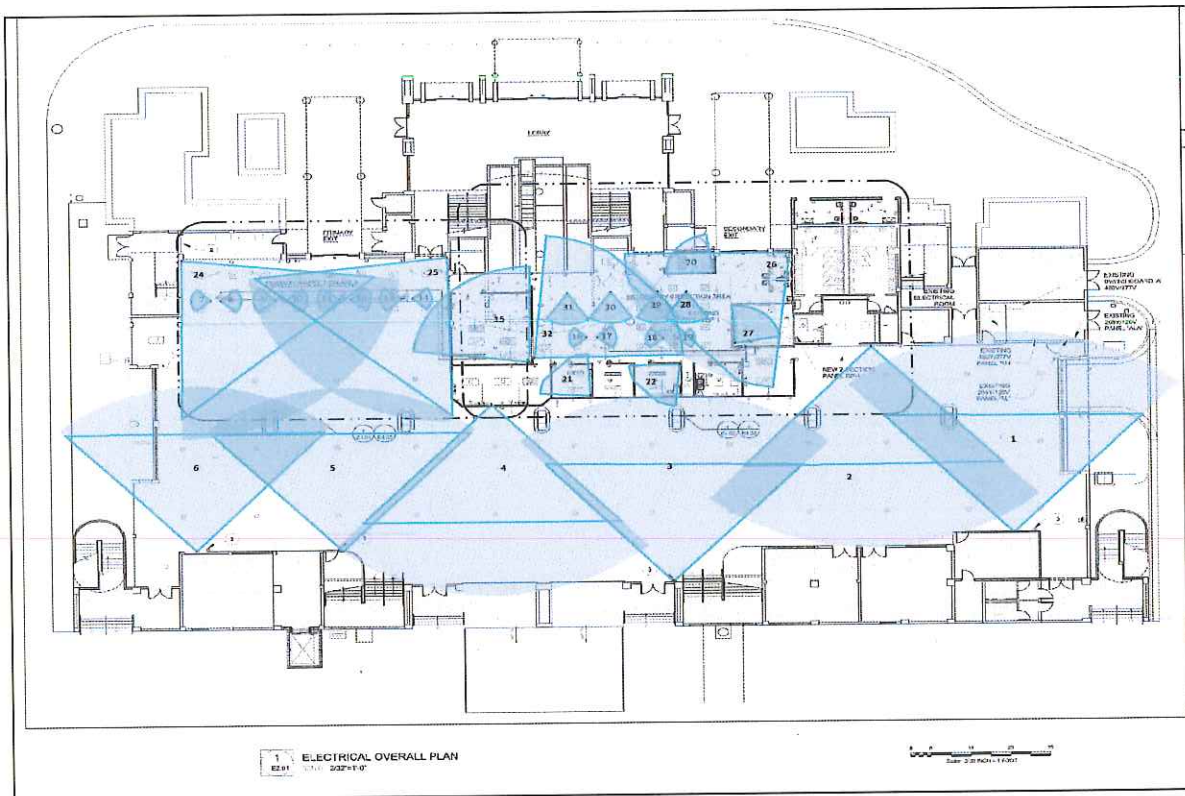
5.14.4.6.3. The Design-Builder shall assume that video will be retained for a period of 60 days at 15 frames per second continuous (24x7) recording for every camera.

5.14.4.6.4. The standard camera manufacturer is AXIS Communications. The Camera Design determines resolution for each camera. The camera design shall include cameras mounted directly above the CBP Passenger Processing Podiums. Event Coverage is required for all CBP operational spaces. Cameras with separate microphones are required at various locations within the CBP footprint to record the Officer/Passenger interface, including but not limited to primary processing booths and podiums, secondary podiums and baggage exam counters, in addition to certain CBP detention area spaces.

5.14.4.6.4.1. The Event Coverage Category allow the viewer to see, record, and recognize images like car types and people, to provide the capability to review "after the fact" and determine exactly what happened. Detail shall be sufficient to enable the identification of an individual to be established beyond a reasonable doubt. Industry standard is 40 pixels per foot in optimal conditions. All cameras shall have audio recording capabilities.

5.14.4.6.5. Optimally wall mounted cameras shall be mounted between 8 feet and 12 feet above finished floor.

5.14.4.7. Sample/Schematic CBP Camera Placement Design (from PortMiami Terminal J)



5.14.5. Telecommunication:

5.14.5.1. The Telecommunication infrastructure for Cruise Terminal F Program shall comply with the PortMiami Telecom Infrastructure Specifications (see Attachments). The CBP Telecommunication infrastructure for Cruise Terminal F Program shall comply with the CBP Telecom Infrastructure Specifications (see Attachments) **CBP Lan rooms shall be dedicated and not shared with others.**

5.14.5.2.

1. Contractor to provide new MDF / IDF UPS back-up systems to replace existing equipment at each MDF / IDF location. New UPS systems shall be based on current equipment loading, new added equipment plus 20% spare capacity per system.
2. New IT systems shall maintain ring topology to match existing IT system in terminal today.
3. Contractor shall provide alternate temporary access to current MDF for IDF's affected by the demolition of existing and new terminal expansion to maintain current IT services to Provisions Building and beyond on the East side.
4. Contractor to verify exact scope and provide temporary Fiber connection from Nema Box in CT-3 ground floor mechanical room back to existing building plant building.

5. All existing HP access points in existing terminal shall be removed and replaced by new Cisco's access points. Refer to POM IT systems specifications for model number.
6. Refer to POM Telecom specifications for system requirements and provide a complete temporary IT system infrastructure during construction to temporary by-pass areas of construction and provide new permanent design per specifications.
7. All work shall be coordinated in advance with POM, ATT, Tenant in advance to provide access to all systems for proper operation.
8. All CBP Lan rooms shall be dedicated to CBP and not shared with anyone else. Refer to specifications.
9. Plant fiber backbone is to be increased as required based on the number of new IDF rooms per terminal expansion project. Refer to Telecom Specifications "Backbone", drawing T1.4, T1.5 and T1.7.

5.14.6. **AT&T Building Infrastructure Pre-Requirements:**

- 5.14.6.1. One (1) MDF room, no less than 5'W x 8'L x 8'H, with proper ventilation and an ambient temperature of between 60 and 90 degrees Fahrenheit. Provide lighting with an associated wall switch, sufficient to produce a uniform light intensity of 30-foot candles at floor level.

5.14.6.2. **Inside the MDF:**

- 5.14.6.2.1. Two (2) 2-inch PVC schedule 40 conduit underground to the east property line (exact ending location to be determined at a later stage)
- 5.14.6.2.2. One (1) fire rated backboard; 4'W x 8'Hh x ¾" T
- 5.14.6.2.3. One (1) NEMA AC 120v / 20 amp quad outlet w/ independent breakers
- 5.14.6.2.4. One (1) #6 awg, insulated ground wire from the main electrical power ground into a multislot busbar.
- 5.14.6.2.5. One (1) – 1_inch metallic station conduit leading to each of the locations needing service. Terminated in a metallic electrical box equipped with a single, one gang mud ring inside each unit or tenant space with a dual AC 120v / 20 amp power outlet no more than 6 ft apart.

- 5.14.6.3. The D-Br, with PortMiami, shall schedule a "kick-off" meeting with AT&T not later than 30-days after NTP.

- 5.14.7. **Indoor and Outdoor Wireless:** Provide indoor and outdoor wireless (Wi-Fi) services via a Spectrum Analysis. Provide three (3) independent (dedicated) indoor and outdoor Wireless Systems (PortMiami, Carnival Cruise Lines, and Public). Design Build team must take into consideration all three (PortMiami, Public Wi-Fi, CCL and PortMiami-Private) Wi-Fi requirements

and provide predictive survey / RF planning of coexisting radios within same space to avoid RF interference and ensure optimal signal coverage for all three systems. PortMiami Public and PortMiami Private access point information is disclosed in the ITD Telecommunication Specification.

5.14.8. **BICISI Division 27 Specifications:** D-Br shall refer to *PortMiami Telecom Infrastructure Specifications* for Building Industry Consulting Service International Specifications applicable to the Project, including but not necessarily limited to:

- 5.14.8.1. Section 27 00 00 Communications
- 5.14.8.2. Section 27 05 28 Pathways for Communications Systems
- 5.14.8.3. Section 27 08 00 Commissioning of Communications
- 5.14.8.4. Section 27 05 10 Firestopping For Communications Systems
- 5.14.8.5. Section 27 11 13 Communications Entrance Protection
- 5.14.8.6. Section 27 05 26 Grounding and Bonding for Communications Systems
- 5.14.8.7. Section 27 05 53 Identification for Communications Systems
- 5.14.8.8. Section 27 11 16 Communications Cabinets, Racks and Enclosures

5.14.9. Enclosures for Ship to Terminal Network Connections (as many as necessary to accommodate ship doors) shall be aesthetically built into the Terminal.

5.15. **CRUISE TERMINAL OUTSIDE PLANT (OSP) COMMUNICATIONS**

- 5.15.1. The exact number of building entrance conduits shall be determined and approved by PortMiami upon considering the site and building requirements. Furnish and install typically two (2 x 4") building entrance conduits encased in concrete from the building main entrance or equipment room to the nearest telecommunications manhole or connection point. Two (2) individual and independent conduit bank runs of each, 2 x 4", set shall be installed to provide geographical diversity from the Terminal's Ground Level IDF to the adjacent or nearest building's communication hand-hole as per the above drawing (also see Reference R27).
- 5.15.2. Exact backbone conduit requirements shall be engineered by the D-Br and submitted to PortMiami for review and approval. Outside plant backbone pathways shall be typically comprise of two (2) 4-inch conduits typically. Exact backbone conduit requirements shall be engineered and approved by PortMiami.
- 5.15.3. Two (2) individual and independent conduit pathways (2" x 2") shall provide fiber optics connectivity between the PortMiami's Terminal MDF and the AT&T's MDF.
- 5.15.4. All bends shall be manufactured factory long, sweeping bends with a ten times the internal diameter of conduits larger than (4 inches).
- 5.15.5. Fiber optic cables and associated connecting hardware used for outside plant installations for Miami-Dade County shall conform to Section 6 and Section 7 of TIA/EIA-758, "Customer-Owned Outside Plant Telecommunications Cabling Standard", respectively. Any

deviations from this requirement shall be agreed to and confirmed in writing by the Project Manager.

- 5.15.6. Grounding and bonding of pathways shall comply with applicable codes and regulations.
- 5.15.7. The number of cables placed in a pathway shall not exceed manufacturer recommendations or guidelines as described in the TIA/EIA Communications Standards.
- 5.15.8. Continuous conduit runs installed by the Contractor shall contain no more than two (2) 90-degree bends without utilizing appropriately sized pull boxes. If a previously installed conduit run not meeting the above-mentioned criteria is encountered, contact PortMiami.
- 5.15.9. Appropriate warning signs shall be placed on all inner-duct, conduits, maintenance holes and pedestals containing OSP cable. These signs include any safety hazard warning signs that are required for laser-based systems such that associated with fiber optic transmission systems.
- 5.15.10. The maximum cable pulling tensions shall not exceed manufacturer's specifications.
- 5.15.11. When pulling cable by any mechanical device (e.g., a winch) a dynamometer shall be used to ensure the maximum tensile strength is not exceeded. Any mechanical pulling device shall be equipped with clutches or shear pins to provide this assurance.
- 5.15.12. All fiber optic cable shall be routed in HDPE inner-duct unless otherwise specified.
- 5.15.13. New cables may not be pulled over an existing cable within an inner-duct.
- 5.15.14. The maximum cable bend radii shall not exceed TIA/EIA Guidelines and Standards specifications.
- 5.15.15. Fiber Optics Cable Fusion Splice Termination Pigtailed inside the Main Computer Room (East and West Fiber Conduit Spans) will be conducted by PortMiami.
- 5.15.16. Fiber Optics Cable Fusion Splice outside the Main Fiber Backbone Maintenance-Holes/Hand-Holes (East and West Fiber Conduit Spans) will be conducted by PortMiami.
- 5.15.17. Fiber Optics Cable Fiber Characterization Test (End-To-End Power Loss, OTDR, Connector Loss) will be performed by PortMiami.

5.16. WAYFINDING AND SIGNAGE SYSTEMS

- 5.16.1. The Design-Builder shall provide a Wayfinding and Signage system throughout the Cruise Terminal F Complex to efficiently direct, inform, and process users.
- 5.16.2. Signage for the Terminal shall comply with *Port Miami Wayfinding Standard Guidelines 1000pct. Design (5-31-17) v2*, included in the Attachment (A1.3), CBP requirements for signage, and per the Florida Building Code.
- 5.16.3. The Design-Builder shall prepare a Cruise Terminal F wayfinding analysis by a professional with Wayfinding experience and submit to PortMiami for review and approval.
- 5.16.4. Provide an exterior entry sign at the entry to Cruise Terminal F and at the entry to the Cruise Terminal that identifies the Program and terminal as a prominent feature/focal point of a significant public place. The D-Br shall refer to the Architectural Design Intent Drawings for the

intent and vision of the CCL design consultant and base its design on such. Submit the designs to PortMiami and CCL for approval.

5.17. **AUDIO/VISUAL SYSTEM**

5.17.1. The backbone of the system will be the Tripleplay family of IPTV, QSC audio of the Q-SYS range and Crestron for controls.

5.17.2. **Visual / Video:** The video delivery system of record at PortMiami is Tripleplay which a combination of IPTV video distribution and Digital Signage. The Design-Builder shall provide all necessary hardware, licensing and programming to integrate new displays into current system and connect devices to Tripleplay server over PortMiami's network.

5.17.2.1. **Controls:** The controls for the system shall be by Crestron touch panels allowing for local control for display content manipulation, channel selections, and powering on/off. Touch panels shall be 10 inches with features to include: voice recognition, web browsing, H.264 streaming video, built-in camera, Rava SIP Intercom, room scheduling, PoE+ network power, display and 5 soft-touch buttons.

5.17.2.2. **Quantity:** Minimum 4 touch panels to include mounting hardware.

5.17.2.3. **Locations:**

5.17.2.3.1. (1) rack mount on AV rack

5.17.2.3.2. (1) CCL office

5.17.2.3.3. (1) Post-Check-In Waiting Area. PortMiami staff to determine exact location.

5.17.2.4. All displays shall use Tripleplay licensed BrightSign XT1144 supporting 4K Graphics, 4K HEVC Video, and Dual Video Support (4K/HD)

5.17.2.5. **Head End:** A Crestron processor shall be housed in AV rack in PortMiami network room. Processor shall include onboard 512MB and 4GB flash memory expandable storage up to 1TB, rear panel memory card slot, high speed USB 2.0 host port networked processor, one RS-232 / 422 / 485 COM ports with hardware and software handshaking, eight IR / serial, eight-relay, and eight-versiport I/O ports.

5.17.2.6. **Display video walls:** The Design-Builder shall provide direct LED video wall systems with Tripleplay licensed BrightSign XT1144 devices as a source. Video walls to include curved and linear. Preferred manufacturers for linear displays is Absen and for curved or custom displays Nanolumens. The solution shall include a content management software to manage media and schedules. The proposed solution shall provide 24/7 high availability, fault-tolerance, security and ease of management. No single point of failures shall exist. The failure of any single component, whether hardware or software, shall not impact the system as a whole. Provide power and data outlets to each video wall panel. Refer to the CCL Audio Visual Scope of Work (Attachment AXX) for additional requirements.

5.17.2.6.1. Locations:

- 5.17.2.6.1.1. Pre-Screening Lounge Level 1 Entrance Overhead – ticker size
- 5.17.2.6.1.2. Pre-Screening Lounge Level 1 bottom of escalator – large format
- 5.17.2.6.1.3. Passenger Screening and Security Level 2 Overhead – ticker size
- 5.17.2.6.1.4. Passenger Screening and Security Level 2 – large format
- 5.17.2.6.1.5. VIP Level 2 Lounge – large format
- 5.17.2.6.1.6. Post-Security Waiting Area – (4) informational curved displays
- 5.17.2.6.1.7. Post-Security Waiting Area – overhead circular information
- 5.17.2.6.1.8. Display screens (reference CCL doc)

5.17.2.7. **Display:** Design-Builder shall provide a minimum of 14 - 4K high brightness LED displays with CEC or RS-232 controls with a minimum size of 55 inches. Displays are to be controlled by Tripleplay licensed BrightSign XT1144 device.

5.17.2.7.1. Locations

- 5.17.2.7.1.1. (6) Baggage Claim Level 1
- 5.17.2.7.1.2. (6) CBP-Security Area Level 2
- 5.17.2.7.1.3. (2) Biometric Screening Area Level 3 of Embark Building with no less than 12 Biometric Stations. Provide power and data systems at each Biometric Station.

5.17.3. Audio

- 5.17.3.1. The audio system of record at PortMiami is the QSC range. The audio system shall include a multi-zoned back ground music (BGM) system with paging and pre-recorded announcement capabilities in all public areas of the terminal building, the pedestrian bridge, and drop-off / pick-up zones. This shall include equipment to make wireless paging from and to any zone in the terminal. The Design-Builder shall provide all necessary hardware, licensing and programming.
- 5.17.3.2. Audio system will not be defined as a public address evacuation system but must mute when Fire System / Life Safety System is active.
- 5.17.3.3. Audio system to include various QSC loudspeakers, ceiling speakers, and subwoofers.
- 5.17.3.4. Audio system to be an extension of vessel's network but also serve as a stand alone device when no vessel is in port.
- 5.17.3.5. **Controls:** The controls for the system shall be from a QSC touch panel allowing for full control of tracks and zone selection. The panel should be 7-inches with features to include: capacitive touch surface, 400 nits of brightness and POE.

- 5.17.3.5.1. **Quantity:** Minimum 3 touch panels, including mounting hardware.
- 5.17.3.5.2. **Locations:**
- 5.17.3.5.2.1. One (1) CCL office
 - 5.17.3.5.2.2. One (1) PortMiami Office
 - 5.17.3.5.2.3. One (1) Post check-in waiting area PortMiami staff to determine exact location
- 5.17.3.5.3. Paging shall be conducted with QSC paging stations, and wireless announcement capabilities shall be readily available. Wireless RF antennae shall be distributed by the appropriate Shure wireless distribution unit, complete with the appropriate antennae on all three levels giving optimum coverage throughout each level. Paging stations shall be of the QSC series to feature push to talk capabilities, with no less than four (4) assignable buttons, programmable keypad, and POE.
- 5.17.3.5.3.1. **Quantity:** Minimum 4 paging stations to include mounting hardware.
- 5.17.3.5.3.2. **Locations:**
- 5.17.3.5.3.2.1. (1) CBP Inspection – check in
 - 5.17.3.5.3.2.2. (1) VIP Lounge
 - 5.17.3.5.3.2.3. (1) CCL office
 - 5.17.3.5.3.2.4. (1) Port office
- 5.17.3.5.4. Audio power shall be from the QSC CX-Q amplifier series allowing for eight (8) independent channels capable of delivering a total maximum power of up to 4000W.
- 5.17.3.5.5. **Head end:** A QSC Digital Signal processor shall be housed in the AV rack in PortMiami network room with Video Controls Head end. Processor features include 8 audio I/O card slots that can be populated with any combination of Q-SYS I/O cards including bridge networks like Dante. External device controls, peripheral integration of devices to include amplifiers, touchscreens, paging stations, I/O channel expanders, and AV to USB Bridging devices.
- 5.17.3.6. **Zones:** All zones shall have the capabilities of BGM, pre-recorded message playback, and paging. Speakers shall be cabled and grouped into the following zones:
- 5.17.3.6.1. Level-1 Pick Up/Drop Off, Parking
 - 5.17.3.6.2. Level-1 Loading-Deliveries
 - 5.17.3.6.3. Level-1 Baggage Claim
 - 5.17.3.6.4. Level-1 Dock Side Provisioning
 - 5.17.3.6.5. Level-1 CBP Secondary
 - 5.17.3.6.6. Level-1 Pre-Screening Lounge

- 5.17.3.6.7. Level-1 VIP Entrance
- 5.17.3.6.8. Level-2 CBP Inspection-Check In
- 5.17.3.6.9. Level-2 Offices
- 5.17.3.6.10. Level-3 Biometric Screening-Crew
- 5.17.3.6.11. Level-3 Post Check In Waiting Area
- 5.17.3.6.12. Level-2 VIP Lounge

~~5.17.3.6.13. **Sonic Experience:** Refer to the CCL Audio Visual Scope of Work (Attachment AXX) for requirements.~~

- 5.17.3.6.13.1. Locations:
 - 5.17.3.6.13.1.1. Level-1 Lobby entrance
 - 5.17.3.6.13.1.2. Level-2 Screening area
 - 5.17.3.6.13.1.3. Level-3 Escalators

~~5.17.3.7. **Equipment:** See equipment matrix on attached document, Carnival Cruise Lines Audio Visual Scope of Work (Attachment AXX), for additional requirements.~~

~~5.17.4. **Carnival Cruise Lines Audio-Visual Scope of Work and Technical Guidelines:** See attached Audio Visual Scope of Work and Technical Guidelines, by CCL (Attachment AXX)~~

5.18. PHOTOVOLTAIC POWER GENERATION

- 5.18.1. Installation must comply with the requirements of NEC, particularly Section 690, as well as all local and state requirements. All components must be listed for their intended purposes by a recognized listing laboratory, such as UL or ETL. _____
- 5.18.2. Photovoltaic (PV) panels located on roof shall generate a peak capacity to offset the minimum 1-percent of the terminals annual energy usage. PV System shall be grid-connected. FPL meter shall be a "smart" type meter to record power consumed from the FPL grid and power generated by the PV system contributed to the FPL grid. PV system shall have a real time 24/7 meter with remote reading capabilities via website to display and track performance. PV system shall be provided with all required components for a fully operational system including but not limited to DC to AC power inverters. The solar PV system shall be fully integrated, with UL rated system and components. Such system shall be grid-tied without battery back-up.

Supplier must certify that all PV modules are manufacturer's "A" grade modules that carry the maximum warranty and are listed for the purpose. Cosmetically blemished modules that carry full warranties and are listed are not acceptable for this project unless written permission is obtained from owner.

Photovoltaic array shall be mounted atop CT-F Roof. Mounting shall be in strict accordance with manufacturer's recommendations and shall not void the manufacturer's warranty for either the photovoltaic or the roofing. dedicated structural photovoltaic supports shall be provided by, and integral to the canopy to provide support for the conduit. Division 16 contactor is

responsible for fixed mounting of conduit to dedicated structural member by Engineer approved means. Conduit/boxes shall be mounted to the dedicated photovoltaic structural support system, along the ridge. Raceway system shall be used for routing DC panel wiring to the source circuit boxes.

Submit catalog /owner's/installation manual for each major component of system. These manuals must show all physical and electrical characteristics, means of installation, set-up, commissioning, troubleshooting and repair instructions, and all documentation required for FPL's assistance programs for both equipment/system and installer.

END OF PART 5 – SYSTEMS PROGRAMMING



PORTMIAMI

DESIGN CRITERIA DOCUMENT
FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



REQUEST FOR DESIGN-BUILD SERVICES (RDBS)

FOR

CRUISE TERMINAL F EXPANSION AND BERTHING RE-ALIGNMENT

PORTMIAMI

MIAMI-DADE COUNTY, FLORIDA

CONTRACT NO. DB19-SEA-01

PROJECT NO. 2018-047

PROJECT MANUAL

VOLUME II – ATTACHMENTS

DESIGN CRITERIA DOCUMENT

2019 AUGUST 30

JACOBS®

550 W. Cypress Creek Road
Ft. Lauderdale, FL 33309

EB0000072 AAC001992 LC26000188
Jacobs Project No. D3106101



PORTMIAMI

DESIGN CRITERIA DOCUMENT
FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



Delivering Excellence Every Day

In association with:



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Coral Gables, FL 33134



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VOLUME III – ATTACHMENTS

The following documents are being provided with this Request for Design-Build Services (RDBS) to assist the Design/Builder in developing his cost and design.

Except as specifically set forth in the body of this RDBS, these documents are being provided to support and clarify the Design Criteria Document, Volume II. They are to be considered as part of the DCD and its stated requirements.

If a conflict is noted between the DCD and the Attachments, the Design/Builder shall promptly notify PortMiami for resolution. In general, unless otherwise noted, the written DCD shall take precedence over the Attachments and the PortMiami Standards and Design Guidelines. CBP Standards and Requirements, and any Local, State, or Federal codes and regulations shall take precedence over the DCD.

No information contained in these documents shall be construed as a representation of any field Condition or any statement of facts upon which the Design-Builder can rely upon in performance of this Contract.

All information contained in these Attachment Documents must be verified by a proper factual Investigation. The Design-Builder agrees that by accepting copies of the documents, any and all claims For damages, time or any other impacts based on the documents are expressly waived.

ATTACHMENTS

A1. Port Miami Standards & Guidelines

- A1.1. PortMiami Design Guidelines and Standards Manual, February 2014 (378 pages) (PDF)
- A1.2. PortMiami Standards and Details (various formats)
- A1.3. PortMiami Signage Standards/Guidelines and Design Development, PortMiami Wayfinding Project No. 02 RQAC 01, 100% Submittal, Issue date 31 May 2017 (132 pages) (PDF)
- A1.4. PortMiami Telecom Infrastructure Specifications, RDBS Supporting Documentation and Reference Drawings, 25 May 2017, (89 pages) (PDF)
- A1.5. Notice to Architects, Contractors and Elevator Contractors, Most Common Code Violations Found During First Inspection, August 24, 2016, Office of Elevator Safety (8 pages) (PDF)

A2. Port Miami Workzone Application

- A2.1. Workzone Application Procedures for Projects Under Capital Development, 10/23/14 (1 page) (PDF)
- A2.2. Workzone Authorization Application, 10/23/14 (Word docx)
- A2.3. Workzone Authorization Application Supplemental Form, 10/23/14 (Word docx)
- A2.4. Contractor Request for Fire Alarm Shutdown Locations (1 page) (PDF)
- A2.5. Contractor Request for Underground Utility Locations (1 page) (PDF)
- A2.6. Contractor Request for Waterline Shutdown Locations (1 page) (PDF)

A3. Port Miami ID Credentialing

- A3.1. Company Letter of Request
- A3.2. Signatures Authorization Letter

A3.3. Port ID Application

A4. Metropolitan Dade County, Florida, Department of Environmental Resources Management, Dade County Manatee Protection Plan, DERM Technical Report 95 5 (154 pages) (PDF)

A5. U.S. Custom Border Protection Cruise Terminal Design Standards, December 2018, U.S. Customs and Border Protection (636 pages) (PDF)

A6. Port Miami Survey Control Points August 14, 2013 (2 pages) (PDF)

A7. Passenger Flow Schematic Drawings by Berenblum Busch Architects. July 19, 2019 (2 documents) (PDF)

A7.1. G007 Passenger Flow - Embark (1 page) (PDF)

A7.2. G008 Passenger Flow - Debark (1 page) (PDF)

A8. Architectural Design Intent (Schematic) Drawings (PDF) Berenblum Busch Architects, August 16, 2019.

A8.1. G-00s – General

A8.2. AD100s – Demolition Plans

A8.3. A100s – Floor Plans

A8.4. A200s- Elevations

A8.5. A300s- Sections

A8.6. A400s- Large Scale Views

A8.7. Design Intent summary

A8.8. Space Type Description

A9. List of Salvaged items (10 pages) (PDF)

A10. FDOT Perpetual Non-Exclusive Easement (Port Miami Tunnel) (6 pages) (PDF)

A11. CTF RDBS Tunnel

A11.1 CTF Div I Sect 4 Attachment 1 Civil and Geotechnical. March 01, 2016 (22 pages) (PDF)

A11.2 CTF Div I Sect 4 Exhibit A POMT Parcel 802 Eastment. March 01, 2016 (6 pages) (PDF)

A11.3 CTF Reference 4 HRES Report of Geotech Exploration. November 04, 2015 (50 pages) (PDF)

A12. Ticket Counter Section, Example (Not Used)

A13. FPL Vault Existing Drawings

A13.1 FPL Exhibit A January 19, 2017. (1 page) (PDF)

A13.2 FPL Vault Specifications. January 19, 2017. (4 pages) (PDF)

END OF SECTION

PORTMIAMI

CRUISE TERMINAL F 2.0

UPGRADES AND RENOVATIONS

MIAMI-DADE COUNTY SEAPORT DEPARTMENT

PORTMIAMI PROJECT NO. 2018--047

99% DESIGN CRITERIA | 2019-08-16

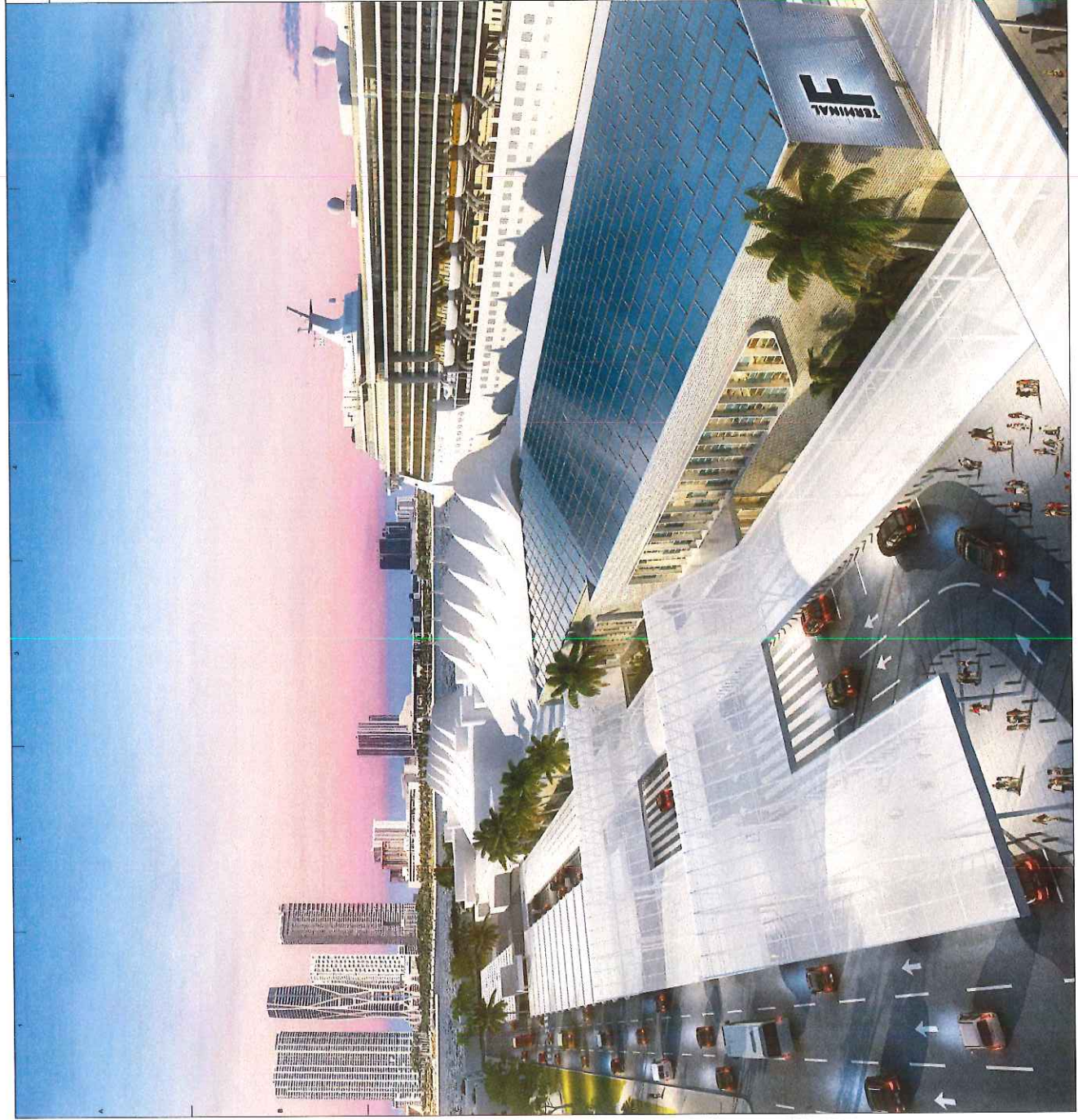
ATTACHMENTS



PORTMIAMI



Berenblum
Busch Architects



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ARCHITECTURE & INTERIORS
Busch Architects
 ARCHITECTS
 1100 N. MIAMI AVENUE
 SUITE 200
 MIAMI, FL 33132

PORTMIAMI
 CRUISE TERMINAL F
 ARCHITECTURE DEMOLITION

PROJECT NO. 1100 NORTH CRUISE BLVD
 MIAMI, FL 33132

DESIGN CRITERIA
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 DRAWING NO.: 1100-01-01-01
 PROJECT NO.: 1100-01-01-01
 SHEET NO.: 01-01-01

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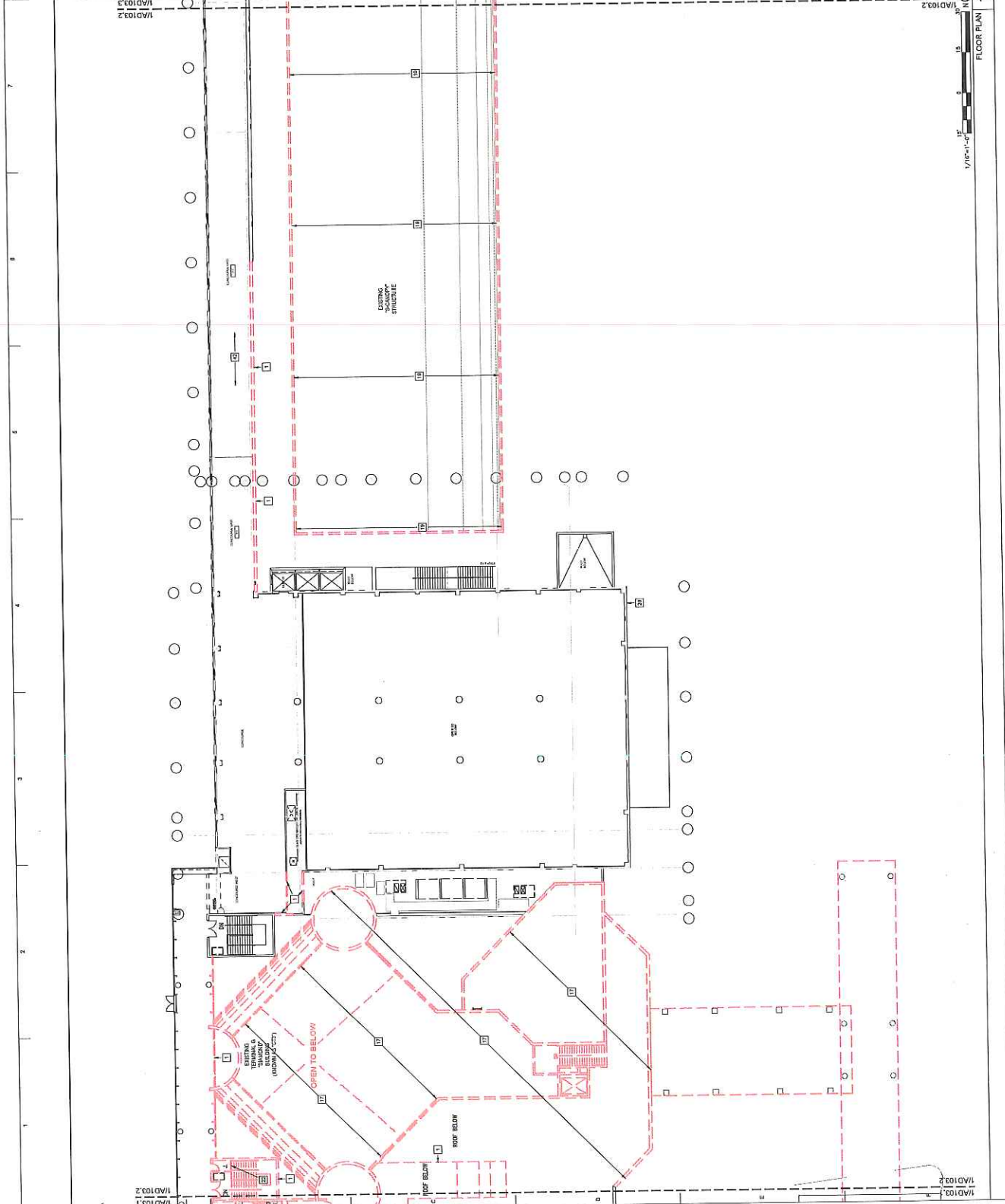
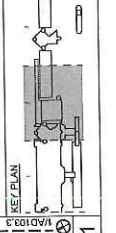
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 CHECKED BY: J. BUSH
 APPROVED BY: J. BUSH

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SHEET LEGEND
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DEMOLITION KEYNOTES

- 1. DEMOLITION SHALL BE IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS:
- 2. DEMOLITION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
- 3. DEMOLITION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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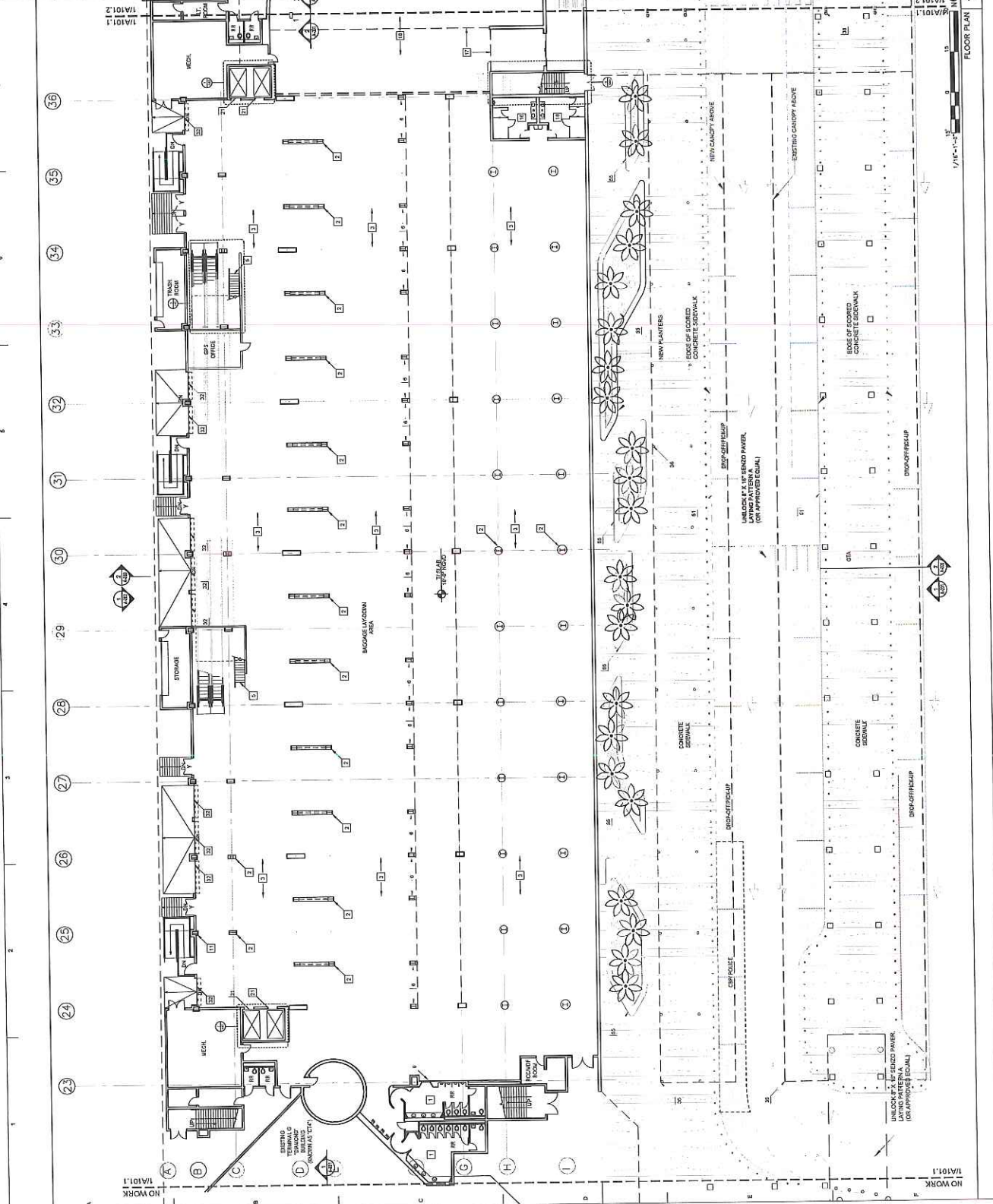
SHEET LEGEND

NEW WORK KEYNOTES

1. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODES (IMC AND IMC).
2. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ELECTRICAL CODE (IEC).
3. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND SAFETY CODE (IFSC).
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9. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND SAFETY CODE (IFSC).
10. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND PLUMBING CODE (IMC).
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KEY PLAN

NOTE: NOT ALL KEYNOTES APPLY TO THIS SHEET.



PORTMAMI CRUISE TERMINAL F.20 UPGRADES AND RENOVATIONS 1103 NORTH CRUISE BLVD MIAMI, FL 33132



- NEW WORK KEYNOTES**
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 - 100. NEW CONCRETE FLOOR FINISH TO BE APPLIED TO ALL NEW CONCRETE FLOORS.

SHEET LEGEND

KEYNOTE

NO WORK

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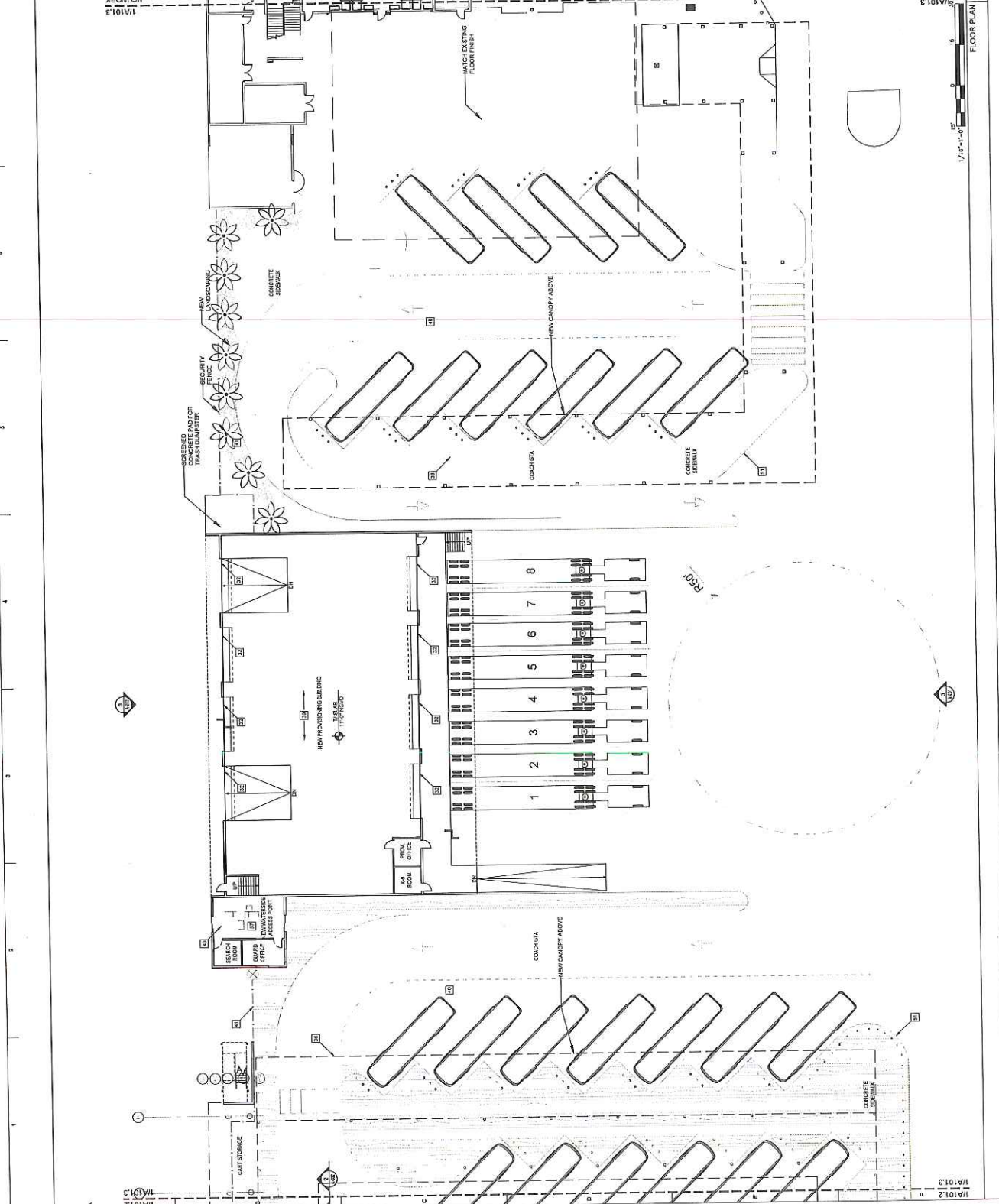
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FLOOR PLAN



1/16"=1'-0"

NO WORK

A101.3

PORTMAMI

DESIGN CRITERIA

DATE: 08/11/2011

PROJECT: PORTMAMI

CLIENT: PORTMAMI

ARCHITECT: BUREAU OF ARCHITECTURE

1103 NORTH CRUISE BLVD
MIAMI, FL 33132

Bureau of Architecture
Burch Architects

PORTMAMI

A101.3

SHEET LEGEND
REVISIONS

NEW WORK KEYNOTES

1. ALL NEW WORK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A CIRCLE.

2. ALL EXISTING WORK SHALL BE SHOWN WITH A SOLID LINE AND A KEYNOTE NUMBER IN A SQUARE.

3. ALL DIMENSIONS SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

4. ALL FINISHES SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

5. ALL MATERIALS SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

6. ALL EQUIPMENT SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

7. ALL MECHANICAL SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

8. ALL ELECTRICAL SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

9. ALL PLUMBING SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

10. ALL STRUCTURAL SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

11. ALL LANDSCAPE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

12. ALL FURNITURE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

13. ALL SIGNAGE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

14. ALL LIGHTING SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

15. ALL PAINT SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

16. ALL CARPET SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

17. ALL TILE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

18. ALL WALL SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

19. ALL CEILING SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

20. ALL FLOOR SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

21. ALL STAIRS SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

22. ALL ELEVATORS SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

23. ALL ESCALATORS SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

24. ALL RAMP SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

25. ALL DRIVEWAY SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

26. ALL PARKING SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

27. ALL LOADING DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

28. ALL TRUCK DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

29. ALL BUS DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

30. ALL TAXI DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

31. ALL CUSTOMER SERVICE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

32. ALL SECURITY SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

33. ALL STORAGE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

34. ALL OFFICE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

35. ALL CONFERENCE ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

36. ALL MEETING ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

37. ALL WAITING AREA SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

38. ALL RESTROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

39. ALL MEN'S ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

40. ALL WOMEN'S ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

41. ALL CHILDREN'S ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

42. ALL NURSING ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

43. ALL FIRST AID ROOM SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

44. ALL PHARMACY SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

45. ALL STORE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

46. ALL VENDING MACHINE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

47. ALL INFORMATION KIOSK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

48. ALL SIGNAGE SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

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94. ALL RAMP SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

95. ALL DRIVEWAY SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

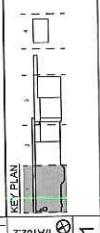
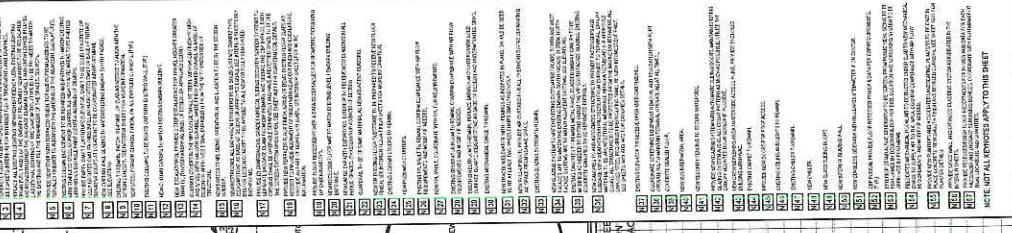
96. ALL PARKING SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

97. ALL LOADING DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

98. ALL TRUCK DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

99. ALL BUS DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.

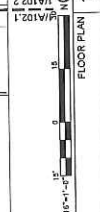
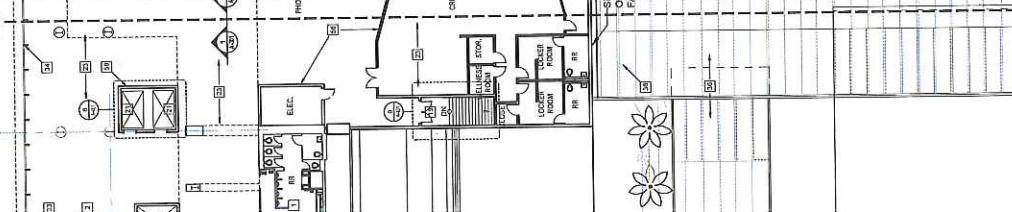
100. ALL TAXI DOCK SHALL BE SHOWN WITH A DASHED LINE AND A KEYNOTE NUMBER IN A SQUARE.



1/15"=1'-0"

FLOOR PLAN 1

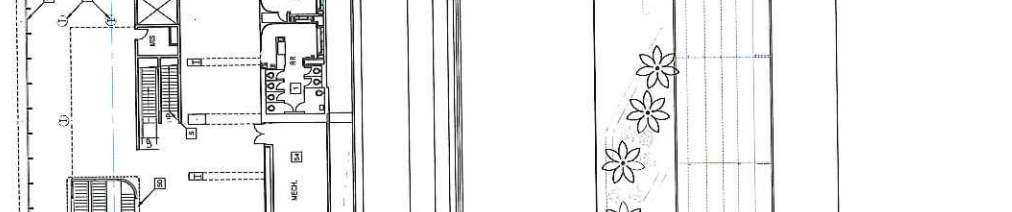
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1/15"=1'-0"

FLOOR PLAN 1

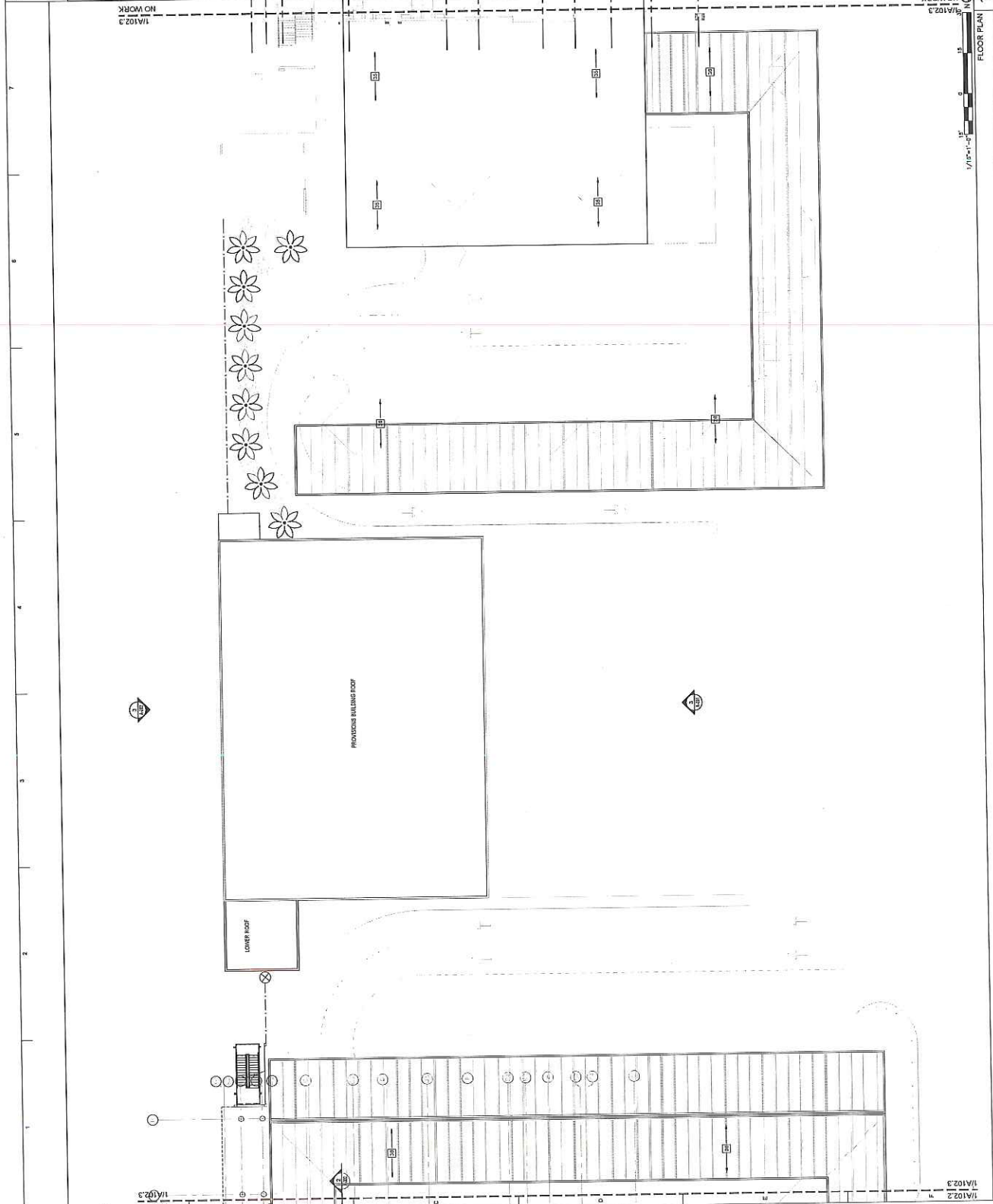
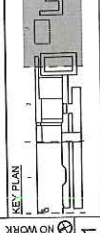
NO WORK 1/10/12.1
NO WORK 1/10/12.2



SHEET LEGEND
 REVISIONS

NEW WORK KEYNOTES
 1. ALL DIMENSIONS UNLESS OTHERWISE NOTED.
 2. ALL FINISHES TO BE AS SHOWN ON THE FINISH SCHEDULE.
 3. ALL MATERIALS TO BE APPROVED BY THE ARCHITECT.
 4. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND REGULATIONS.
 5. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MECHANICAL, ELECTRICAL AND PLUMBING CODES AND REGULATIONS.
 6. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STRUCTURAL CODES AND REGULATIONS.
 7. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SAFETY CODES AND REGULATIONS.
 8. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ENVIRONMENTAL CODES AND REGULATIONS.
 9. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ACCESSIBILITY CODES AND REGULATIONS.
 10. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SUSTAINABILITY CODES AND REGULATIONS.

- 11. PROVIDE BULLSEYE ROOF
- 12. PROVIDE BULLSEYE ROOF
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FLOOR PLAN
 1/16"=1'-0"
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 110/111-01
 110/111-01

110/111-01
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 110/111-01

DESIGN CRITERIA
DATE: 11/11/11
PROJECT: PORT MIAMI
CLIENT: PORT MIAMI
ARCHITECT: BRENDLUM BUSCH ARCHITECTS

PORT MIAMI CRUISE TERMINAL
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

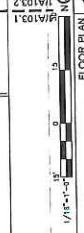
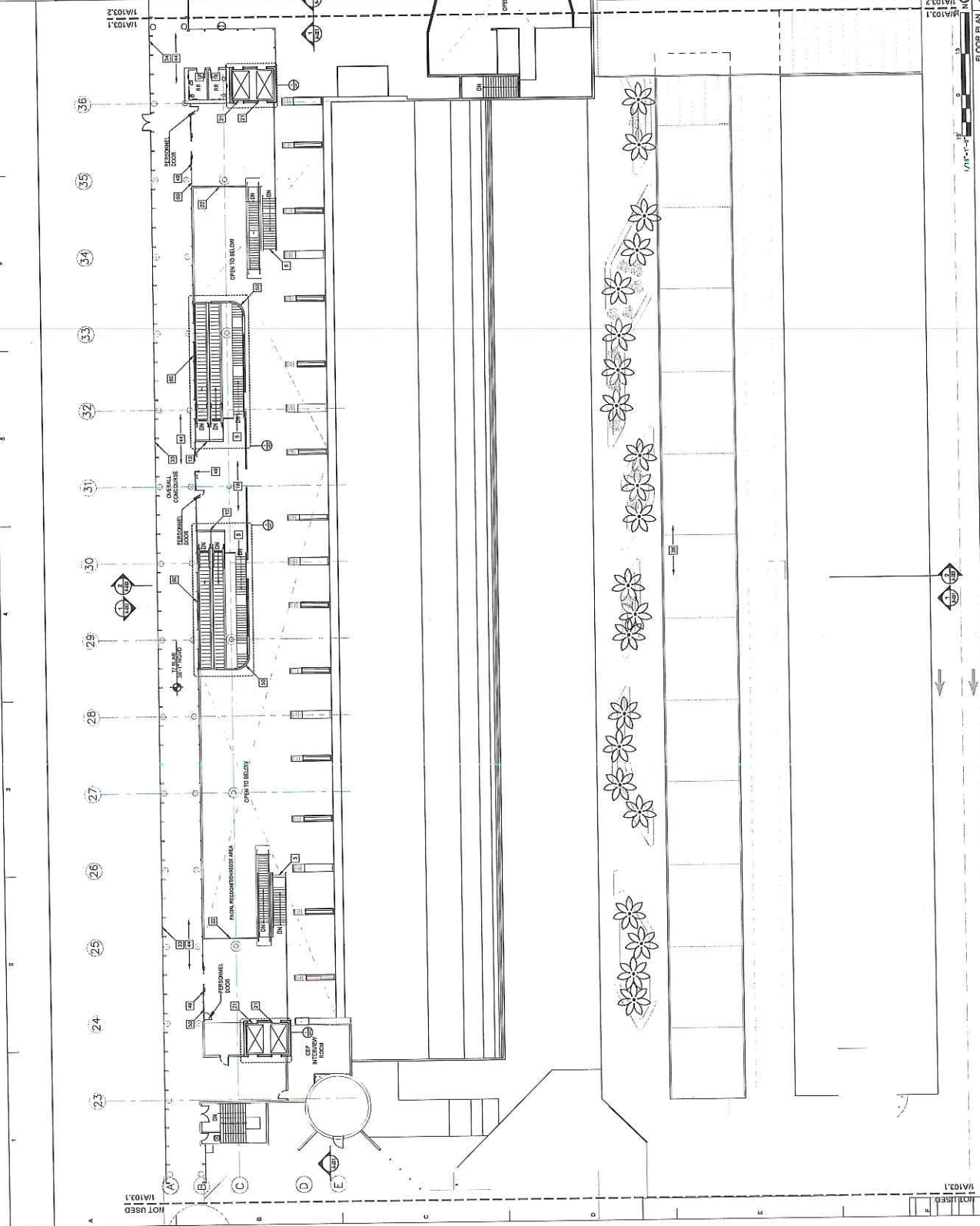
ARCHITECTURE & INTERIORS

Brendlum Busch Architects

PORT MIAMI

- NEW WORK KEYNOTES**
- 1. EXISTING WALLS TO REMAIN UNLESS OTHERWISE NOTED.
 - 2. EXISTING CEILING TO REMAIN UNLESS OTHERWISE NOTED.
 - 3. EXISTING FLOORING TO REMAIN UNLESS OTHERWISE NOTED.
 - 4. EXISTING DOORS TO REMAIN UNLESS OTHERWISE NOTED.
 - 5. EXISTING WINDOWS TO REMAIN UNLESS OTHERWISE NOTED.
 - 6. EXISTING STAIRS TO REMAIN UNLESS OTHERWISE NOTED.
 - 7. EXISTING ELEVATORS TO REMAIN UNLESS OTHERWISE NOTED.
 - 8. EXISTING MECHANICAL ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 9. EXISTING ELECTRICAL ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 10. EXISTING TELEPHONE ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 11. EXISTING SECURITY ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 12. EXISTING STORAGE ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 13. EXISTING OFFICE SPACES TO REMAIN UNLESS OTHERWISE NOTED.
 - 14. EXISTING CONFERENCE ROOMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 15. EXISTING WAITING AREAS TO REMAIN UNLESS OTHERWISE NOTED.
 - 16. EXISTING TICKET BOOTH TO REMAIN UNLESS OTHERWISE NOTED.
 - 17. EXISTING CUSTOMER SERVICE DESK TO REMAIN UNLESS OTHERWISE NOTED.
 - 18. EXISTING INFORMATION KIOSKS TO REMAIN UNLESS OTHERWISE NOTED.
 - 19. EXISTING SIGNAGE TO REMAIN UNLESS OTHERWISE NOTED.
 - 20. EXISTING LIGHTING TO REMAIN UNLESS OTHERWISE NOTED.
 - 21. EXISTING VENTILATION TO REMAIN UNLESS OTHERWISE NOTED.
 - 22. EXISTING AC SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 23. EXISTING FIRE ALARMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 24. EXISTING SMOKE DETECTORS TO REMAIN UNLESS OTHERWISE NOTED.
 - 25. EXISTING SECURITY SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 26. EXISTING ACCESS CONTROL SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 27. EXISTING PA SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 28. EXISTING PUBLIC ADDRESS SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
 - 29. EXISTING VIDEO SURVEILLANCE SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.
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 - 100. EXISTING NETWORK SYSTEMS TO REMAIN UNLESS OTHERWISE NOTED.

SHEET LEGEND



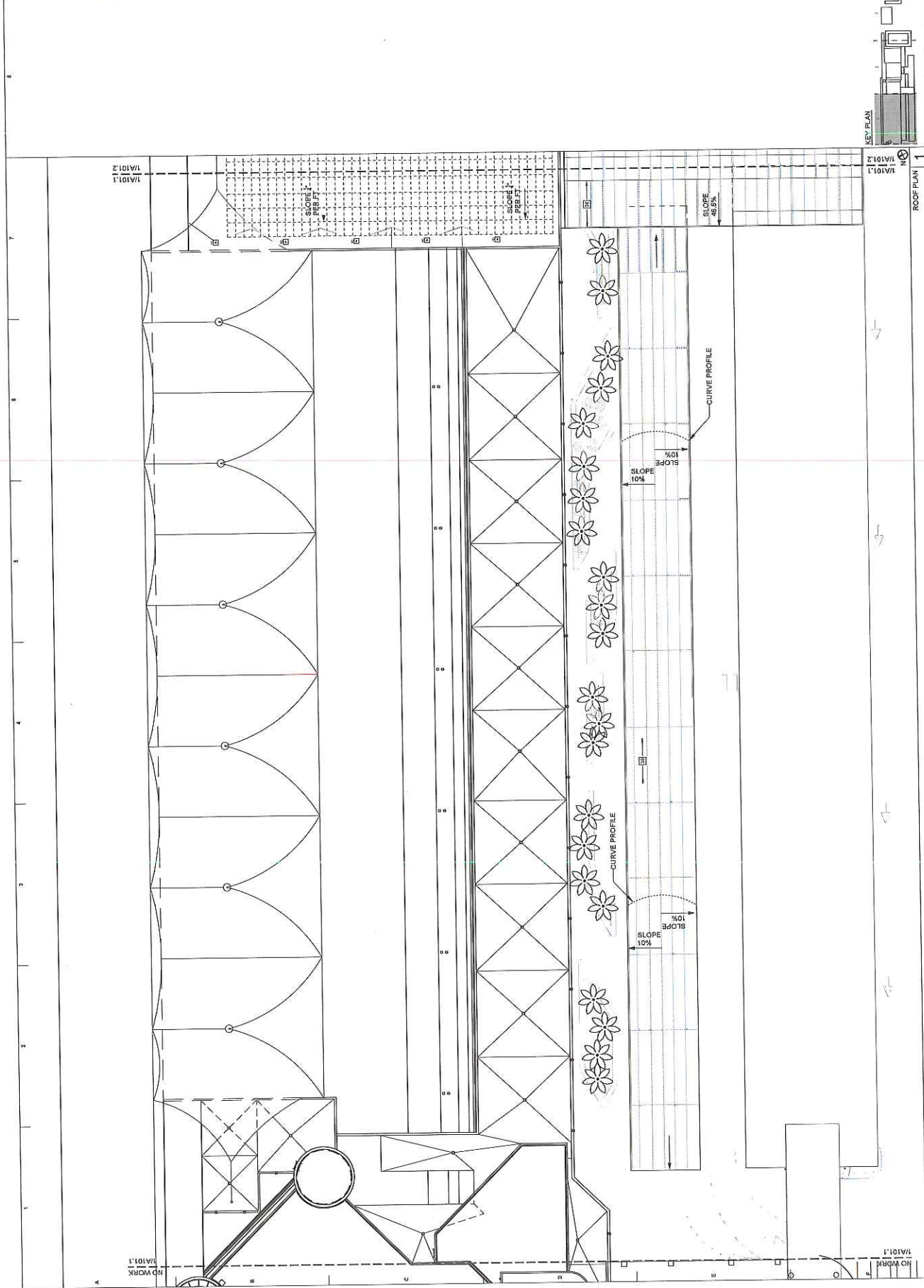
KEY PLAN
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A103.2

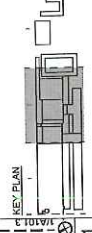
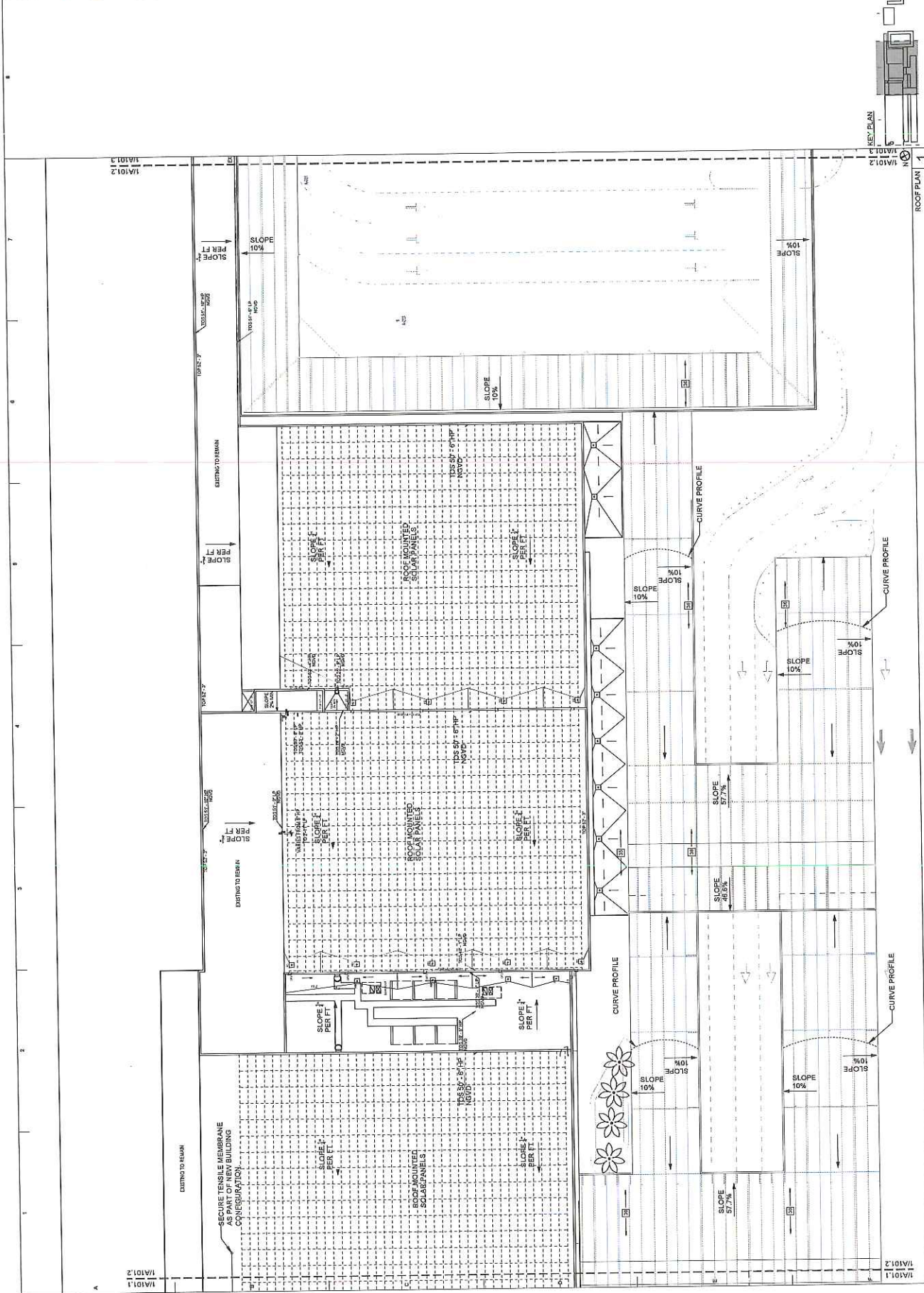
1/8" = 1'-0"
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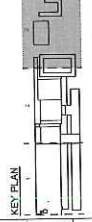
FLOOR PLAN 1

NOT LISTED
A103.1

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A103.1





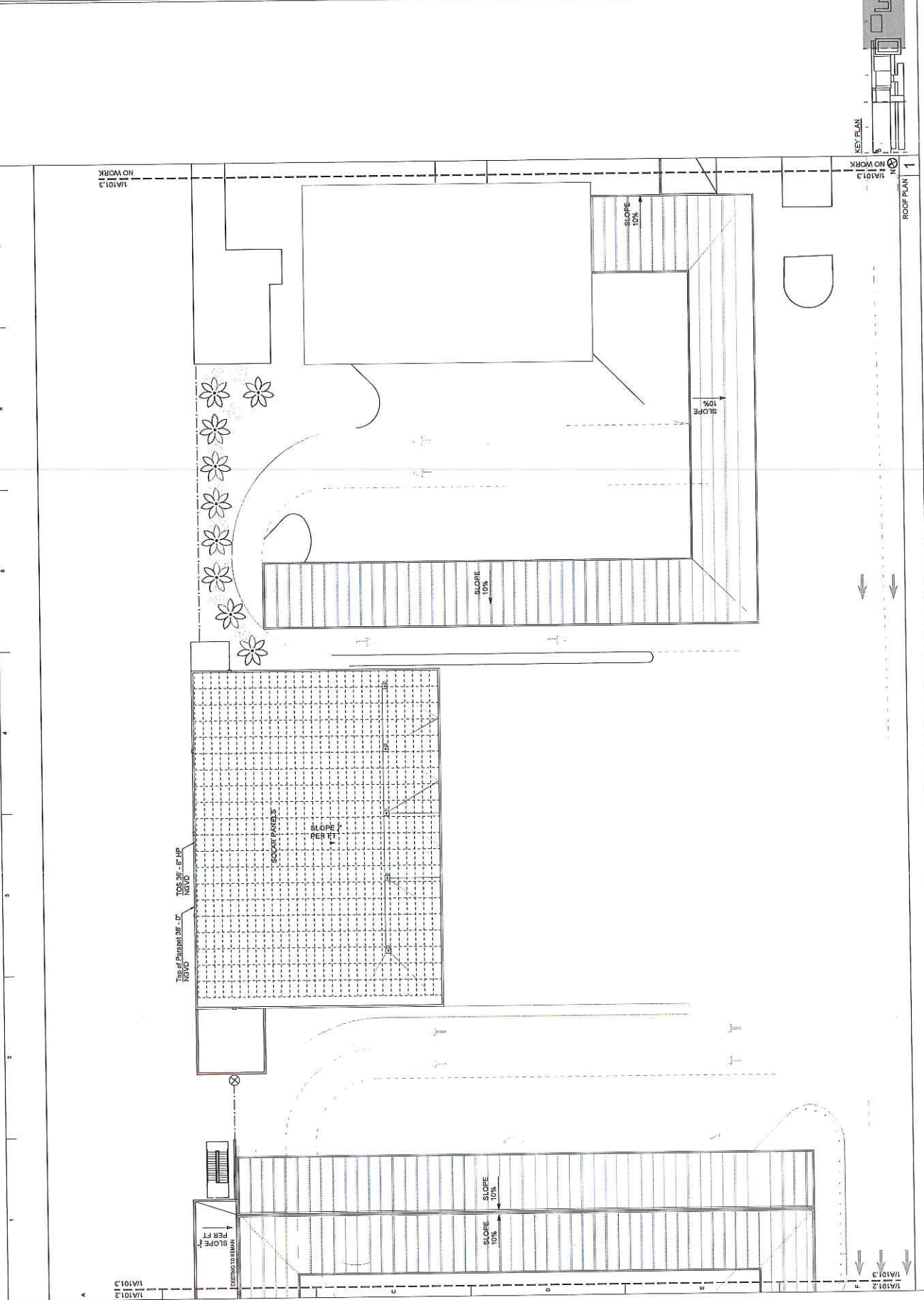


DESIGNER	DESIGN GROUP
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PROJECT NO.	PROJECT NO.
CLIENT	CLIENT
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PORTMIAMI CRUISE TERMINAL F.2.0
 PERADES AND RENOVATIONS
 1109 NORTH CRUISE BLVD
 MIAMI, FL 33132

ARCHITECTURE & INTERIORS
 Berenblum
 Busch Architects

FOR MAMA
 ARCHITECTURE & INTERIORS

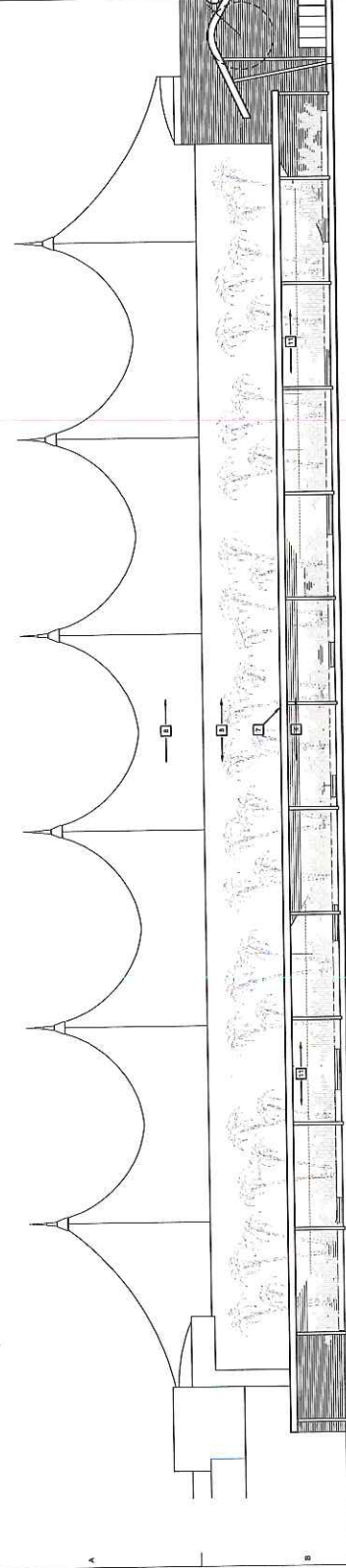


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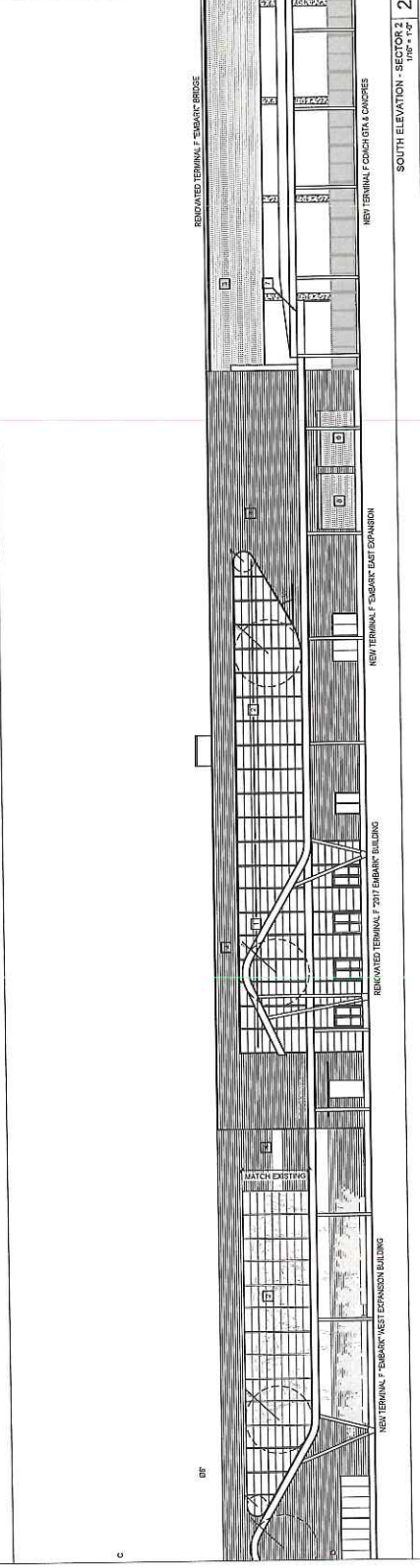
- ELEVATIONS KEYNOTES**
- 1.1 MATCH TO PREVIOUS DRAWING
 - 1.2 MATCH TO NEXT DRAWING
 - 1.3 MATCH TO PREVIOUS DRAWING
 - 1.4 MATCH TO NEXT DRAWING
 - 1.5 MATCH TO PREVIOUS DRAWING
 - 1.6 MATCH TO NEXT DRAWING
 - 1.7 MATCH TO PREVIOUS DRAWING
 - 1.8 MATCH TO NEXT DRAWING
 - 1.9 MATCH TO PREVIOUS DRAWING
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 - 1.19 MATCH TO PREVIOUS DRAWING
 - 1.20 MATCH TO NEXT DRAWING

SOUTH ELEVATION - SECTOR 1
1/8" = 1'-0"

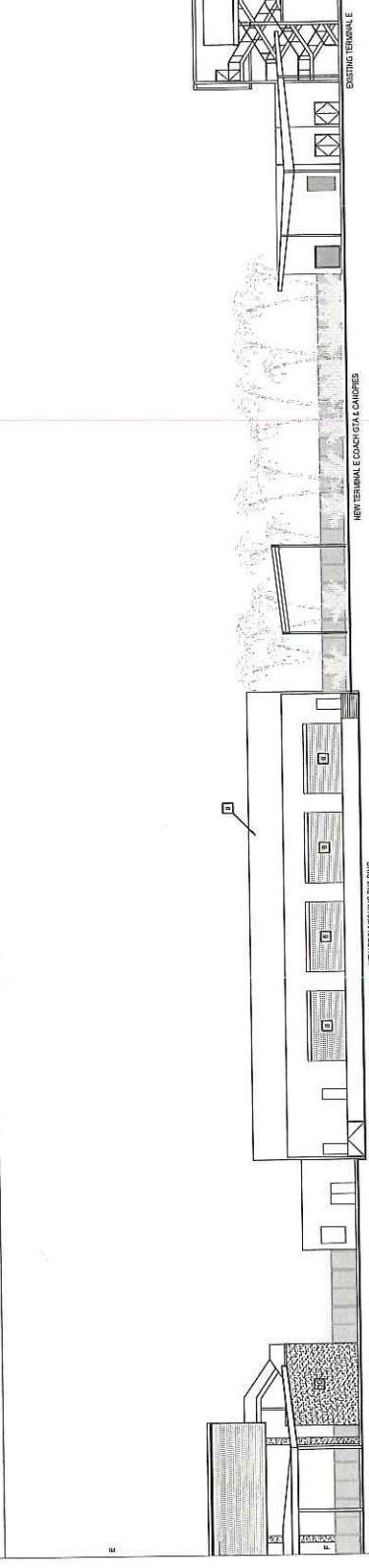


RENOVATED TERMINAL F-100P BUILDING

SOUTH ELEVATION - SECTOR 2
1/8" = 1'-0"



SOUTH ELEVATION - SECTOR 3
1/8" = 1'-0"



SOUTH ELEVATION - SECTOR 3
1/8" = 1'-0"

ARCHITECTURE & INTERIOR

Berenblum
Busch Architects

1000 N. W. 10th St.
Miami, FL 33136
Tel: 305.575.1100
Fax: 305.575.1101
www.berenblum.com

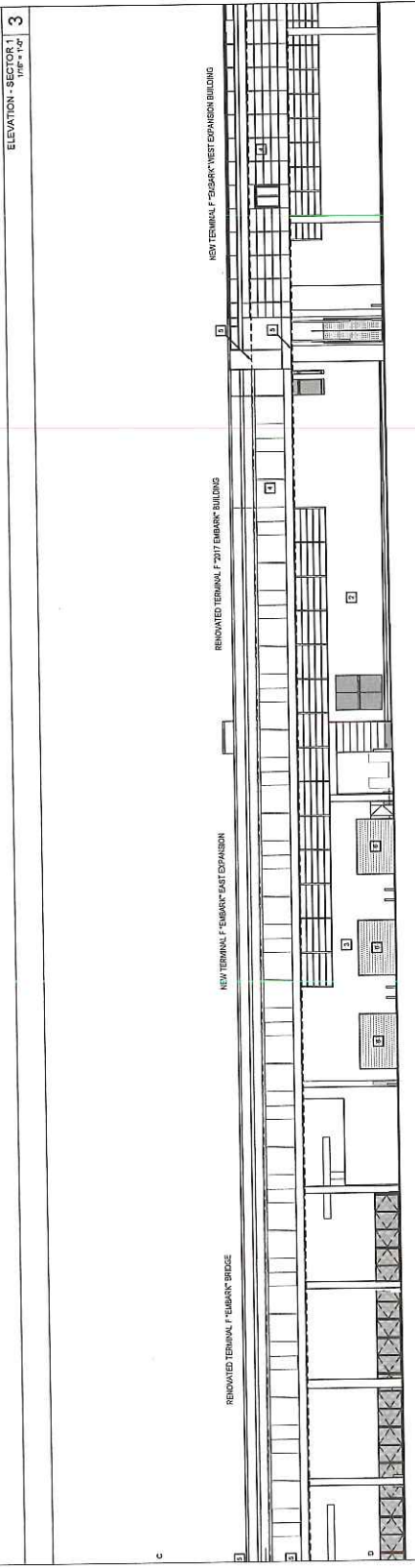
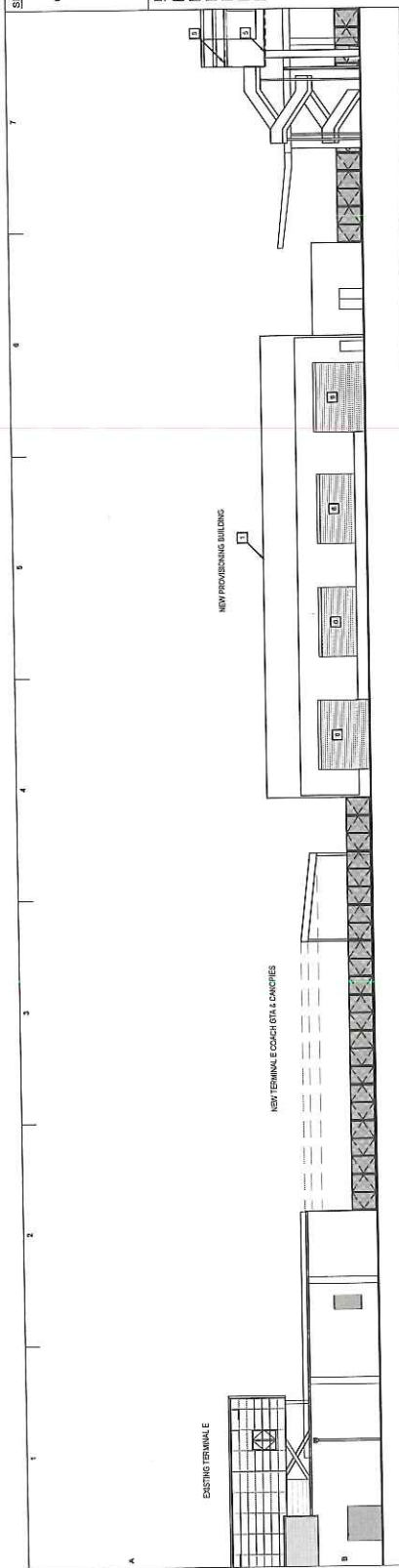
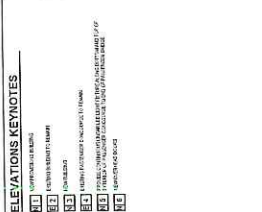
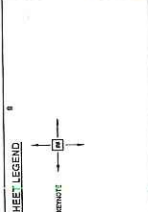
CLIENT
PORTMAMI

PORTMAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

DATE: 10/15/2014
DRAWN BY: J. B. BROWN
CHECKED BY: J. B. BROWN
PROJECT NO.: 1103 NORTH CRUISE BLVD

DESIGN COORDINATOR	DATE
DESIGNER	DATE
PROJECT NO.	DATE
PROJECT NAME	DATE
PROJECT ADDRESS	DATE
PROJECT PHONE	DATE
PROJECT FAX	DATE
PROJECT EMAIL	DATE
PROJECT WEBSITE	DATE
PROJECT SOCIAL MEDIA	DATE

A201



A203

DATE PLOTTED

DATE PRINTED

DATE CHECKED

DATE DESIGNED

DATE DRAWN

DATE REVISION

DATE APPROVED

DATE REVIEWED

DATE SUBMITTED

DATE RECEIVED

DATE NOTED

DATE COMMENTED

DATE REVISION

DATE APPROVED

DATE REVIEWED

DATE SUBMITTED

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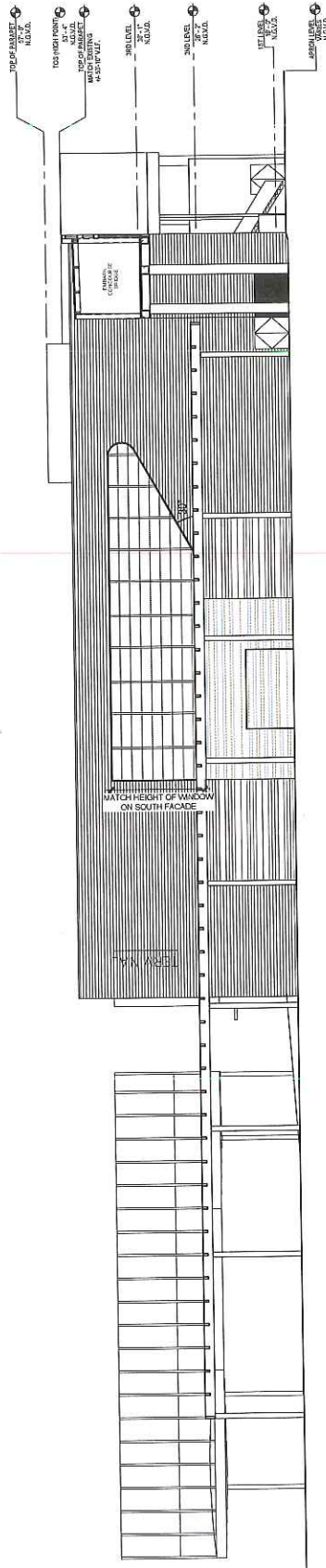
DATE REVIEWED

PORT MIAMI CRUISE TERMINAL F.2
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.375.1103
WWW.BUSCHARCHITECTS.COM

CLIENT
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1103 NORTH CRUISE BLVD
MIAMI, FL 33132
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ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.375.1103
WWW.BUSCHARCHITECTS.COM



EAST ELEVATION

1

WITH HEIGHT OF WINDOW
MATCH HEIGHT OF WINDOW
ON SOUTH FACADE

TOP OF ROOF
MATCH ELEVATION
OF SOUTH FACADE

TOP OF ROOF
MATCH ELEVATION
OF SOUTH FACADE

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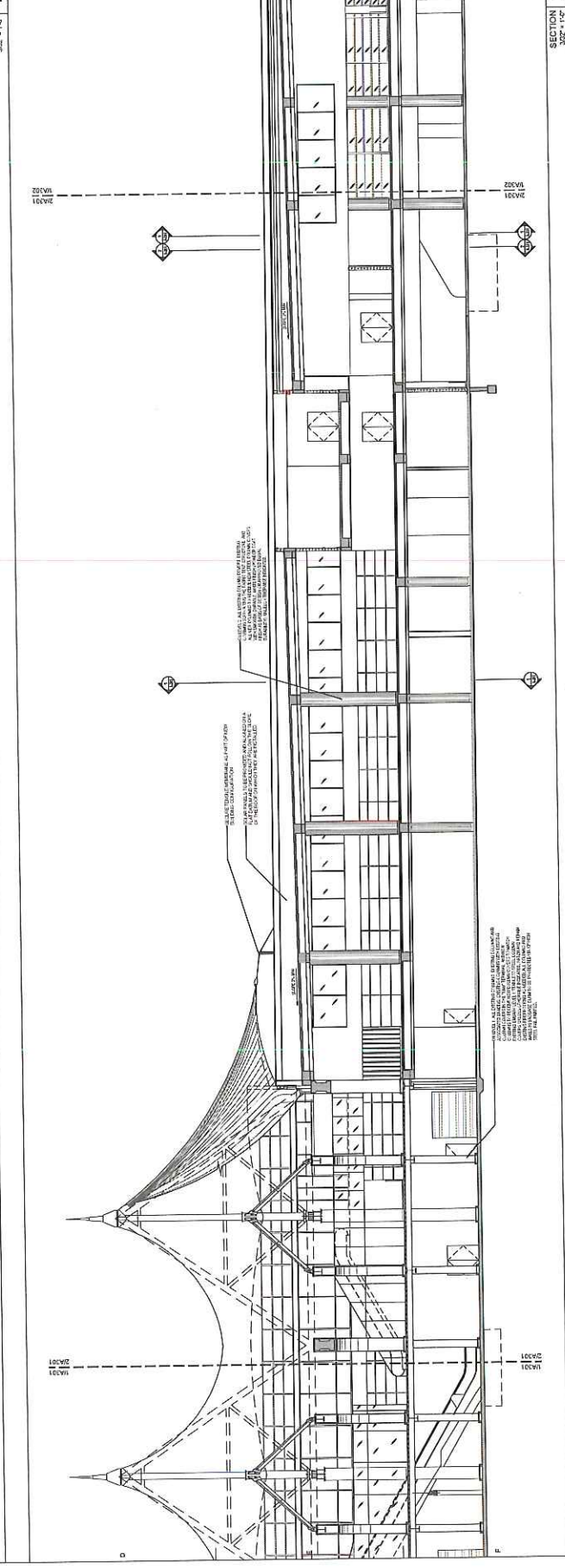
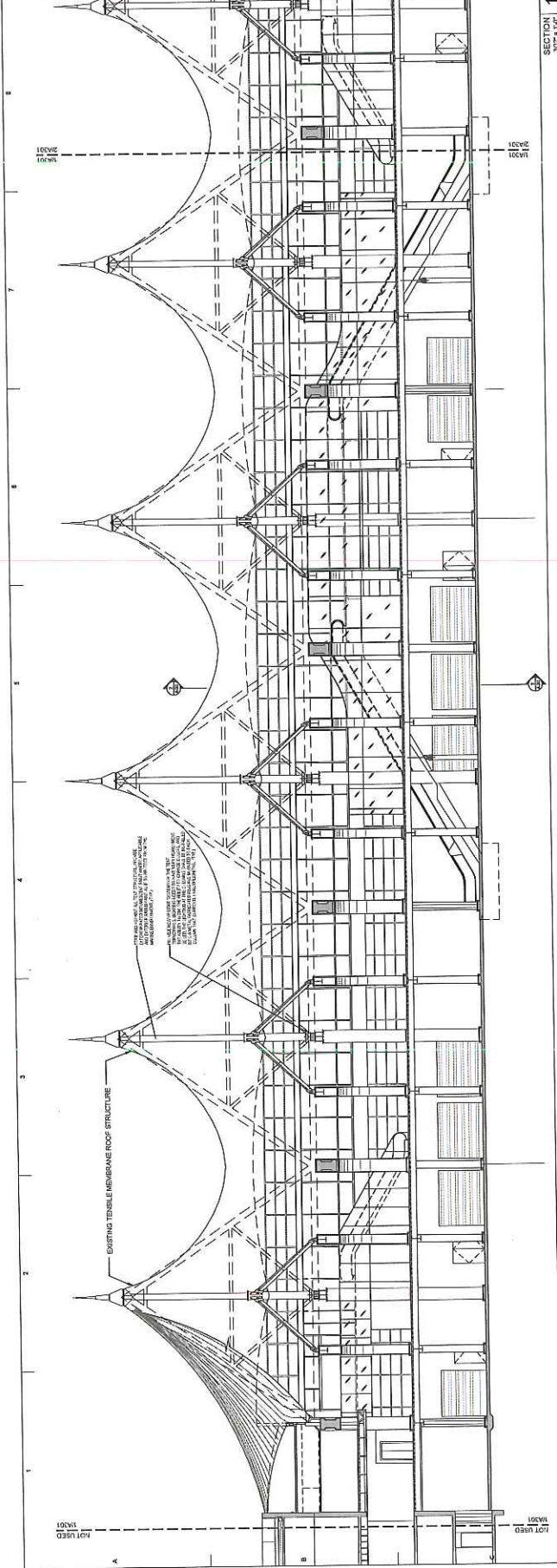
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MATCH ELEVATION
OF SOUTH FACADE

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MATCH ELEVATION
OF SOUTH FACADE



Sheet No. A302

SECTION 2
3/22" = 1'-0"

DESIGN CRITERIA

DATE	10/11/2011
BY	MM
CHECKED BY	MM
DATE	10/11/2011

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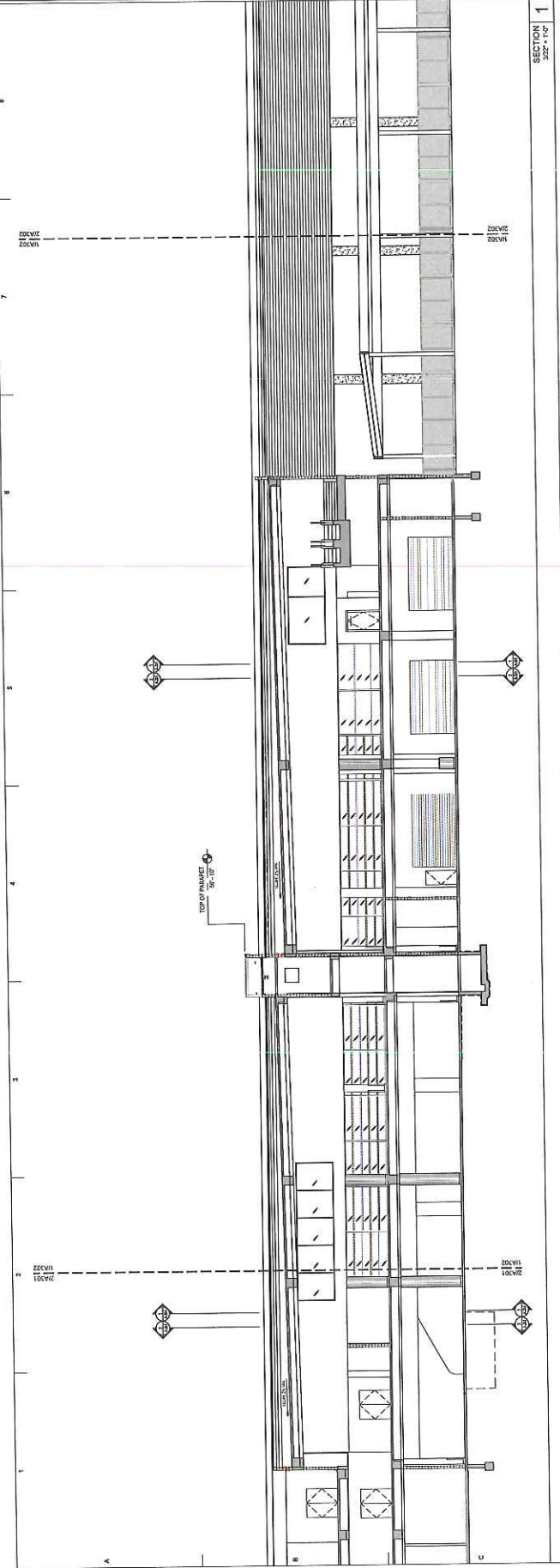
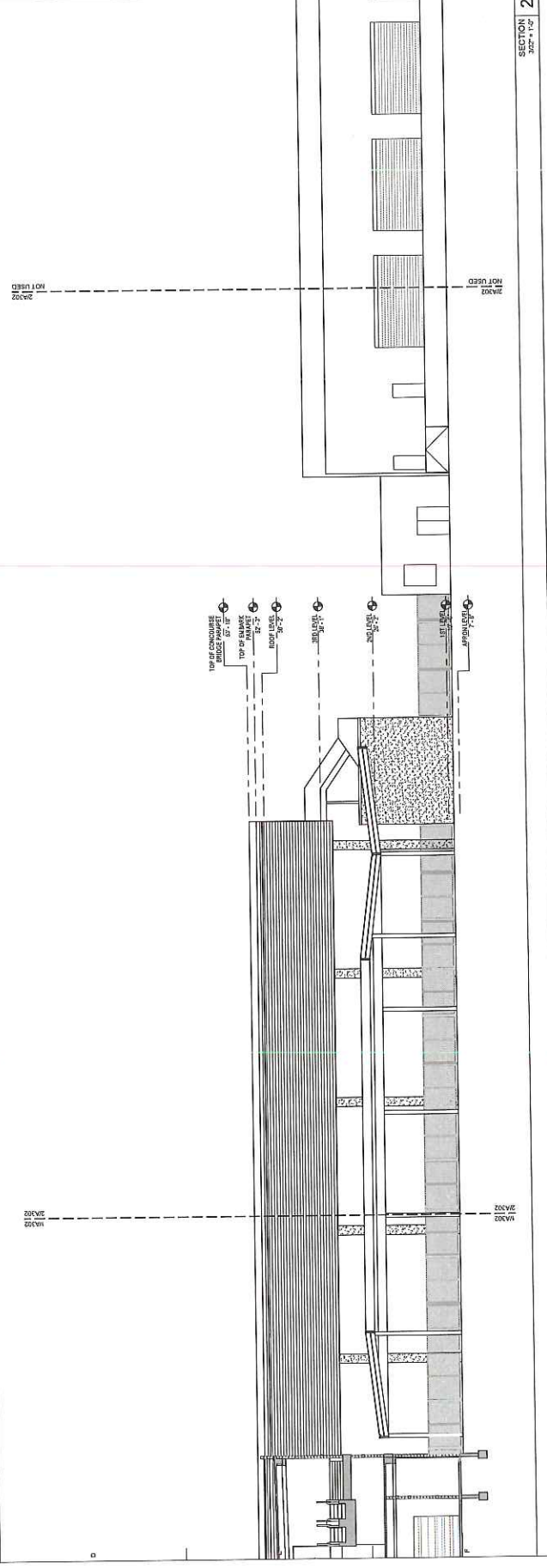
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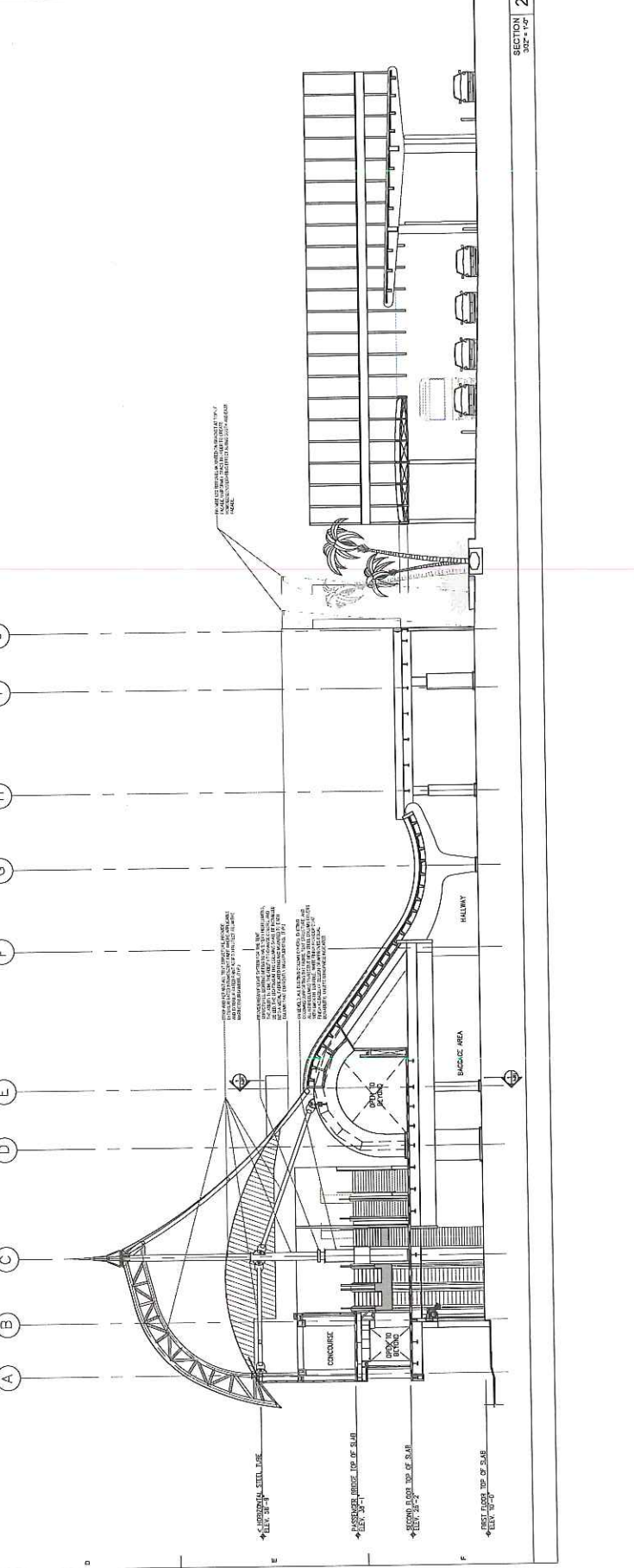
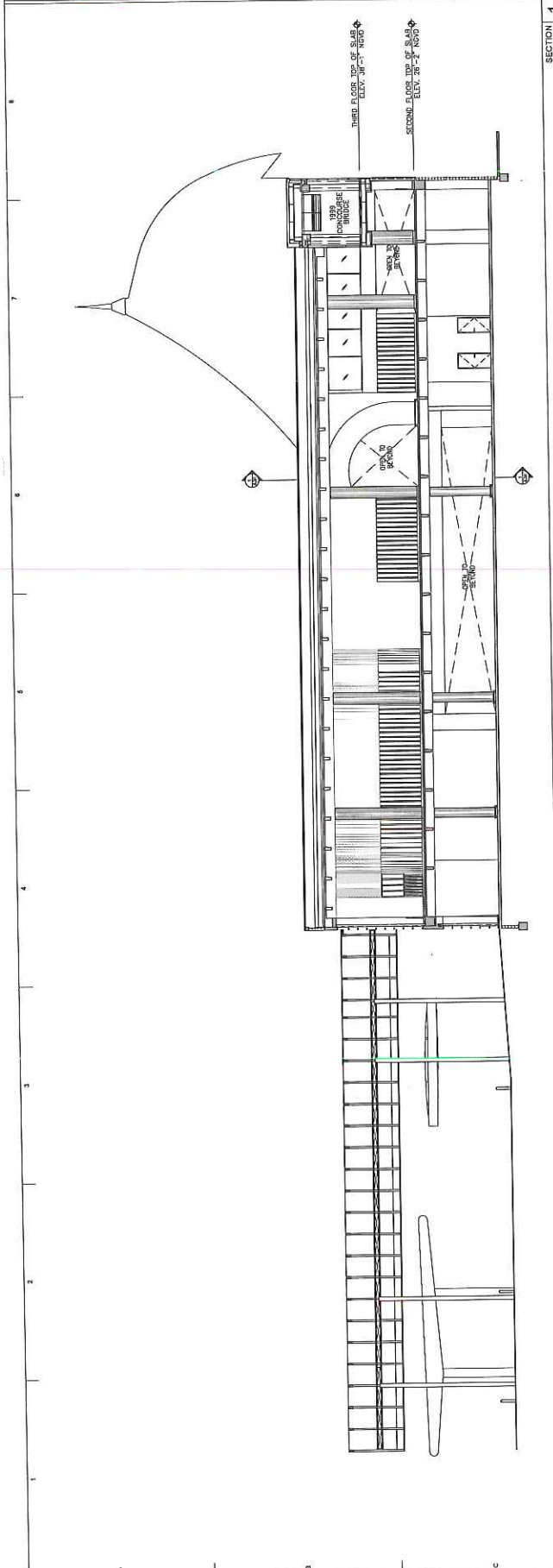
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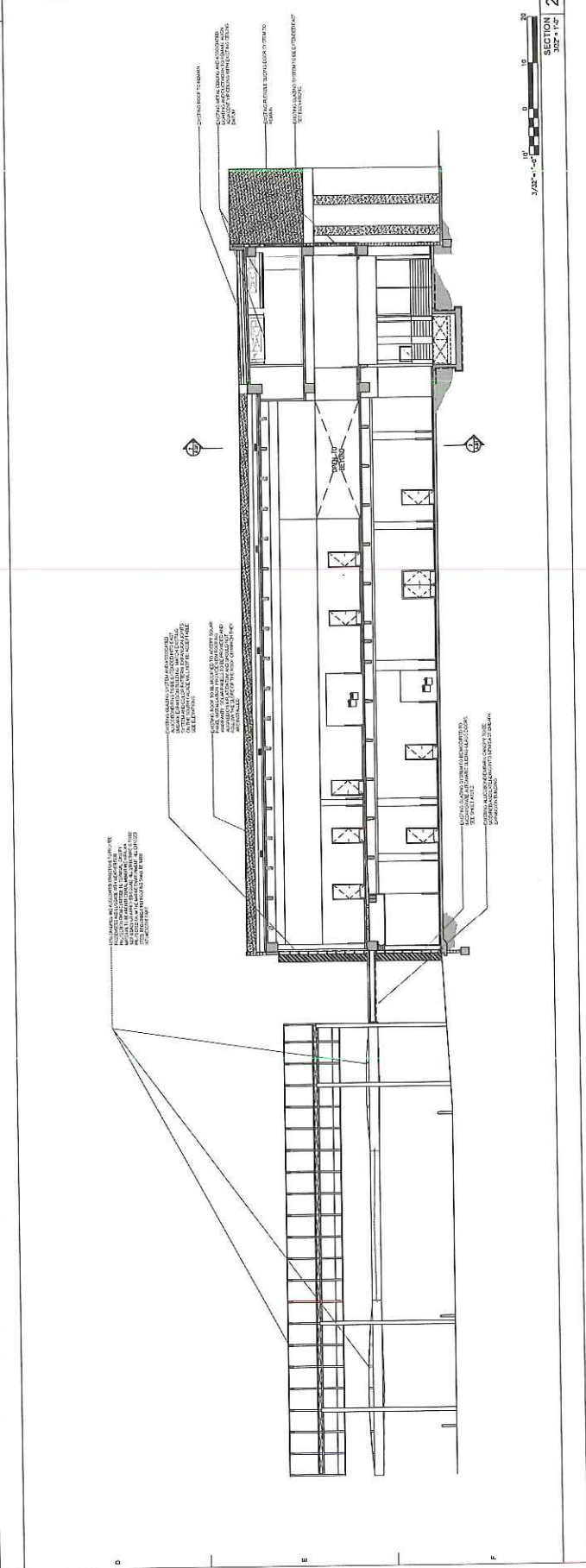
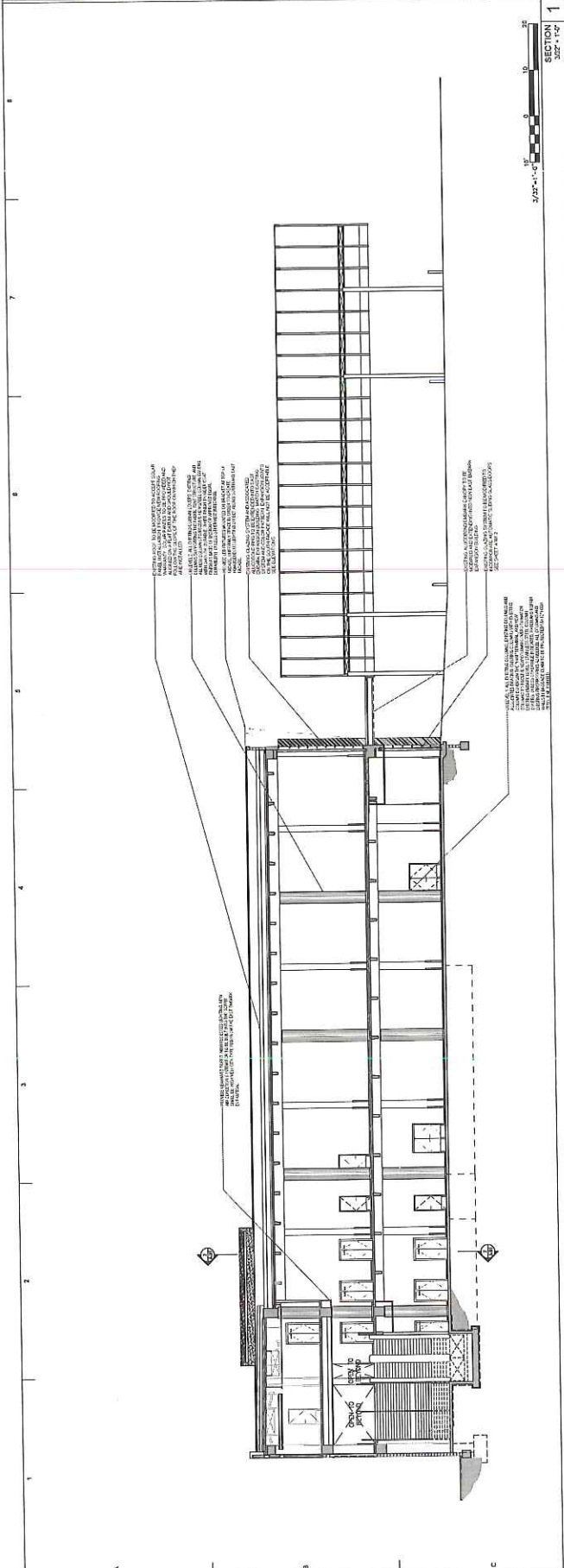
PORTMIAMI CRUISE TERMINAL F 2.0
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

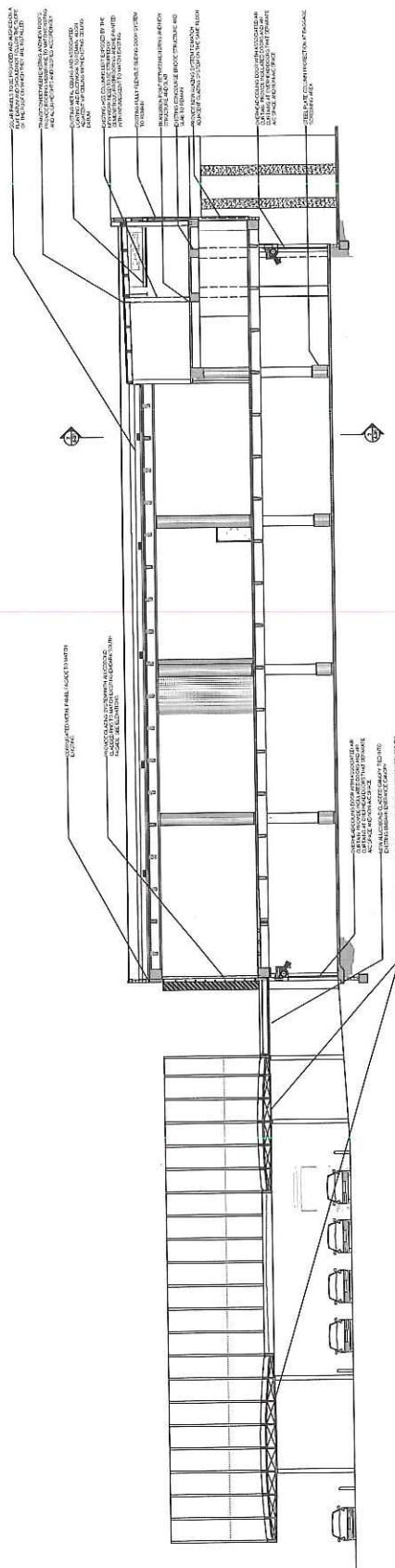
CLIENT
PORTMIAMI
 PORTMIAMI CRUISE TERMINAL
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

ARCHITECTURAL & INTERIOR
Berenblum Busch Architects
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132
 TEL: 305.375.1100
 WWW.BBA-ARCH.COM







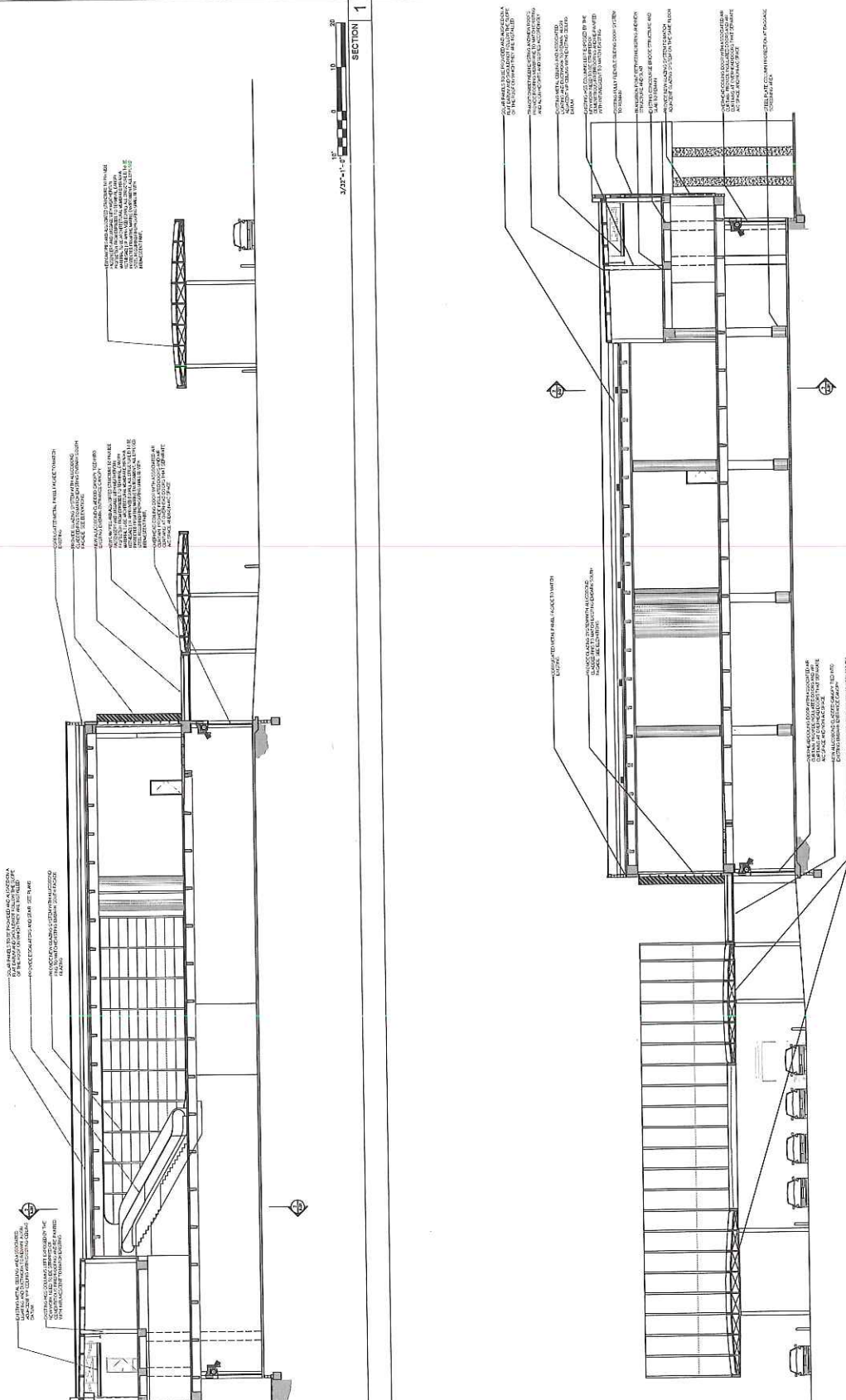


DESIGN CRITERIA

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LOCATION	1103 NORTH CRUISE BLVD
SCALE	3/24" = 1" - 0'
PROJECT NO.	1800000000
DATE	05/01/2018
PROJECT	PORTAMAMI
LOCATION	1103 NORTH CRUISE BLVD
SCALE	3/24" = 1" - 0'
PROJECT NO.	1800000000

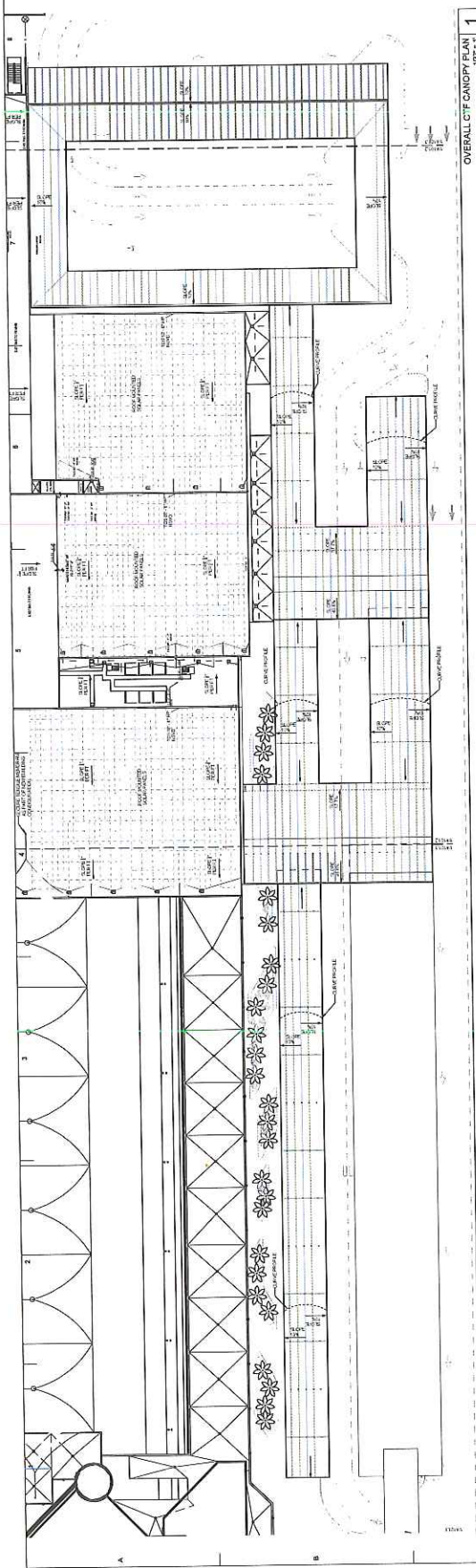
PORTAMAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE & INTERIORS
Berenblum
Busch Architects

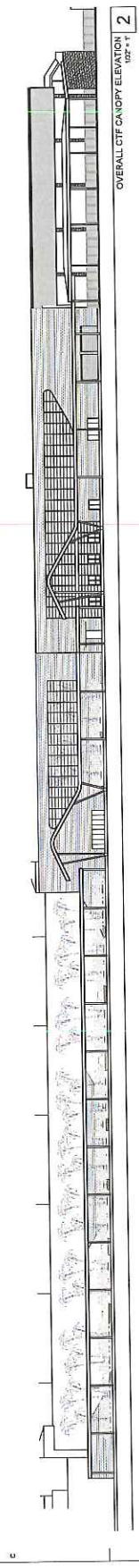


ARCHITECTURE & INTERIORS
Berenblum
Busch Architects

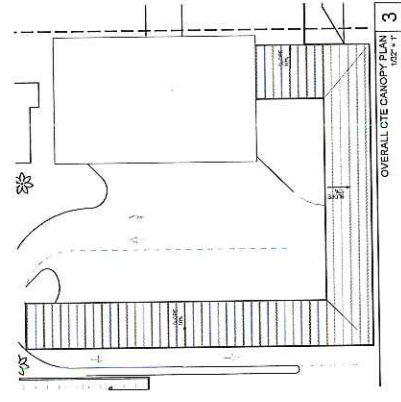
PORTAMAMI
1103 NORTH CRUISE BLVD
MIAMI, FL 33132



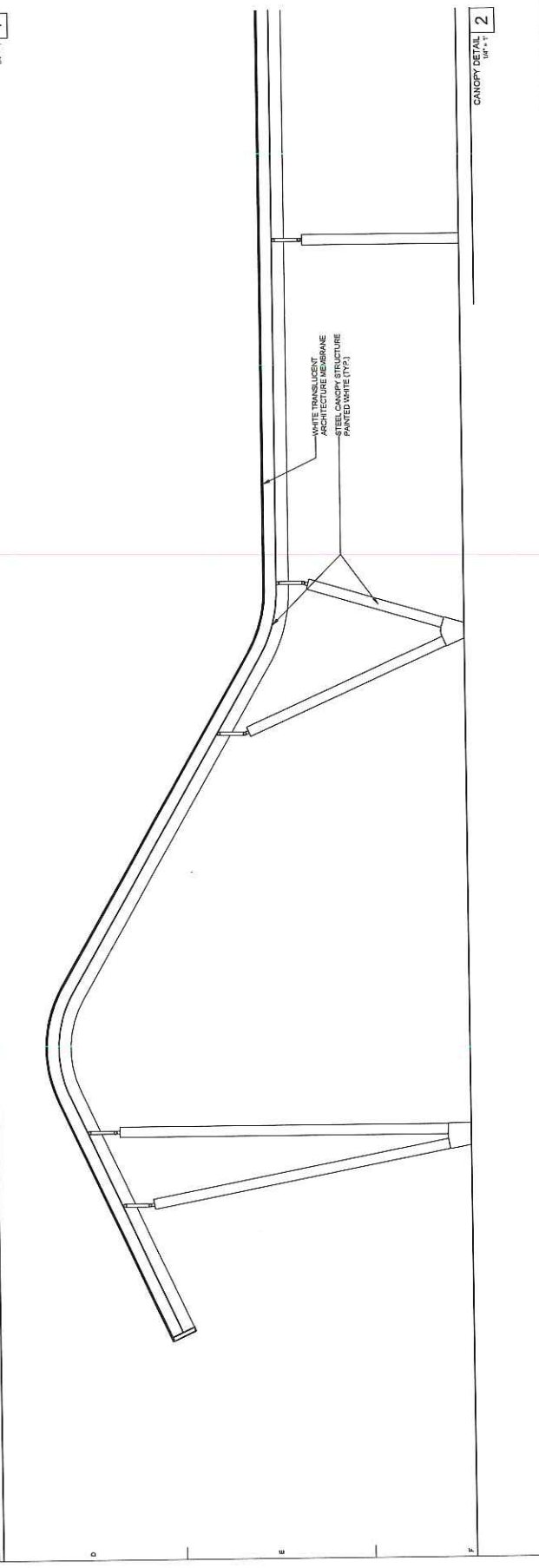
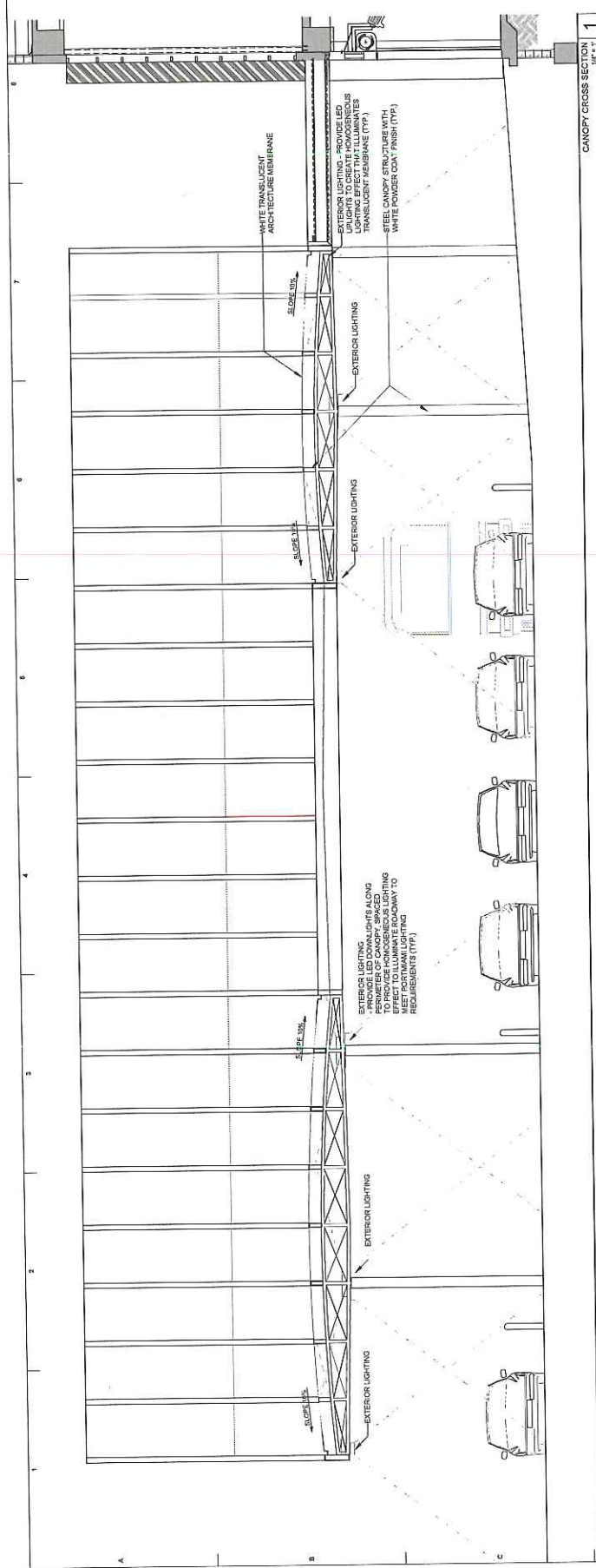
OVERALL CTE CANOPY PLAN
 1:125 = 1'



OVERALL CTE CANOPY ELEVATION
 1:125 = 1'



OVERALL CTE CANOPY PLAN
 1:125 = 1'





DESIGN CRITERIA DOCUMENT
FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



REQUEST FOR DESIGN-BUILD SERVICES (RDBS)

FOR

CRUISE TERMINAL F EXPANSION AND BERTHING RE-ALIGNMENT

PORTMIAMI

MIAMI-DADE COUNTY, FLORIDA

CONTRACT NO. DB19-SEA-01

PROJECT NO. 2018-047

PROJECT MANUAL

VOLUME II - REFERENCES

DESIGN CRITERIA DOCUMENT

2019 AUGUST 30

JACOBS[®]

550 W. Cypress Creek Road
Ft. Lauderdale, FL 33309

EB0000072 AAC001992 LC26000188

Jacobs Project No. D3106101



DESIGN CRITERIA DOCUMENT
FOR
CRUISE TERMINAL F EXPANSION
AND BERTHING RE-ALIGNMENT
CONTRACT NO. DB19-SEA-01
PROJECT NO. 2018-047



In association with:



BC Architects AIA, Inc.
75 Valencia Avenue, Suite 1000
Coral Gables, FL 33134



Berenblum Busch Architects
2200 NW 2nd Ave #211
Miami, FL 33127



LOUIS J. AGUIRRE & ASSOCIATES, P.A.
Consulting Engineers

9150 South Dadeland Boulevard, Suite 900 Miami, Florida 33156
Tele: 305.670.0141 • Fax 305.670.0144 • <http://www.ljaapa.com>

Louis J. Aguirre & Associates, P.A.
9150 South Dadeland Blvd. Suite 900
Miami, FL 33156

TABLE OF CONTENTS**VOLUME III – REFERENCE DOCUMENT**

The following documents are being provided with this Request for Design-Build Services (RDBS) to assist the Design/Builder in developing his cost and design.

Except as specifically set forth in the body of this RDBS, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RDBS, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein.

No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Builder can rely upon in performance of this contract.

All information contained in these Reference Documents must be verified by a proper factual investigation. The Design-Builder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

REFERENCE DOCUMENT

- R1. Port Miami Cruise Directory, 2019
- R2. Topographic Survey, Existing Conditions, Miami-Dade County, (AutoCAD)
- R3. CTF Geotechnical Reports
 - R3.1. CTF Geotechnical Engineering Study Report by Langan, December 06, 2016. (35 pages) (PDF)
 - R3.2. CTF Pile Load Test Report by Langan, December 08, 2016. (14 pages) (PDF)
- R4. CTF Hazmat Report (Not used)
- R5. CTF Temporary Provisioning (Not used)
- R6. CTF Current Floor Plans
 - R6.1. Demo 01 (CAD) (PDF)
 - R6.2. Demo 02 (CAD) (PDF)
 - R6.3. Interior Alteration (CAD) (PDF)
 - R6.4. Embark (CAD) (PDF)
- R7. CTF Security (Not used)
- R8. CTF Signage (Not used)
- R9. Not used
- R10. Master Utilities Plan (CAD)
- R11. Existing Storm Sewer by Jacobs (1 Page) (PDF)



- R12. New CTF Watermain Tie-In to increase flow. April 13, 2018 (1 page) (PDF)
- R13. Existing Sanitary Sewer by Jacobs. (1 page) (PDF)
- R14. Existing Electrical by Jacobs. (1 page) (PDF)
- R15. Existing Telecom by Jacobs. (1 page) (PDF)
- R16. Existing Lighting by Jacobs. (1 page) (PDF)
- R17. CTF Construction Staging Area (Not used)
- R18. CTF As-Builts Plans
- R18.1. 01 As-Builts Original September 06,2018 (PDF) (DWG)
 - R18.2. 02 As-Builts Recent September 06,2018 (PDF) (DWG)
 - R18.3. 20 As-Builts Diamond Building. April 26,2019 (PDF) (DWG)
 - R18.4. CT 3-4-5 Original Plans (PDF) (DWG)
- R19. CTF Asbestos Survey Reports
- R19.1. Report of Building Material Survey, Sampling and Evaluation of Asbestos-Containing Materials. Roof Above Concourse CTF. By AirQuest Environmental, Inc. January 02, 2016. (16 pages) (PDF)
 - R19.2. Report of Building Material Survey, Sampling and Evaluation of Asbestos-Containing Materials. Exterior Areas CTF. By AirQuest Environmental, Inc. November 9, 2016. (18 pages) (PDF)
 - R19.3. Report of Building Material Survey, Sampling and Evaluation of Asbestos-Containing Materials. Interior and Exterior Areas CTF. By AirQuest Environmental, Inc. November 9, 2016. (48 pages) (PDF)
- R20. Sculpture Relocation Plans by Port Miami. June 2013. (7 pages) (PDF)
- R21. Berthing Options by Port Miami. May 09, 2019 (3 documents)(PDF)
- R22. Schematic Sequencing Plans BC Architects AIA, Inc. August 15, 2019
- R23. CTA & CTB CBP Floor Plans (2 documents) (PDF)
- R23.1. CTA CBP by BA April 19, 2017 (38 pages) (PDF)
 - R23.2. CTB CBP by April 19, 2017 (47 pages) (PDF)
- R24. U.S. Customs and Border Protection, Preliminary and Example Requirements
- R24.1. Office of Information Technology (OIT), National Cabling Standards, January p2012, Version 1.0 (63 pages)
 - R24.2. Wireless Standard for New Facilities Requirements Document (3 pages)
 - R24.3. Standard Data/Radio/Voice Rack Layout (1 page)
 - R24.4. Voice/Data Communications Room Requirements, Release Version 3.0, June 2009 (14

R24.5. pages)

R24.6. "EXAMPLE" Minimum Security Requirements, Cruise Terminal B, June 2017 (23 pages)

R24.7. "EXAMPLE" Horizontal Communications Cabling Statement of Work (SOW), June 2017, v
1.0 (47 pages)

R25. Solar Panel Simulation Summary by Folsom Labs. June 18, 2019 (3 pages) (PDF)

R26. Stainless Steel CBP Podiums Shop Drawings – Example by R.K. Designs. June 19, 2019 (5 pages)
(PDF)

R27. IT and AV Information for CTF & CTG (7 documents) (PDF)

R28. IA Fireproofing CTF Permit Drawings by Berenblum Busch Architects, 19 July 2019. (6 pages)
(PDF)

R29. CTG – CBP Security Upgrades by Port Miami. August 2017 (36 pages)(PDF)

R30. Architectural Design Intent (Schematic) Drawings. Berenblum Busch Architects, August 16, 2019.

R30.1. A110s – Reflected Ceiling Plans

R30.2. A500s- Details

R30.3. A600's – Schedules

R30.4. A900s – Lighting Concept

R30.5. I100s - Finish Plans

R30.6. I110s – Overall Floor Finishes

R30.7. I120s – Furniture Plans

R30.8. I200s – Interior Elevations

R30.9. I400s – Large Scale Views

R30.10. I500s - Details

R30.11. I600s – Schedules

R30.12. I900s – Renders

R31. Furniture Design Intent (Schematic) Drawings (PDF)

R32. Chain Link Fence and Accessories Specification (8 pages) (PDF)

R33. Instrumentation Monitoring Summary Reports (3 documents) (PDF)

R33.1. Summary of Instrumentation Monitoring Activities CTF – Report 12 by Langan. April 10,
2017 (55 pages) (PDF)

R33.2. Summary of Instrumentation Monitoring Activities CTF – Report 1 by Langan. January 25,
2017 (54 pages) (PDF)

R33.3. Summary of Instrumentation Monitoring Activities CTF – Report 23 by Langan. September
22, 2017 (278 pages) (PDF)

END OF SECTION

PORTMIAMI

CRUISE TERMINAL F 2.0 UPGRADES AND RENOVATIONS

MIAMI-DADE COUNTY SEAPORT DEPARTMENT

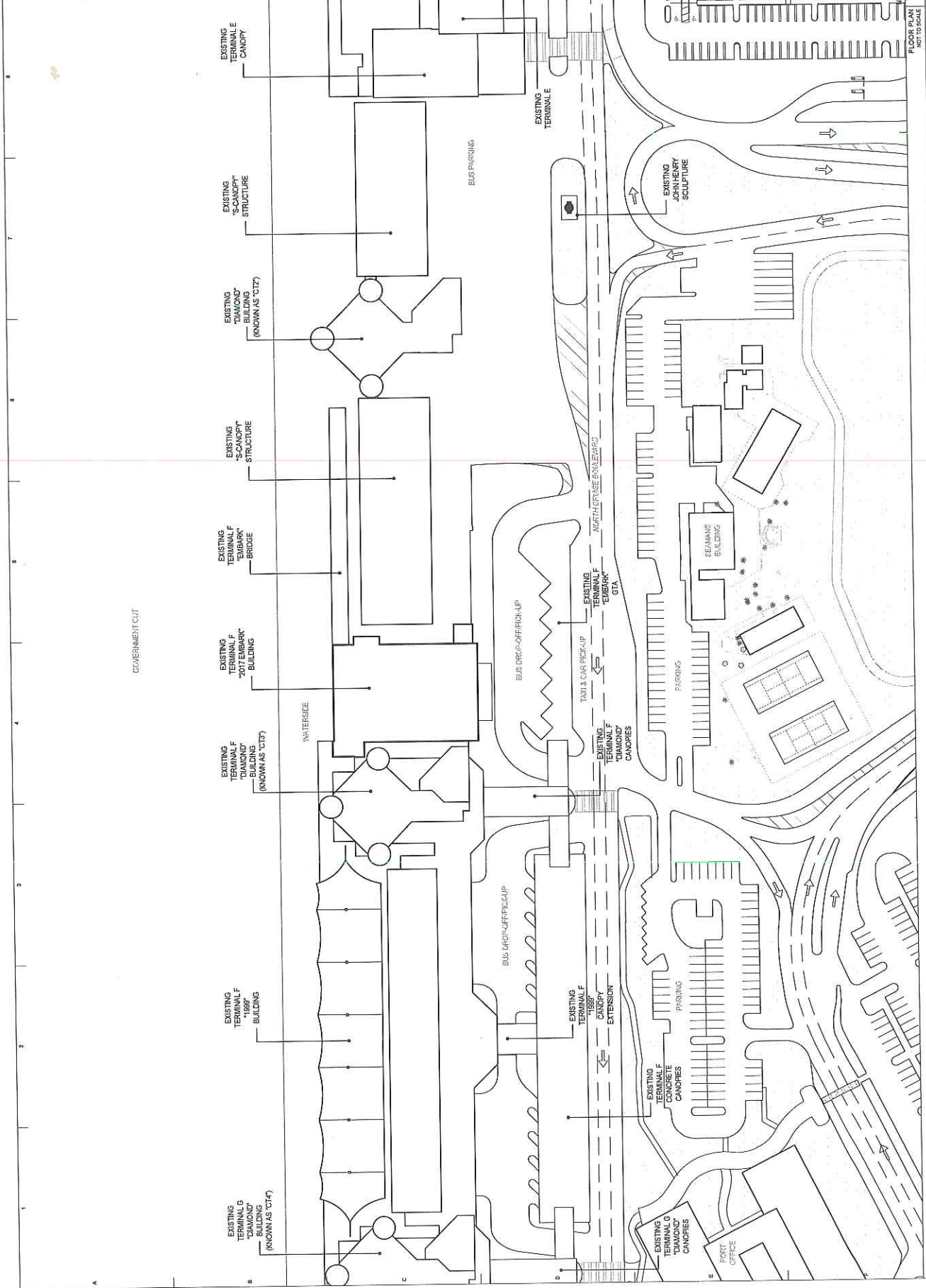
PORTMIAMI PROJECT NO. 2018-047

90% DESIGN CRITERIA | 2019.08.16

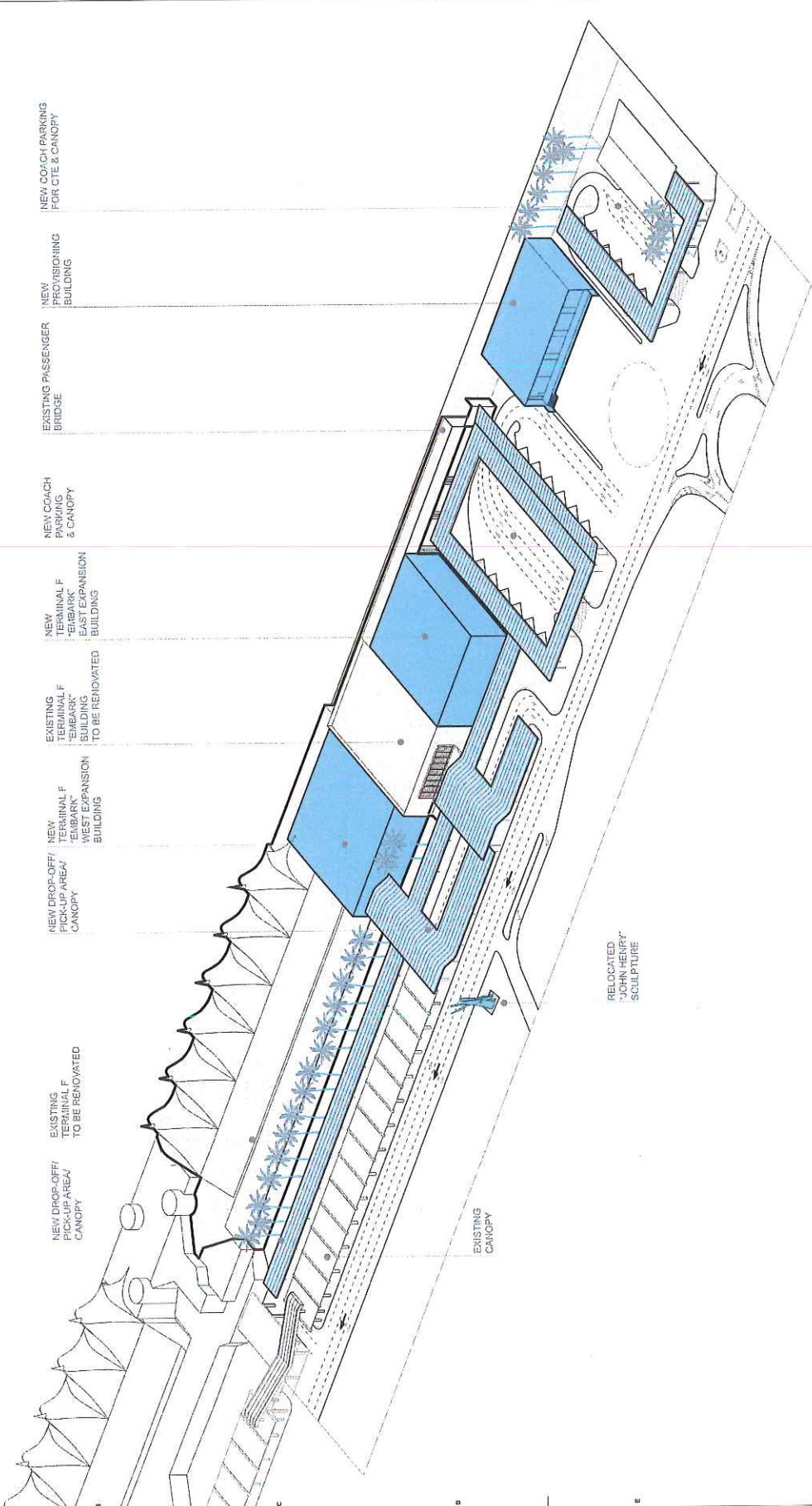
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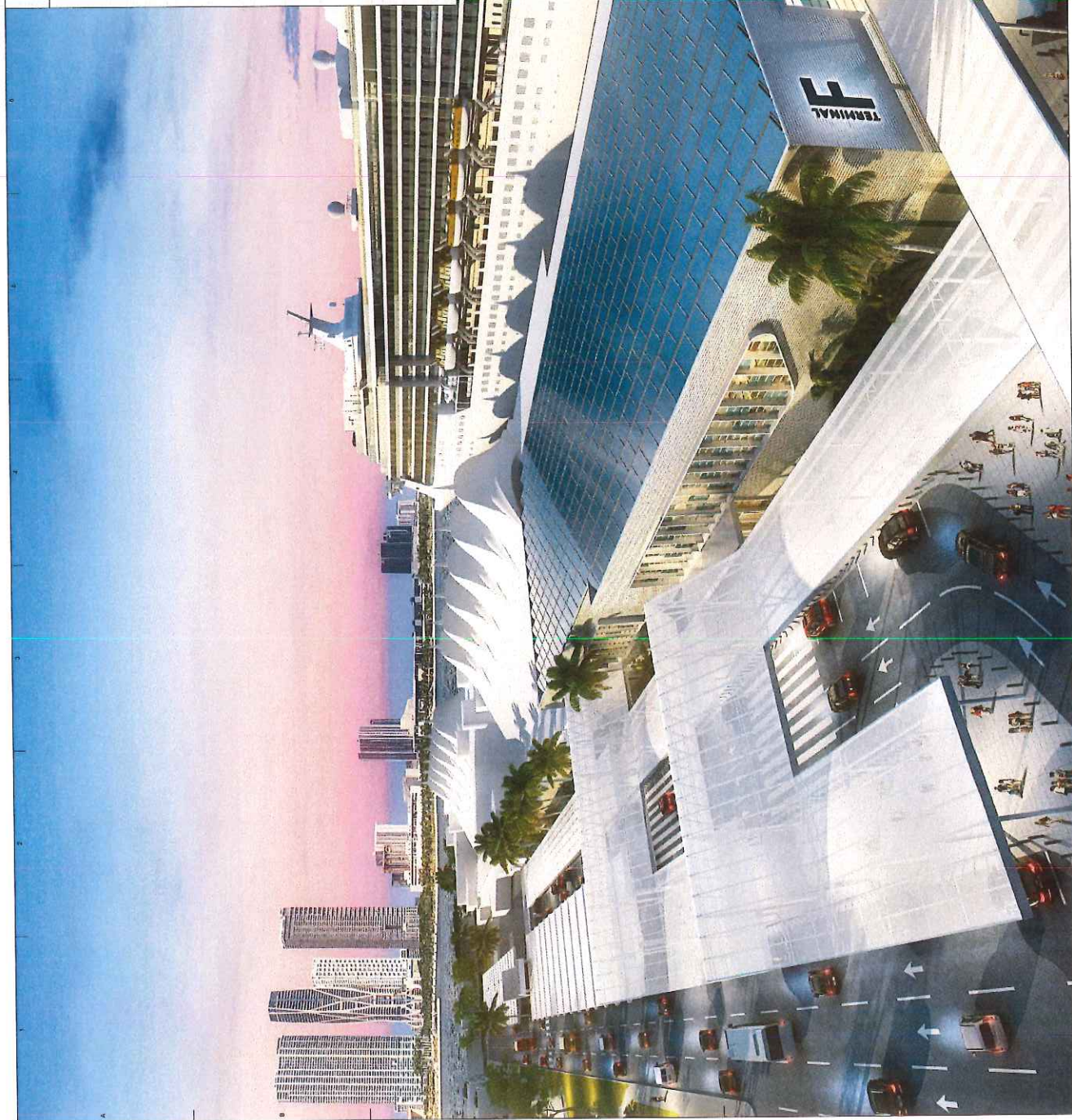


Berenblum
Busch Architects



GOVERNMENT CUT





AREA TABULATION

CRUISE TERMINAL F.2.0 AREA TABULATION		
ROOM/AREA NAME	NET SQUARE FOOTAGE (SF)	SEATS
LEVEL 1		
BAGGAGE CLAIM	60,371	
CRUISE SHOP	8,792	
CRUISE RESTAURANT	8,428	
PRE-SCREENING LOUNGE	13,232	100
BAGGAGE SORTING	2,576	
BAGGAGE SCREENING	8,463	
PROVISIONING	9,525	
LEVEL 2		
WAITING AREA - DISTING BUILDING	20,250	752
WAITING AREA - NEW BUILDING	24,100	268
PHOTO BOOTH	2,148	
CREW LOUNGE	14,037	60
PASSENGER WAITING	2,328	
VIP SCREENING	2,328	
VIP LOUNGE	11,848	500
LEVEL 3		
OVERALL CONCOURSE	18,356	

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE: BERENBLUM BUSCH ARCHITECTS
GENERAL CONTRACTOR: PERKINS+WILL
MECHANICAL: PERKINS+WILL
ELECTRICAL: PERKINS+WILL
PLUMBING: PERKINS+WILL
PAINTING: PERKINS+WILL
SCULPTURE: PERKINS+WILL
LANDSCAPE ARCHITECTURE: PERKINS+WILL
INTERIOR DESIGN: PERKINS+WILL
EXTERIOR DESIGN: PERKINS+WILL
SIGNAGE: PERKINS+WILL
LIGHTING: PERKINS+WILL
FURNITURE: PERKINS+WILL
AV: PERKINS+WILL
ACCESSIBILITY: PERKINS+WILL
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VIDEO: PERKINS+WILL
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MOBILE APP DEVELOPMENT: PERKINS+WILL
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PROJECT COORDINATOR: PERKINS+WILL
PROJECT ASSISTANT: PERKINS+WILL
PROJECT OFFICE: PERKINS+WILL
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PROJECT END: PERKINS+WILL

G006

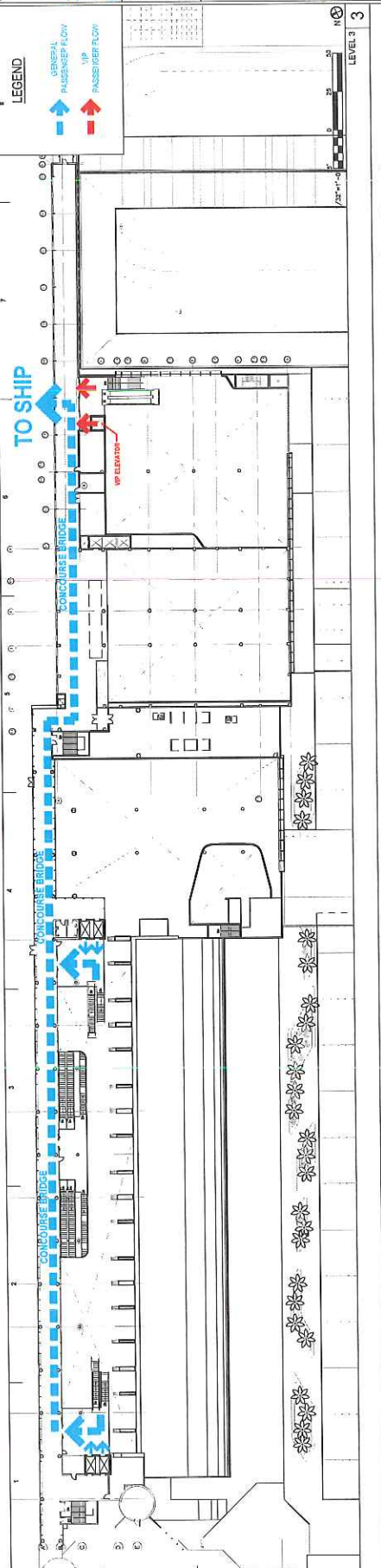
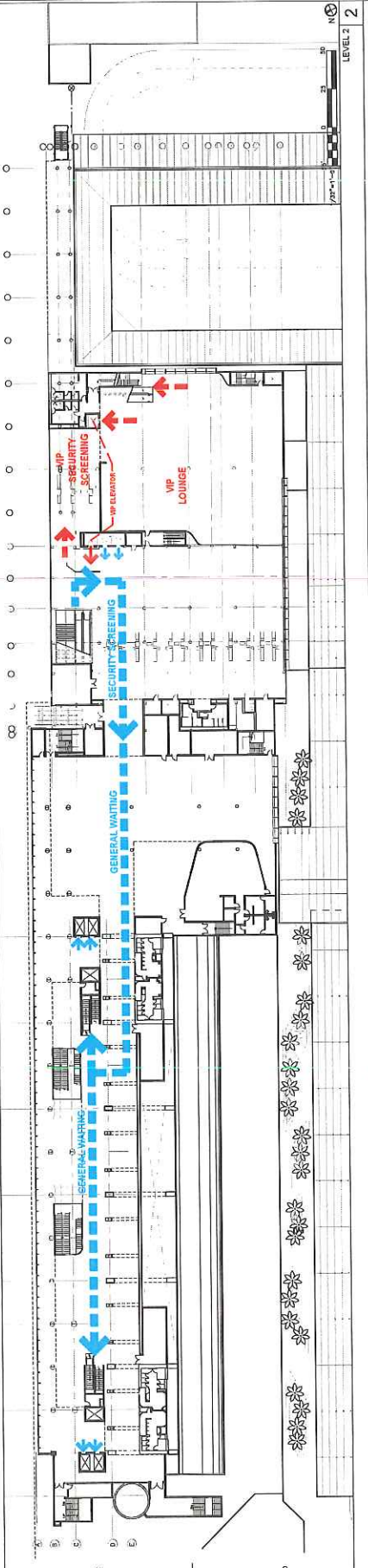
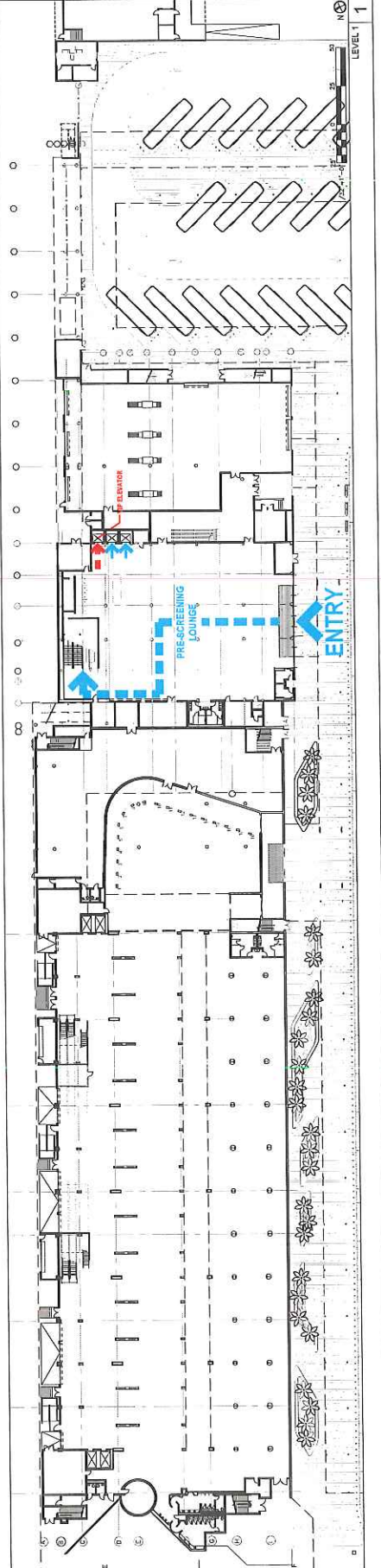
ARCHITECTURE & INTERIORS

Berenblum Busch Architects
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.441.1103
WWW.BBA.ARCHITECTS.COM

PERKINS+WILL
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.441.1103
WWW.PW.COM

DESIGNER	BERNBLUM BUSCH ARCHITECTS
DATE	10/20/11
PROJECT NO.	1103 NORTH CRUISE BLD
PROJECT NAME	PORT MIAMI CRUISE TERMINAL RENOVATIONS
PROJECT LOCATION	MIAMI, FL 33132
PROJECT TYPE	RENOVATION
PROJECT PHASE	CONCEPT DESIGN

PORT MIAMI CRUISE TERMINAL RENOVATIONS
 1103 NORTH CRUISE BLD
 MIAMI, FL 33132

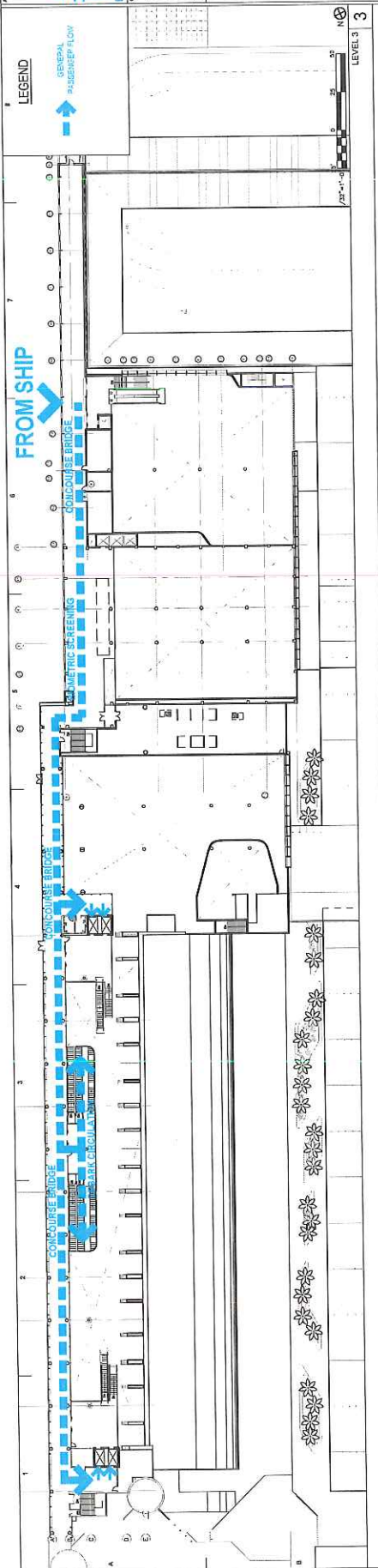
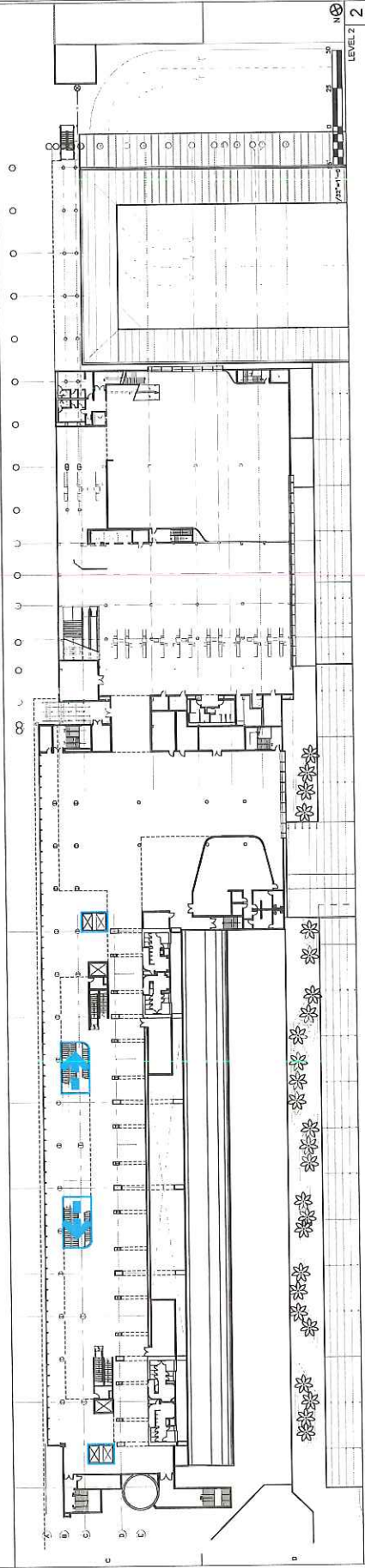
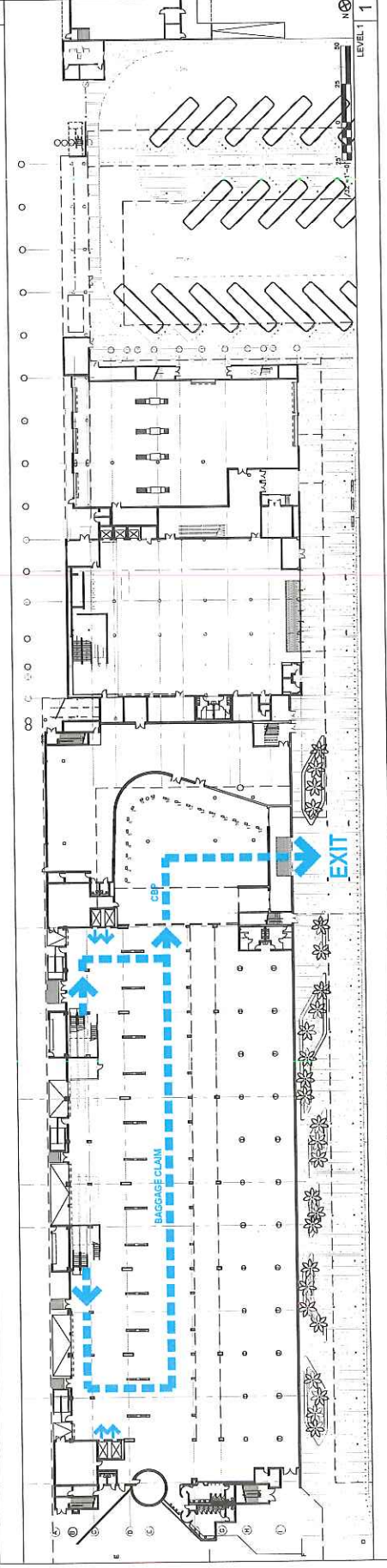


LEGEND



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DESIGNER	Berenblum Busch Architects
DATE	2014.05.01
SCALE	AS SHOWN
PROJECT NO.	1103 NORTH CRUISE BLVD
DESIGN NO.	001
REVISION NO.	001
DATE	2014.05.01
BY	MM
CHECKED BY	MM
APPROVED BY	MM
PROJECT MANAGER	MM
ARCHITECT/ENGINEER	MM

PORT MIAMI CRUISE TERMINAL RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132



ARCHITECTURE & INTERIORS
 Berenblum Busch Architects
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

LEGEND
 GENERAL CIRCULATION FLOW

FROM SHIP

CONCOURSE BRIDGE

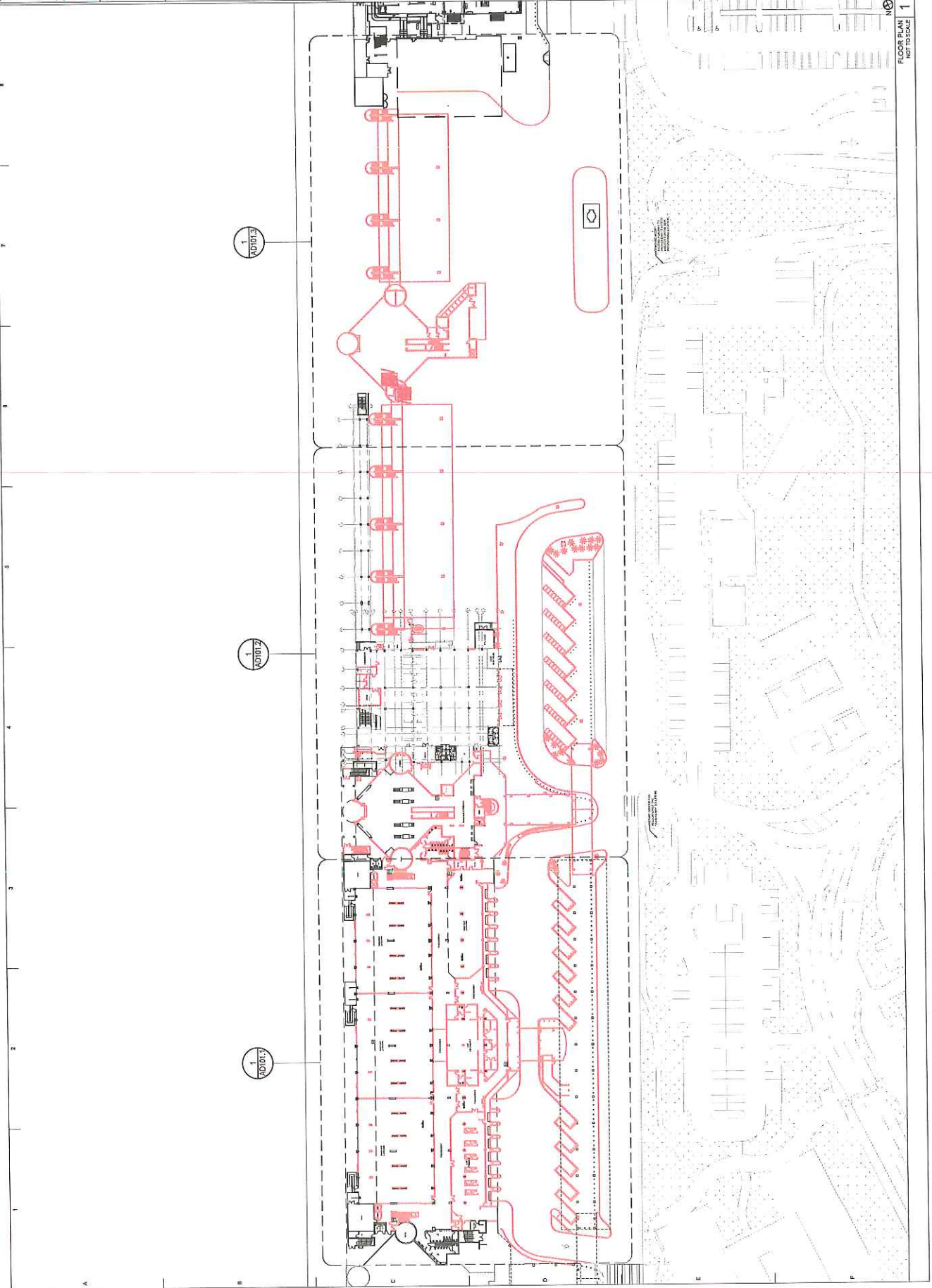
SCREENING

CONCOURSE BRIDGE

CONCOURSE BRIDGE

CONCOURSE BRIDGE

CONCOURSE BRIDGE



FLOOR PLAN
 NOT TO SCALE
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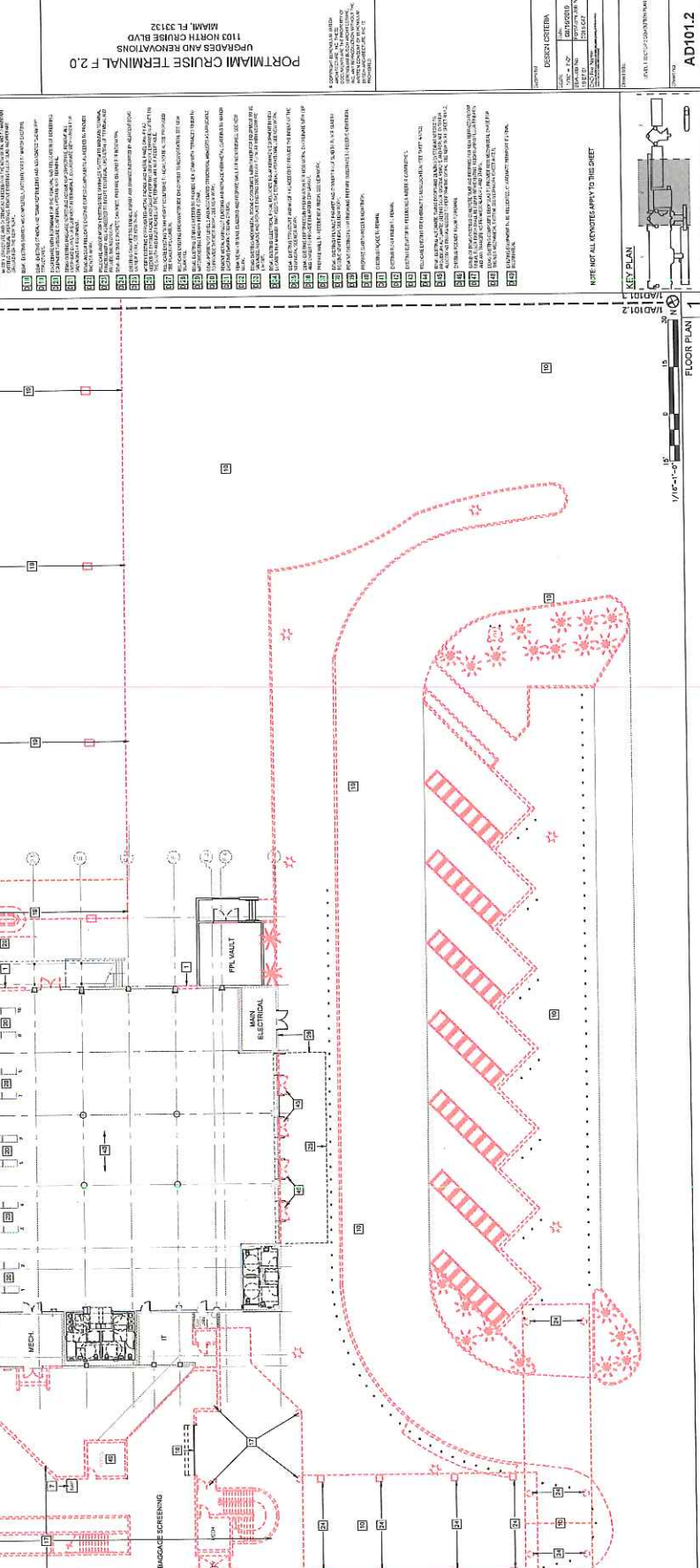
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CLIENT: PORTMIAMI
CLIENT ADDRESS: 1103 NORTH CRUISE BLVD MIAMI, FL 33132
DESIGNER: BARENBLUM BUSCH ARCHITECTS
DATE: 12/15/13
SCALE: 1/8" = 1'-0"

DESIGN CRITERIA:
 1. MEET ALL APPLICABLE CODES AND REGULATIONS.
 2. MAINTAIN EXISTING STRUCTURAL INTEGRITY AND LOAD CAPACITY.
 3. PRESERVE HISTORIC ARCHITECTURAL FEATURES WHERE APPROPRIATE.
 4. PROVIDE FULL ACCESSIBILITY FOR DISABLED PERSONS.
 5. USE Durable and low-maintenance materials.
 6. PROVIDE PROPER DRAINAGE AND WATER MANAGEMENT.
 7. MAINTAIN PROPER VENTILATION AND AIR QUALITY.
 8. PROVIDE PROPER SOUND ATTENUATION AND NOISE CONTROL.
 9. PROVIDE PROPER LIGHTING AND ENERGY EFFICIENCY.
 10. MAINTAIN PROPER FIRE SAFETY AND SMOKE CONTROL.
 11. PROVIDE PROPER SECURITY AND ACCESS CONTROL.
 12. MAINTAIN PROPER PEST CONTROL.
 13. PROVIDE PROPER LANDSCAPE DESIGN AND IRRIGATION.
 14. MAINTAIN PROPER FURNITURE AND FIXTURES.
 15. PROVIDE PROPER STORAGE AND MATERIAL HANDLING.
 16. MAINTAIN PROPER SIGNAGE AND WAYFINDING.
 17. PROVIDE PROPER TRAINING AND EDUCATION FOR STAFF AND PASSENGERS.
 18. MAINTAIN PROPER RECORDS AND DOCUMENTATION.
 19. PROVIDE PROPER COMMUNICATION AND PUBLIC RELATIONS.
 20. MAINTAIN PROPER FINANCIAL MANAGEMENT AND BUDGET CONTROL.

DEMOLITION KEYNOTES:
 1. DEMOLITION SHALL BE ACCORDING TO THE INTERNATIONAL SAFETY CODE (ISC) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.
 2. DEMOLITION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
 3. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DISRUPTION TO THE OPERATIONS OF THE TERMINAL.
 4. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE REMAINING STRUCTURE.
 5. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING ENVIRONMENT.
 6. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING INFRASTRUCTURE.
 7. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING UTILITIES.
 8. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING LANDSCAPE.
 9. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING HISTORIC ARCHITECTURE.
 10. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING CULTURAL HERITAGE.
 11. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING COMMUNITY.
 12. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING ECONOMY.
 13. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING ENVIRONMENT.
 14. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING INFRASTRUCTURE.
 15. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING UTILITIES.
 16. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING LANDSCAPE.
 17. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING HISTORIC ARCHITECTURE.
 18. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING CULTURAL HERITAGE.
 19. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING COMMUNITY.
 20. DEMOLITION SHALL BE COMPLETED WITHOUT CAUSING UNNECESSARY DAMAGE TO THE SURROUNDING ECONOMY.

SHEET LEGEND:
 1. NEW WORK: SOLID LINE
 2. EXISTING WORK: DASHED LINE
 3. DEMOLITION WORK: DASHED LINE WITH STIPPLES
 4. RETAIN WORK: DASHED LINE WITH DOTS
 5. FINISH: SOLID LINE WITH DOTS
 6. REMOVE: DASHED LINE WITH STIPPLES



AD102

FLOOR PLAN 1
NOT TO SCALE

DESIGN CRITERIA

DATE	10/15/2014
SCALE	1/8" = 1'-0"
PROJECT NO.	100100000
DATE	10/15/2014
SCALE	1/8" = 1'-0"
PROJECT NO.	100100000

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

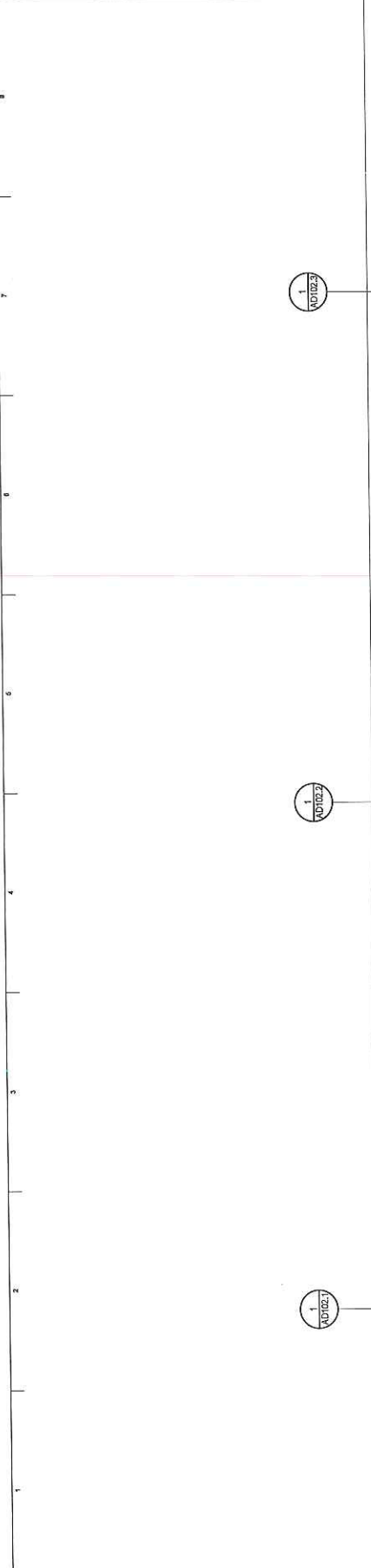
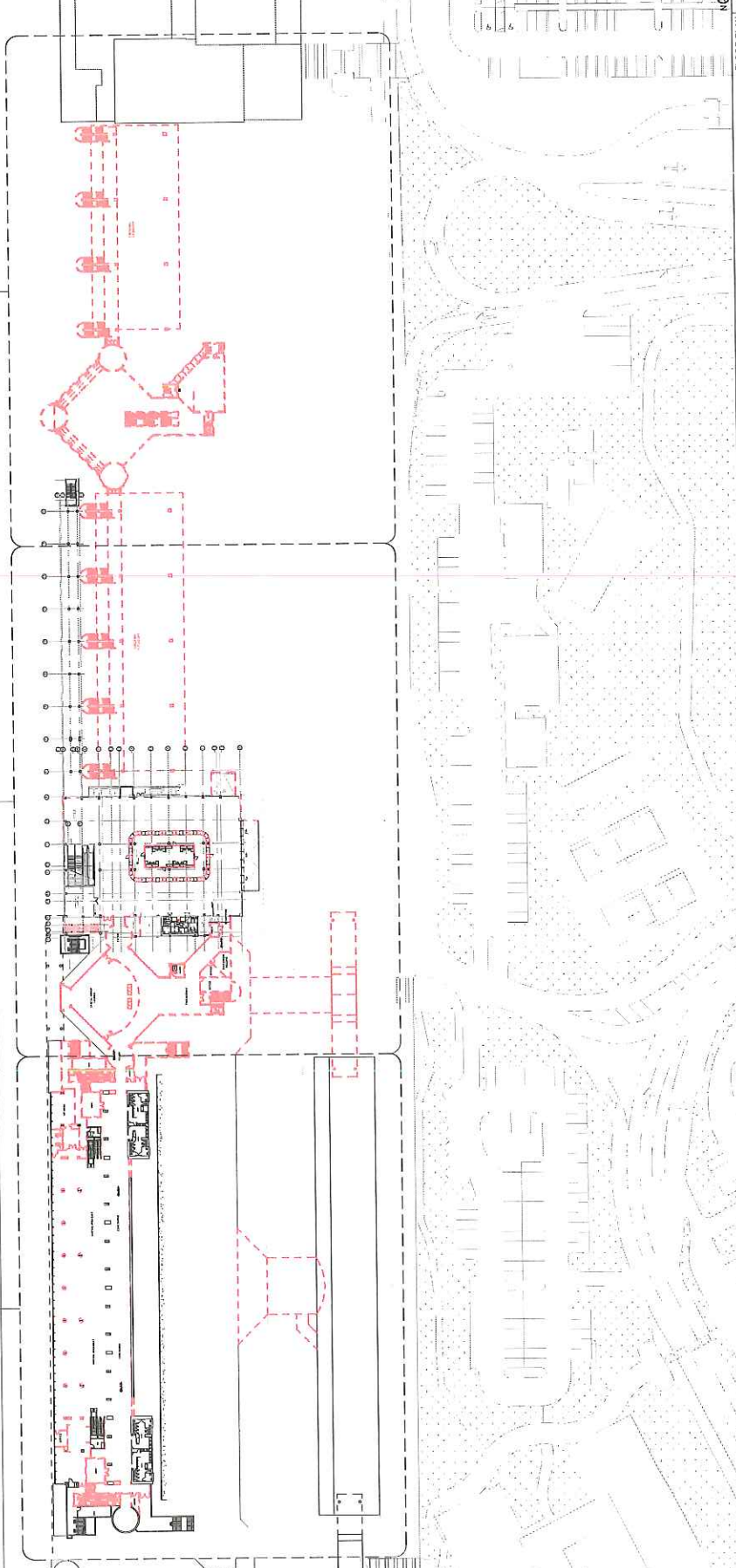
ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS

PORTMIAMI
BUSCH ARCHITECTS

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AD102.2

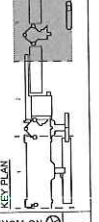
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AD102.2

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AD102.1



DESIGN CENTER	DATE
PROJECT NO.	DATE
CLIENT	DATE
SCALE	DATE

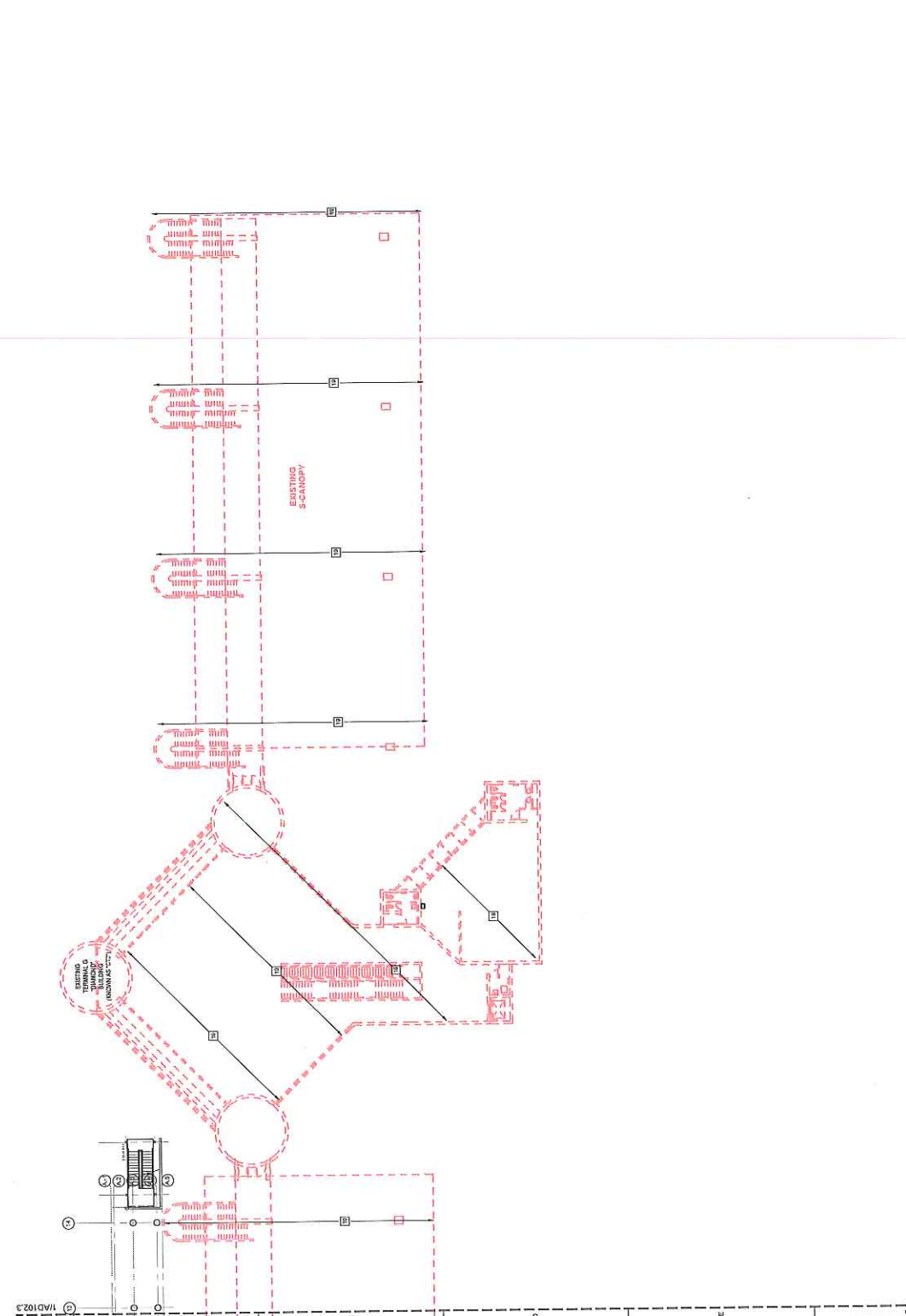
PORT MIAMI CRUISE TERMINAL
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132



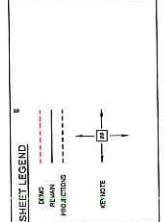
NOTE: NOT ALL KEYNOTES APPLY TO THIS SHEET

- DEVIATION KEYNOTES**
1. THE EXISTING STRUCTURE IS TO BE DEMOLISHED AND RECONSTRUCTED AS SHOWN ON THIS SHEET.
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 50. THE EXISTING STRUCTURE IS TO BE DEMOLISHED AND RECONSTRUCTED AS SHOWN ON THIS SHEET.

NO WORK
1/AD102.3

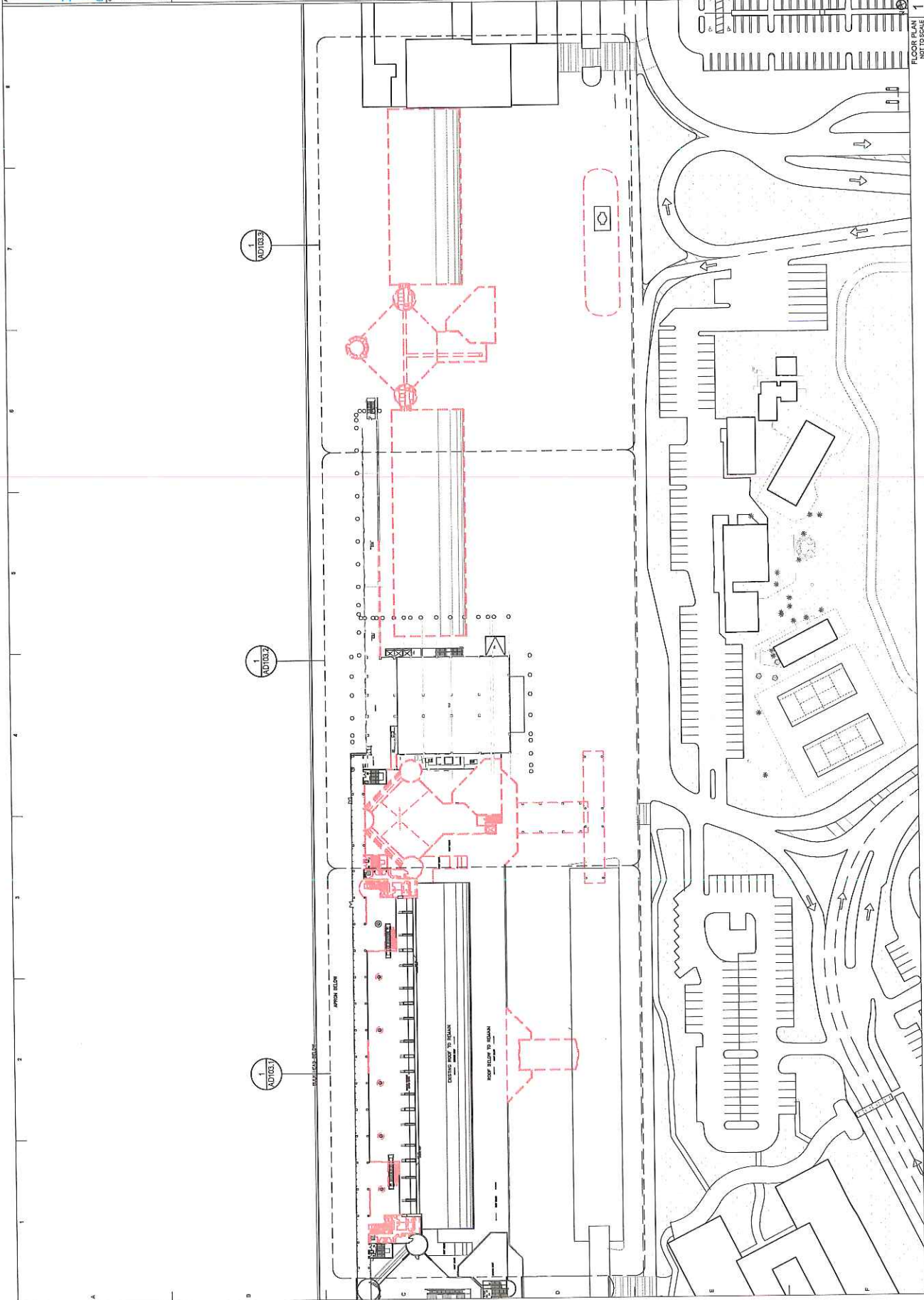


1/AD102.2
1/AD102.3



1 2 3 4 5 6 7

1/AD102.2
1/AD102.3



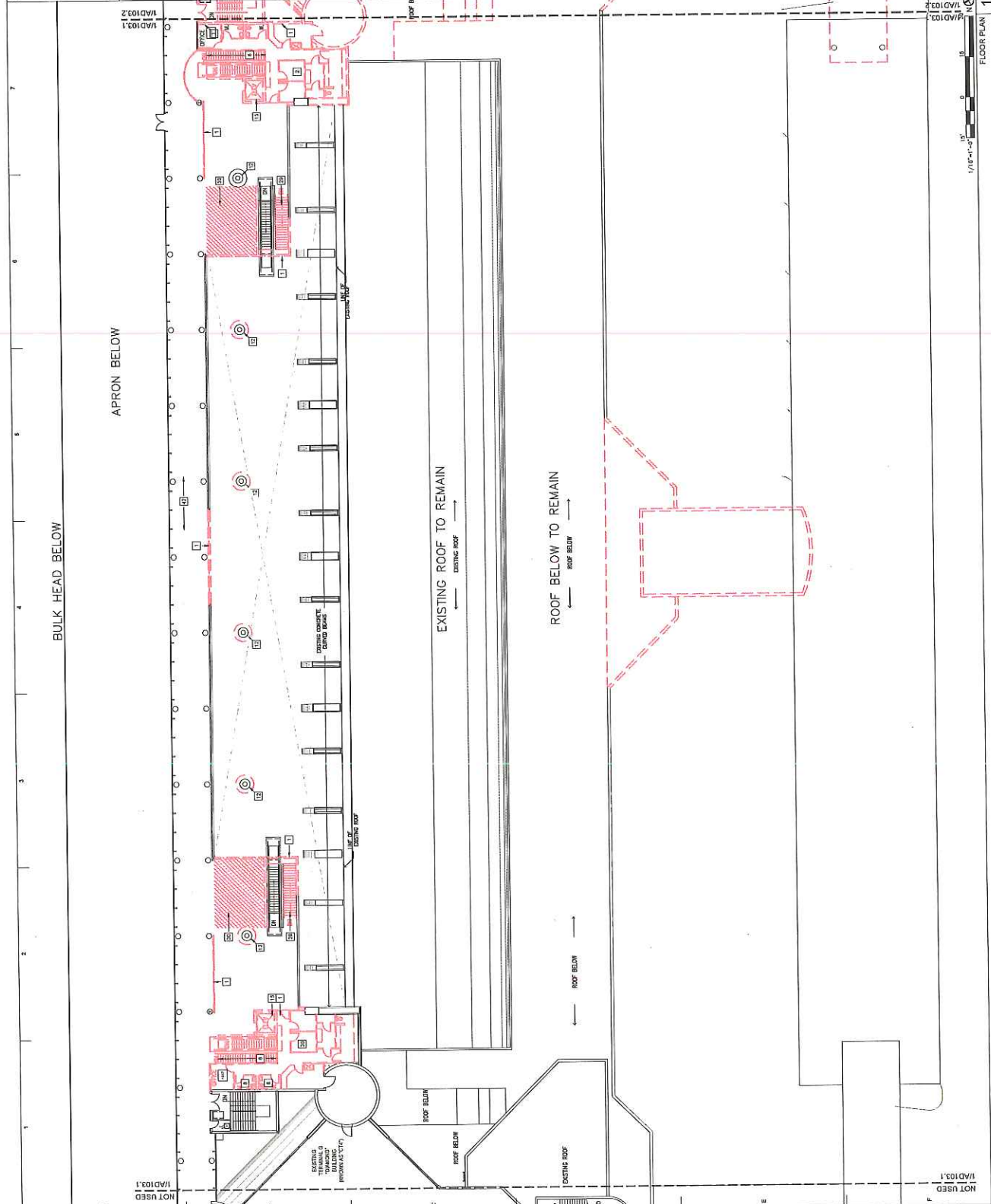
SHEET LEGEND
 DIMENSIONS
 PROJECTIONS
 KEYNOTE

DEMOLITION KEYNOTES
 101 REMOVE ALL EXISTING INTERIOR PARTITION WALLS AND CEILING SYSTEMS TO EXPOSE STRUCTURE.
 102 REMOVE ALL EXISTING INTERIOR WALLS AND CEILING SYSTEMS TO EXPOSE STRUCTURE.
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 150 REMOVE ALL EXISTING INTERIOR WALLS AND CEILING SYSTEMS TO EXPOSE STRUCTURE.

KEY PLAN
 NOTE: NOT ALL KEYNOTES APPLY TO THIS SHEET

FLOOR PLAN 1
 1/8" = 1'-0"
 0 5 10

NOT USED
 1/AD103.1

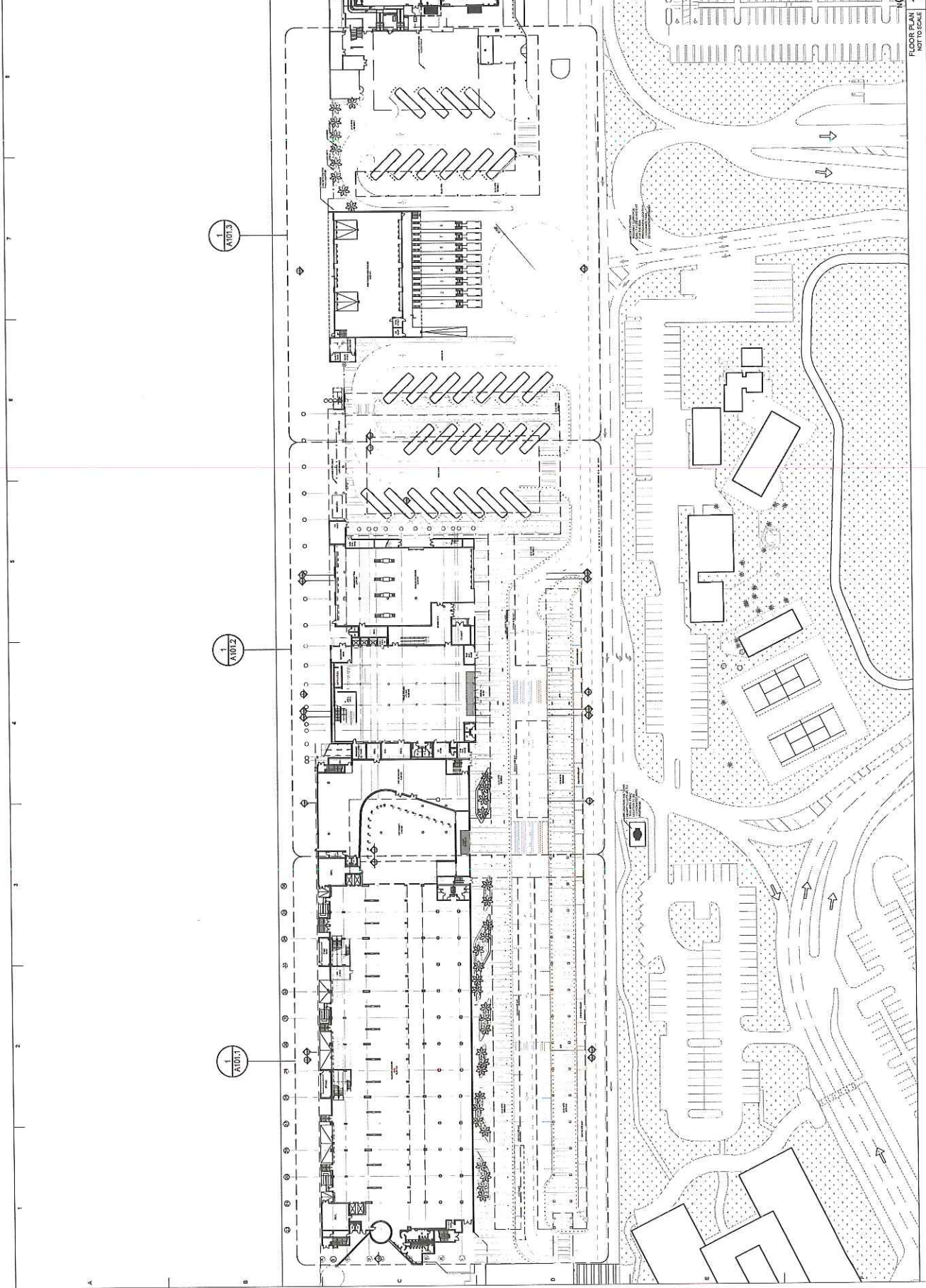


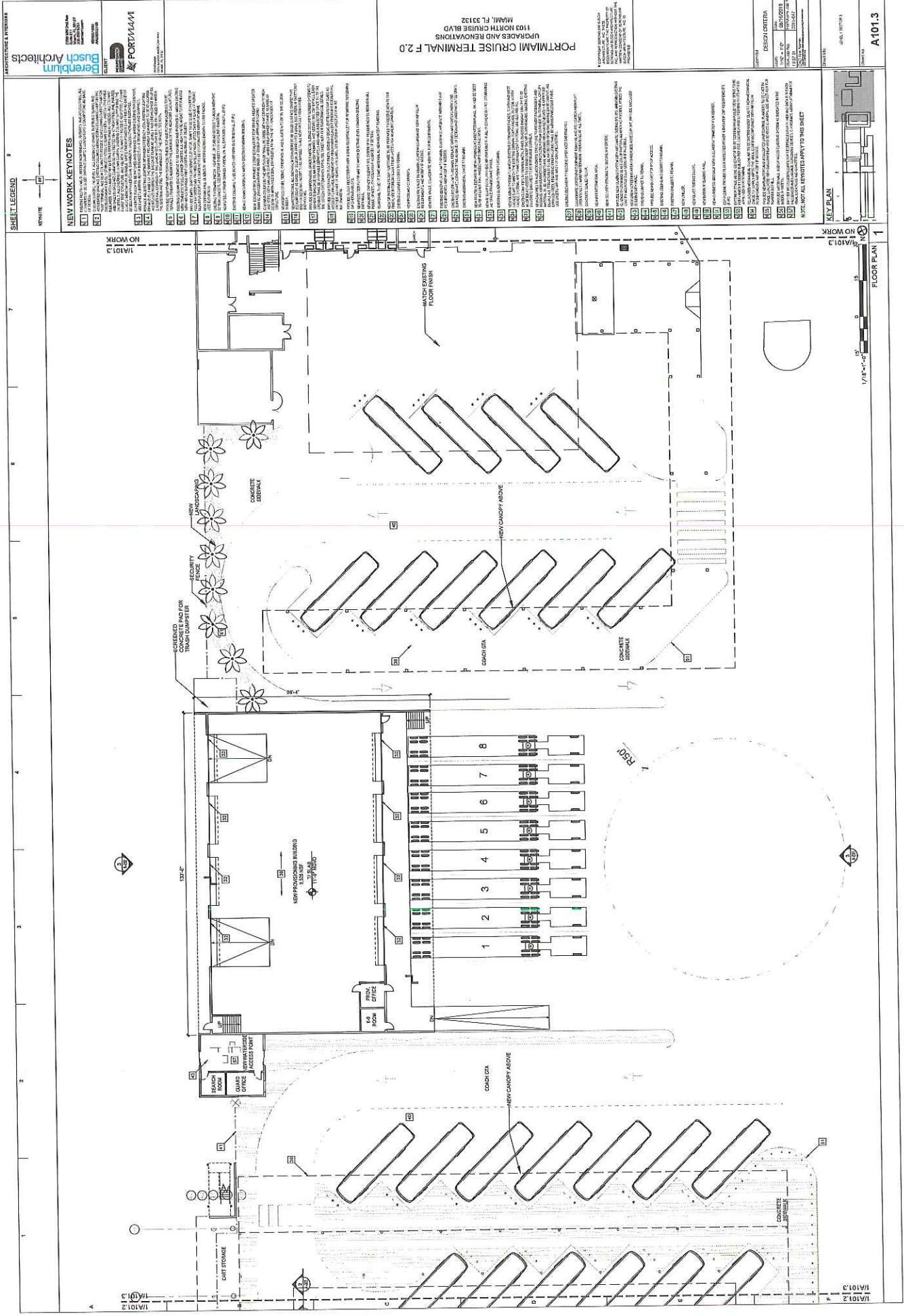
DESIGN CRITERIA

DATE	10/20/11
BY	ARCHITECT
PROJECT NO.	1109 NORTH CRUISE BLVD
CLIENT	PORTMIAMI
DESIGNER	BERBLUM BUSCH ARCHITECTS
DATE	10/20/11
BY	ARCHITECT
PROJECT NO.	1109 NORTH CRUISE BLVD
CLIENT	PORTMIAMI
DESIGNER	BERBLUM BUSCH ARCHITECTS

REVISIONS

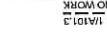
NO.	DATE	DESCRIPTION
1	10/20/11	ISSUED FOR PERMIT





NEW WORK KEYNOTES

- 1. CONSULT THE NEW WORK KEYNOTES FOR THE PROJECT'S INTENTIONS AND THE APPROPRIATE SPECIFICATIONS TO BE USED FOR THE NEW WORK.
- 2. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND THE INTERNATIONAL CODES, UNLESS OTHERWISE SPECIFIED.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES NOT TO BE REMOVED.
- 5. ALL NEW WORK SHALL BE TO REMAIN UNLESS OTHERWISE SPECIFIED.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL ADJACENT AREAS.
- 7. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND THE AGENCIES.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE MATERIALS.
- 9. ALL NEW WORK SHALL BE TO REMAIN UNLESS OTHERWISE SPECIFIED.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL ADJACENT AREAS.
- 11. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND THE AGENCIES.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE MATERIALS.



1/8" = 1'-0"

0 15 30



FLOOR PLAN 1

1/8" = 1'-0"

0 15 30

1/A101.2

1/A101.3

DESIGN CREDITS

- ARCHITECT: BERENBLUM BUSCH ARCHITECTS
- ENGINEER: [Name]
- LANDSCAPE ARCHITECT: [Name]
- INTERIOR ARCHITECT: [Name]
- MECHANICAL ENGINEER: [Name]
- ELECTRICAL ENGINEER: [Name]
- PLUMBING ENGINEER: [Name]
- STRUCTURAL ENGINEER: [Name]
- TRUCK TRAILER ENGINEER: [Name]
- TRANSPORTATION ENGINEER: [Name]
- TRUCK TRAILER ENGINEER: [Name]

PORT MIAMI CRUISE TERMINAL F.2
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

NO WORK TO BE PERFORMED IN THE AREAS SHOWN WITH DASHED LINES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

ALL NEW WORK SHALL BE TO REMAIN UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF ALL ADJACENT AREAS.

ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND THE AGENCIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE MATERIALS.

1/A101.2

1/A101.3

FLOOR PLAN 1

1/8" = 1'-0"

0 15 30

BERENBLUM BUSCH ARCHITECTS
ARCHITECTS & INTERIORS

1103 NORTH CRUISE BLVD
MIAMI, FL 33132

PORT MIAMI CRUISE TERMINAL F.2

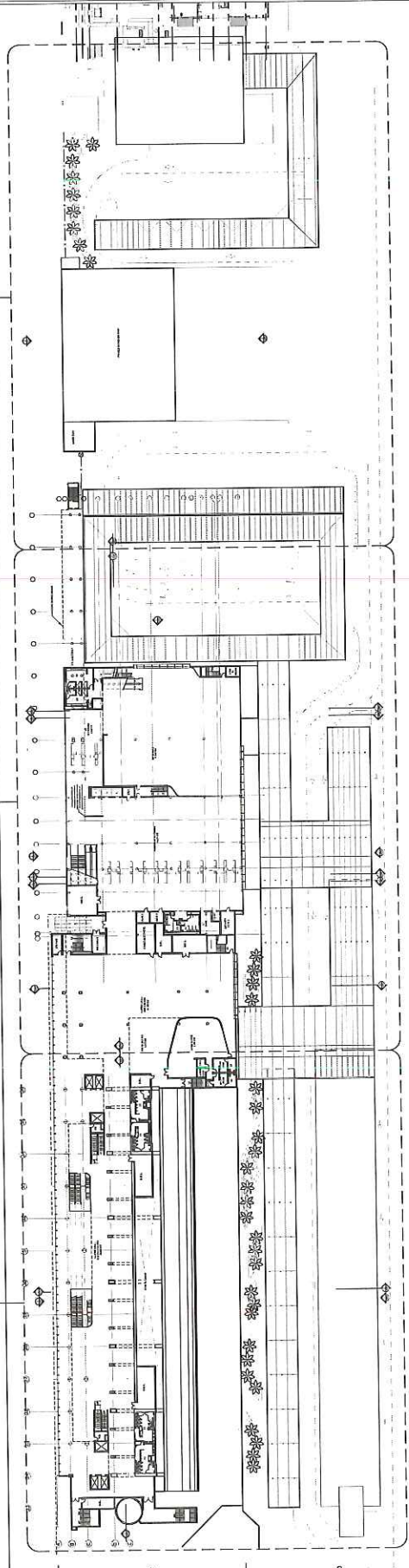
PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

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PORTMIAMI
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

Berenblum
Busch Architects
ARCHITECTS

ARCHITECTURE & INTERIORS



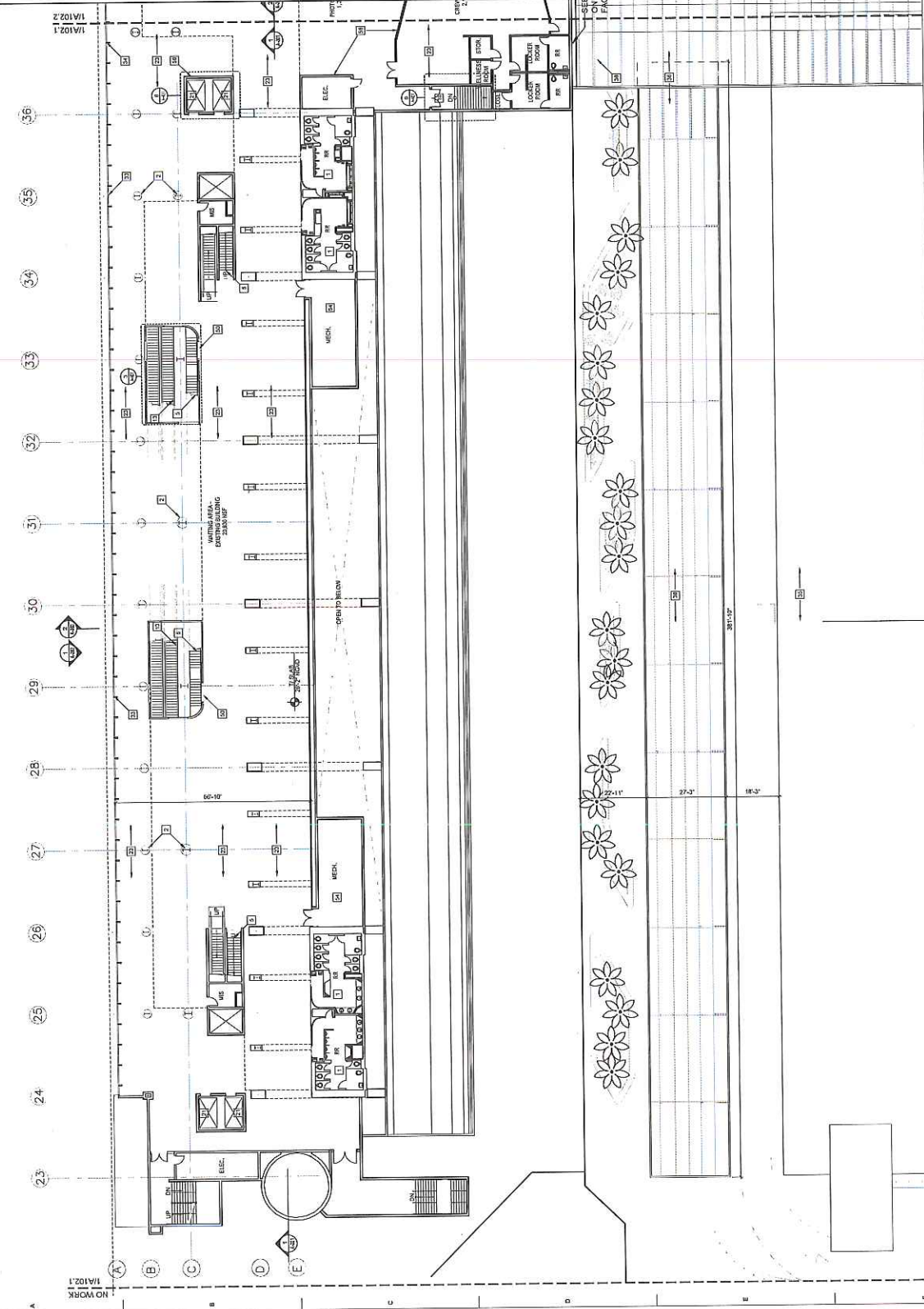
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A B C D E F



- NEW WORK KEYNOTES**
- 101 CONSTRUCTION OF THE NEW WORK ELEMENTS SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 102 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 103 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 104 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 105 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 106 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 107 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 108 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 109 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 110 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 111 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 112 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 113 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 114 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 115 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 116 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 117 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 118 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 119 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).
 - 120 ALL NEW WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODE (IMC).



KEY PLAN

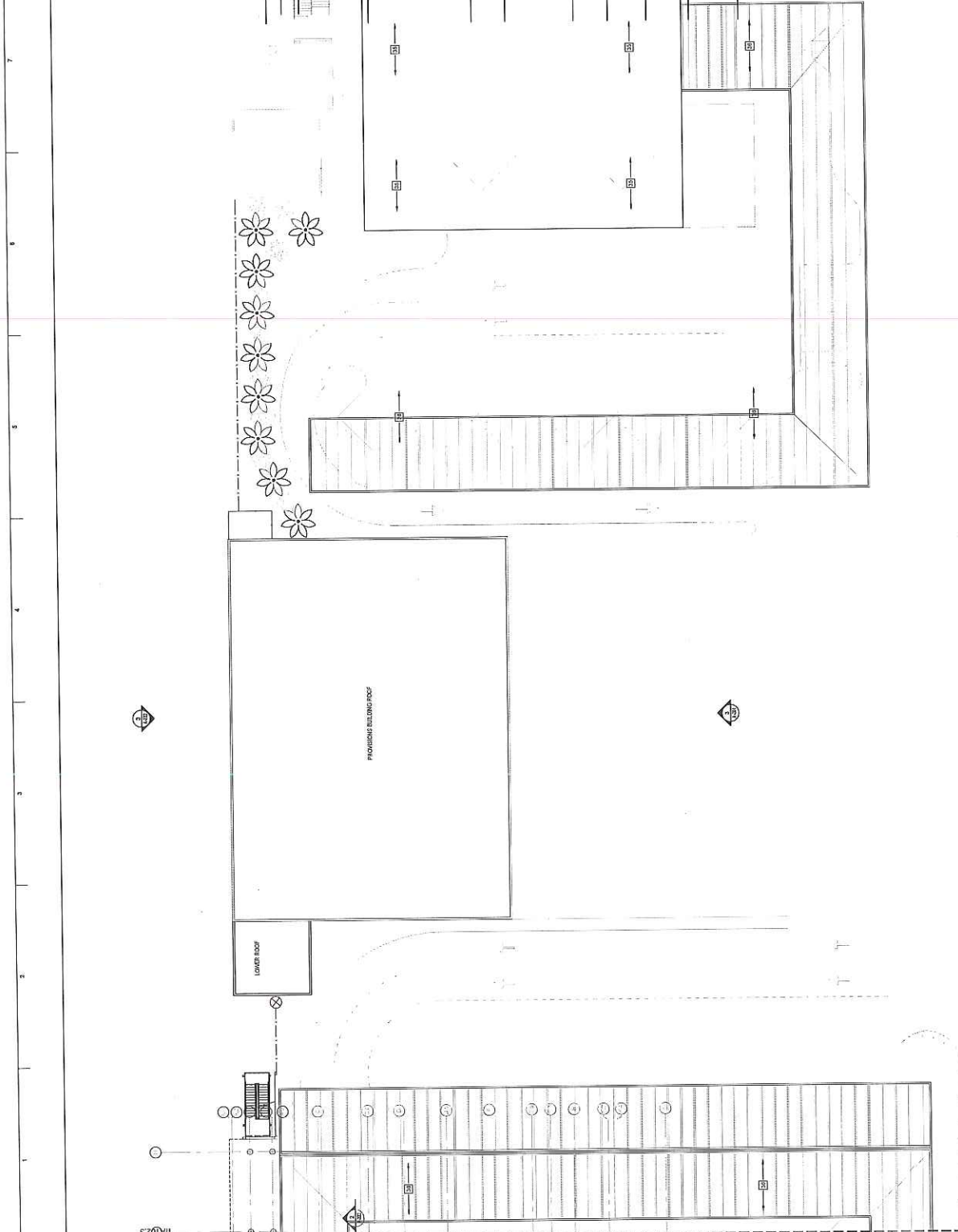
PORTMIAMI CRUISE TERMINAL F.2.0 UPGRADES AND RENOVATIONS 103 NORTH CRUISE BLVD MIAMI, FL 33132

DESIGN CRITERIA
DATE: 05/20/2014
DRAWN BY: J. W. BROWN
CHECKED BY: J. W. BROWN
SCALE: AS SHOWN

BERENDBUM
BUSCH ARCHITECTS
ARCHITECTS & INTERIORS

- ### NEW WORK KEYNOTES
- 1. THIS SHEET IS A PART OF THE PORTMIAMI CRUISE TERMINAL F.2.0 UPGRADES AND RENOVATIONS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE PROJECT MANUAL AND THE SPECIFICATIONS.
 - 2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS.
 - 3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE REGULATIONS.
 - 4. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND PLUMBING EXAMINERS INSTITUTE (IMPE) CODE AND ALL APPLICABLE REGULATIONS.
 - 5. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIREMARTIN ENGINEERS ASSOCIATION (IFMA) CODE AND ALL APPLICABLE REGULATIONS.
 - 6. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL SOCIETY OF PROFESSIONAL ENGINEERS AND ARCHITECTS (ISPEA) CODE AND ALL APPLICABLE REGULATIONS.
 - 7. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ASSOCIATION OF BUSINESS AND PROFESSIONAL WOMEN (IABPW) CODE AND ALL APPLICABLE REGULATIONS.
 - 8. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ASSOCIATION OF ENGINEERS AND ARCHITECTS (IAEA) CODE AND ALL APPLICABLE REGULATIONS.
 - 9. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ASSOCIATION OF ENGINEERS AND ARCHITECTS (IAEA) CODE AND ALL APPLICABLE REGULATIONS.
 - 10. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ASSOCIATION OF ENGINEERS AND ARCHITECTS (IAEA) CODE AND ALL APPLICABLE REGULATIONS.
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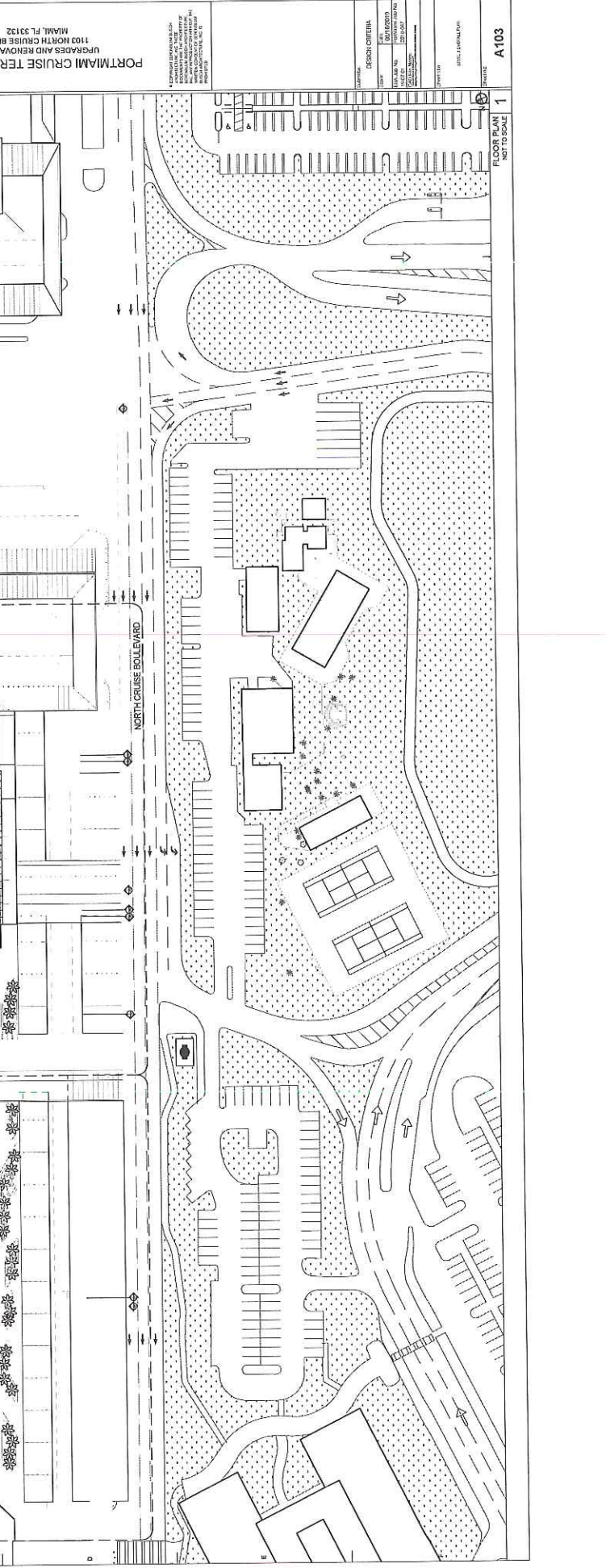
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PORT MIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

DESIGN CRITERIA
 DATE: 08/14/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: [Number]
 SHEET NO.: [Number]
 TOTAL SHEETS: [Number]



DESIGNER	BRUNNEN
ARCHITECT	BRUNNEN
ENGINEER	BRUNNEN
DATE	11/15/11
SCALE	AS SHOWN
PROJECT NO.	110302
DRAWING NO.	110302-1
DATE	11/15/11

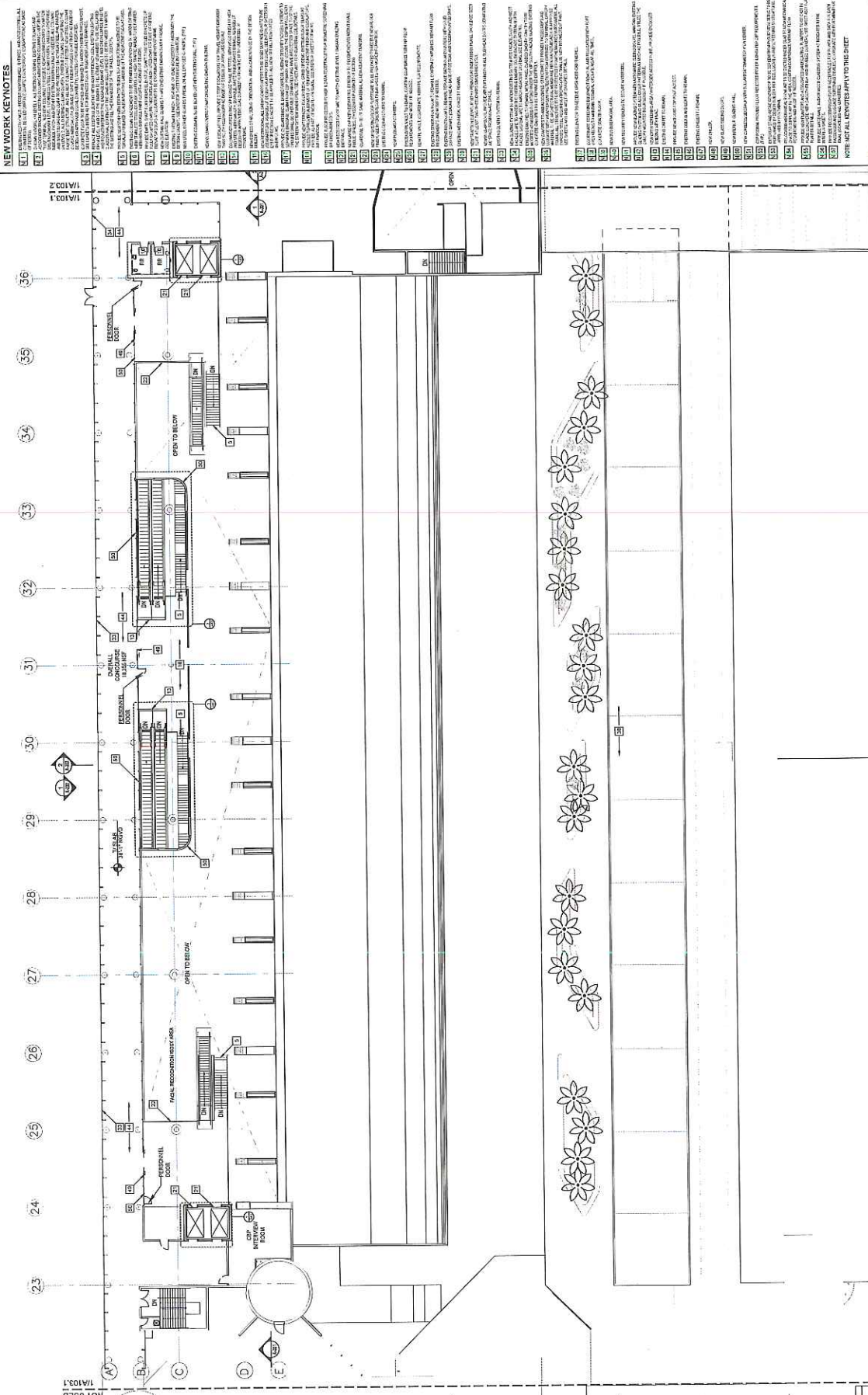
PORT MIAMI CRUISE TERMINAL UPGRADES AND RENOVATIONS
103 NORTH CRUISE BLVD
MIAMI, FL 33132



ARCHITECTURE & INTERIORS
Brunnen Architects
ARCHITECTS
1000 BAYVIEW BLVD, SUITE 1000
MIAMI, FL 33132
TEL: 305.573.8800
WWW.BRUNNEN.COM



KEY PLAN
1/8"=1'-0"
11/15/11

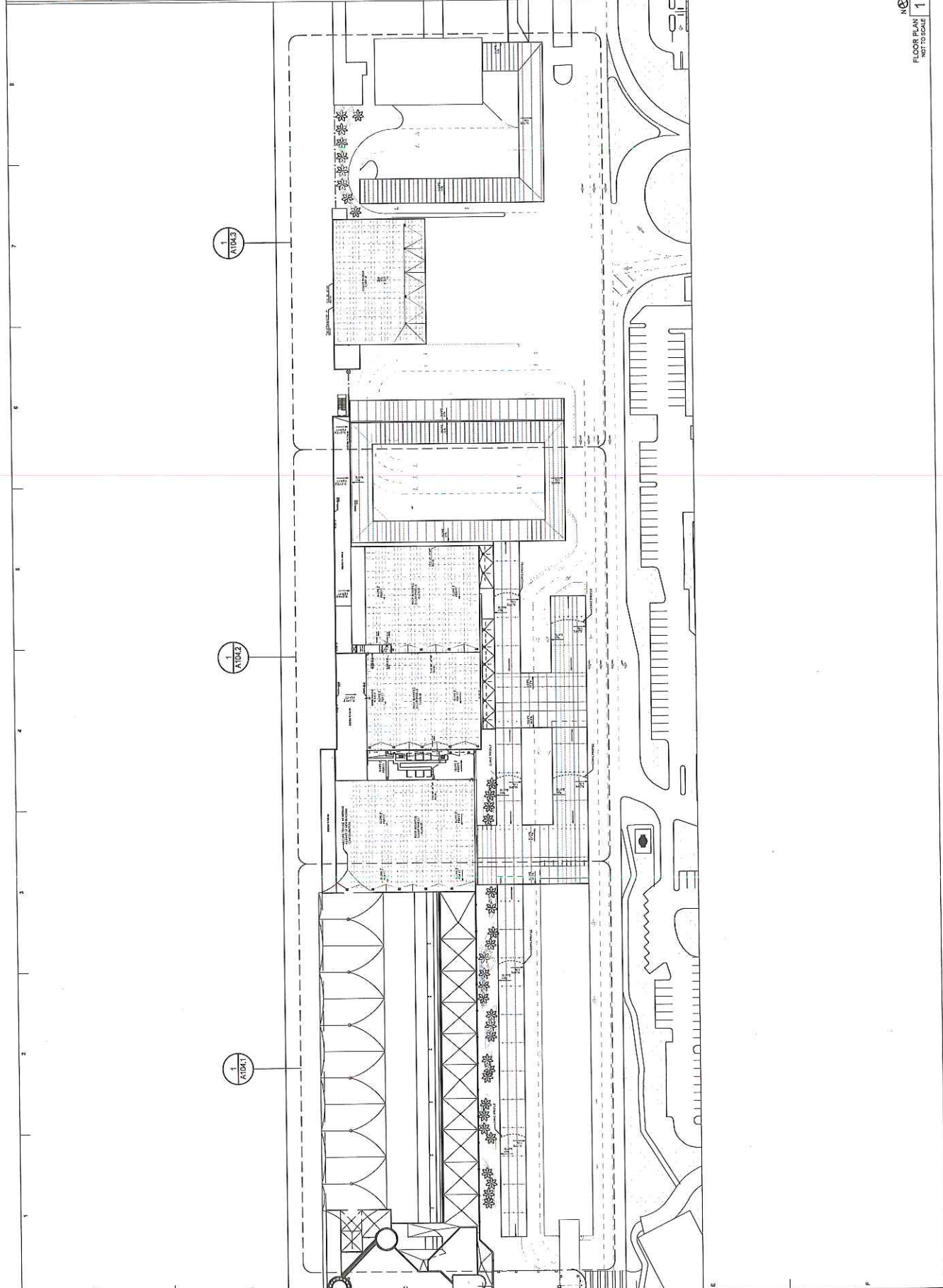


SHEET LEGEND
KEYNOTE

NEW WORK KEYNOTES
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 K2: EXISTING...
 K3: EXISTING...
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 K99: EXISTING...
 K100: EXISTING...

NOT USED
11/15/11

FLOOR PLAN 1
1/8"=1'-0"
11/15/11



A104.1

KEY PLAN

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ROOF PLAN 1

NO WORK

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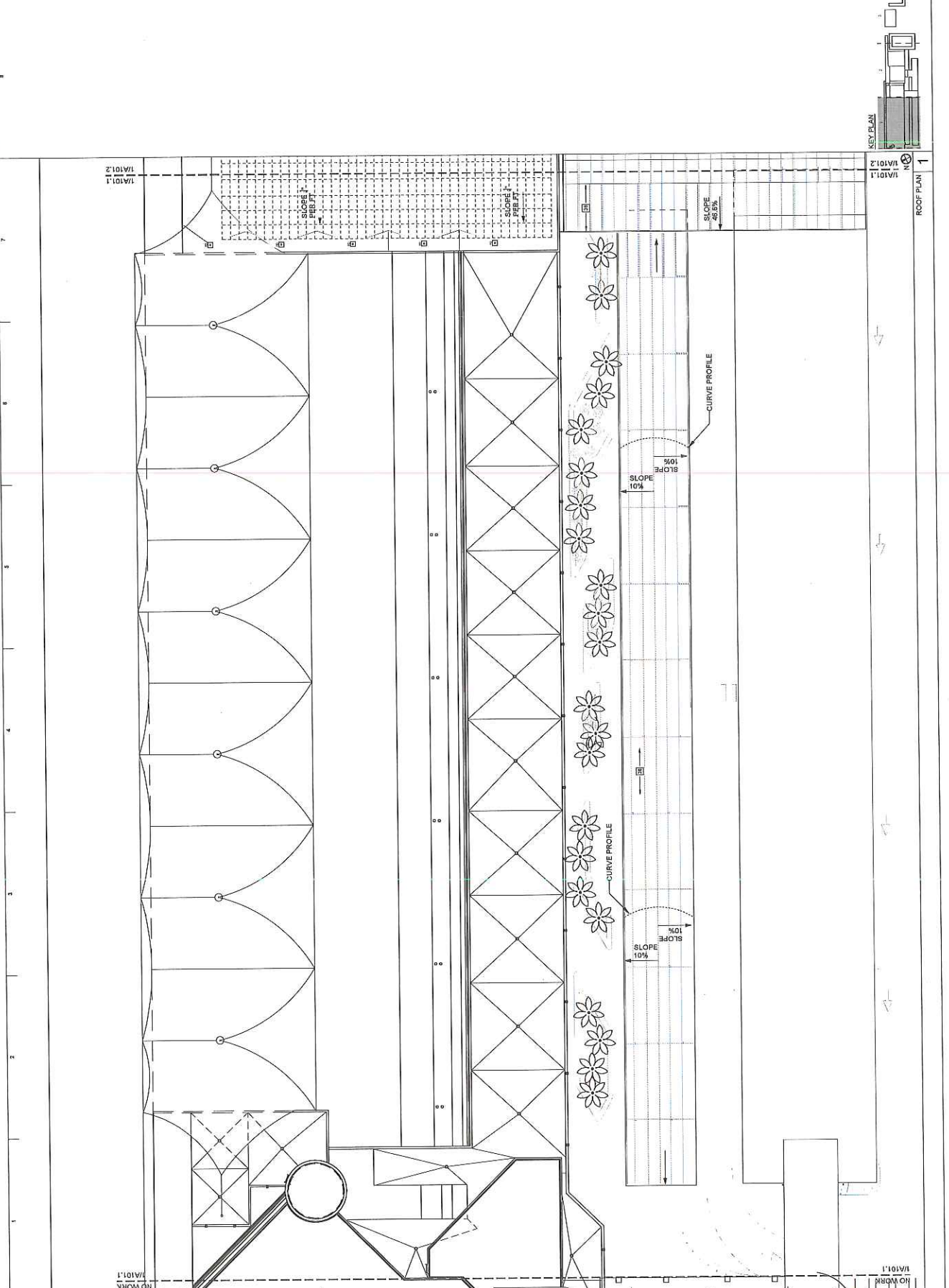
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PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1109 NORTH CRUISE BLVD
MIAMI, FL 33132

CLIENT
PORTMIAMI
BUSCH ARCHITECTS
ARCHITECTS

DESIGN CRITERIA
DATE: 11/10/11
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN
PROJECT NO: 1109007

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS
1109 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.371.1100
WWW.BUSCHARCHITECTS.COM



NO WORK
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KEY PLAN

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ROOF PLAN

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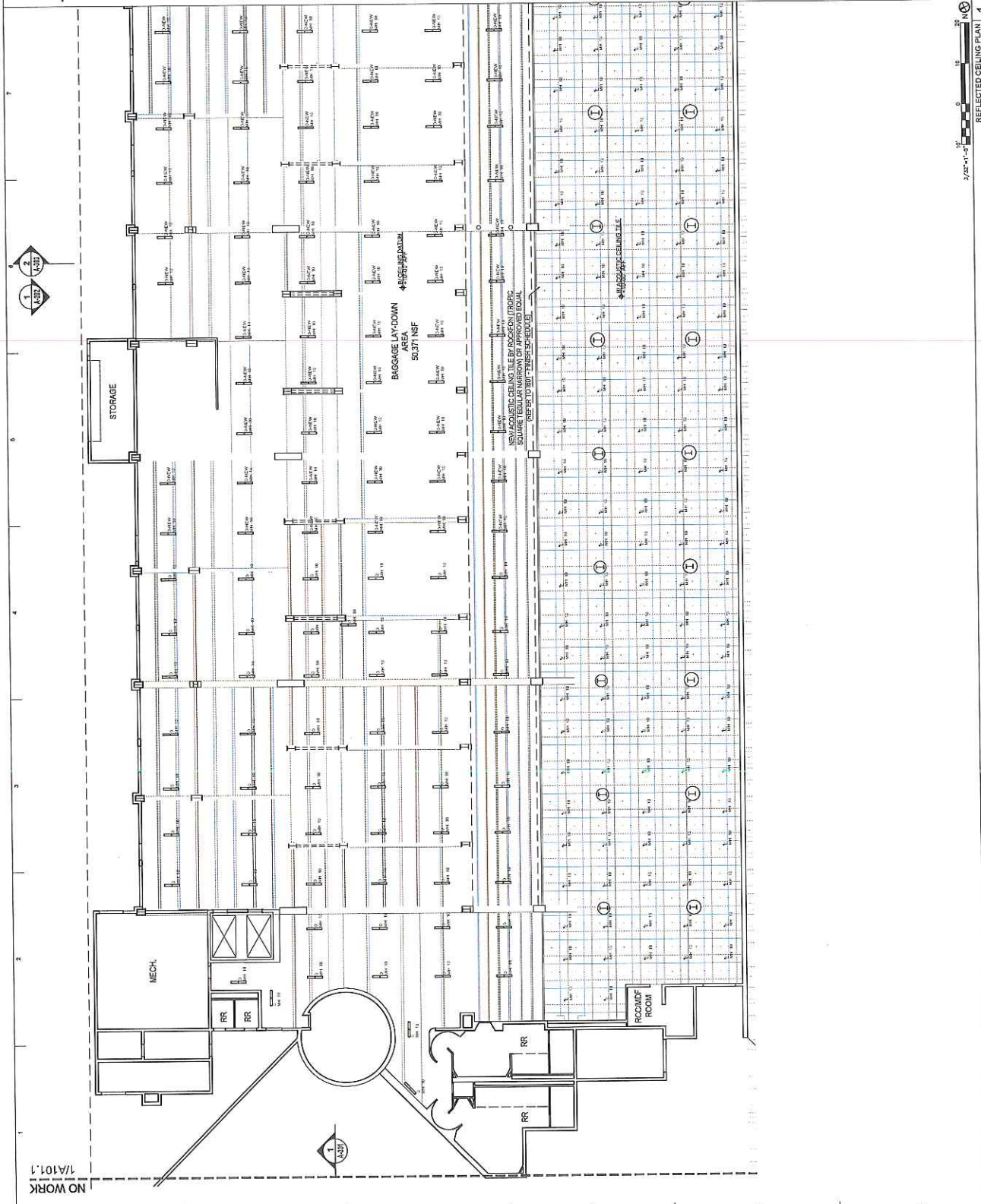
PORT MIAMI CRUISE TERMINAL F.2.0
UPGRADE AND RENOVATIONS
1109 NORTH CRUISE BLVD
MIAMI, FL 33132

DESIGNER	DESIGN CRITERIA
DATE	SCALE
PROJECT NO.	PROJECT NAME
CLIENT	PROJECT ADDRESS
PROJECT NO.	PROJECT NAME
CLIENT	PROJECT ADDRESS
PROJECT NO.	PROJECT NAME
CLIENT	PROJECT ADDRESS

FOR THE ARCHITECT'S RECORD ONLY
THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION
UNLESS IT IS APPROVED BY THE ARCHITECT
AND THE CONTRACTOR HAS OBTAINED THE NECESSARY
PERMITS FROM THE APPLICABLE AGENCIES.



- REF LEGEND:**
- A 2" x 4" UNRAI PIGGYBACK
 - B 4" x 6" UNRAI LED DOWNLIGHT
 - C 4" x 4" UNRAI RECESSED IN HOODS
 - D 4" x 4" UNRAI RECESSED IN HOODS
 - E RECESSED 4" LED DOWNLIGHT
 - F UNRAI LED CONT LUMINAIRE
 - G CONTINUOUS RECESSED UNRAI LED ANTENNA
 - H 4" x 4" UNRAI TUBULAR LED
 - I 2" x 4" UNRAI TUBULAR LED
 - J RECESSED JARBY
 - K HIGH CEILING LUMINOR OFFICE
 - L 2" ROUND SUSPENDED
 - M CONTINUOUS PRORANT UNRAI LUMINAIRE
 - N COLUMN MOUNTED LIGHTS
 - O LED RECESSED WALL WASH LUMINAIRE
 - P LED RECESSED WALL PANELS - EXTRACTED TO CEILING
 - Q 8" x 7" ACQUATIC CEILING PANELS - LED TO BE SUSPENDED VERTICALLY
 - R AIRGRAB (ON APPROVED DEMO), ACQUATIC WHITE SPEAKER HOUSING FOR DEMO (NOT TO BE DEMO) (SEE NOTE)
 - S CAMERA - EXISTING
 - T SURFACE MOUNTED SPEAKER - EXISTING
 - U CEILING SPEAKER - EXISTING
 - V RECESSED CEILING SPEAKER - NEW
 - W 7" x 7" ACQUATIC CEILING PANELS - NEW
 - X 2" x 4" INTEGRATED SYSTEMS ACQUATIC CEILING PANELS - NEW
 - Y BARRELS ATTACHED CEILING SYSTEMS - NEW
 - Z LED SCREEN VIEW
 - AA LIGHT PAINTED OPTICAL BOARD - NEW
 - BB 3000°K PAINTED OPTICAL BOARD - EXISTING TO REMAIN
 - CC EXPOSED PAINTED FINISH
- CEILING FINISH LEGEND:**
- 1 LED SCREEN VIEW
 - 2 LIGHT PAINTED OPTICAL BOARD - NEW
 - 3 3000°K PAINTED OPTICAL BOARD - EXISTING TO REMAIN
 - 4 EXPOSED PAINTED FINISH
- GENERAL NOTES:**
1. ALL LIGHT FIXTURES TO BE LED
 2. SEE ALL DIMENSIONS
 3. ALL FINISHES TO BE AS SHOWN ON FINISH SCHEDULE
 4. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE
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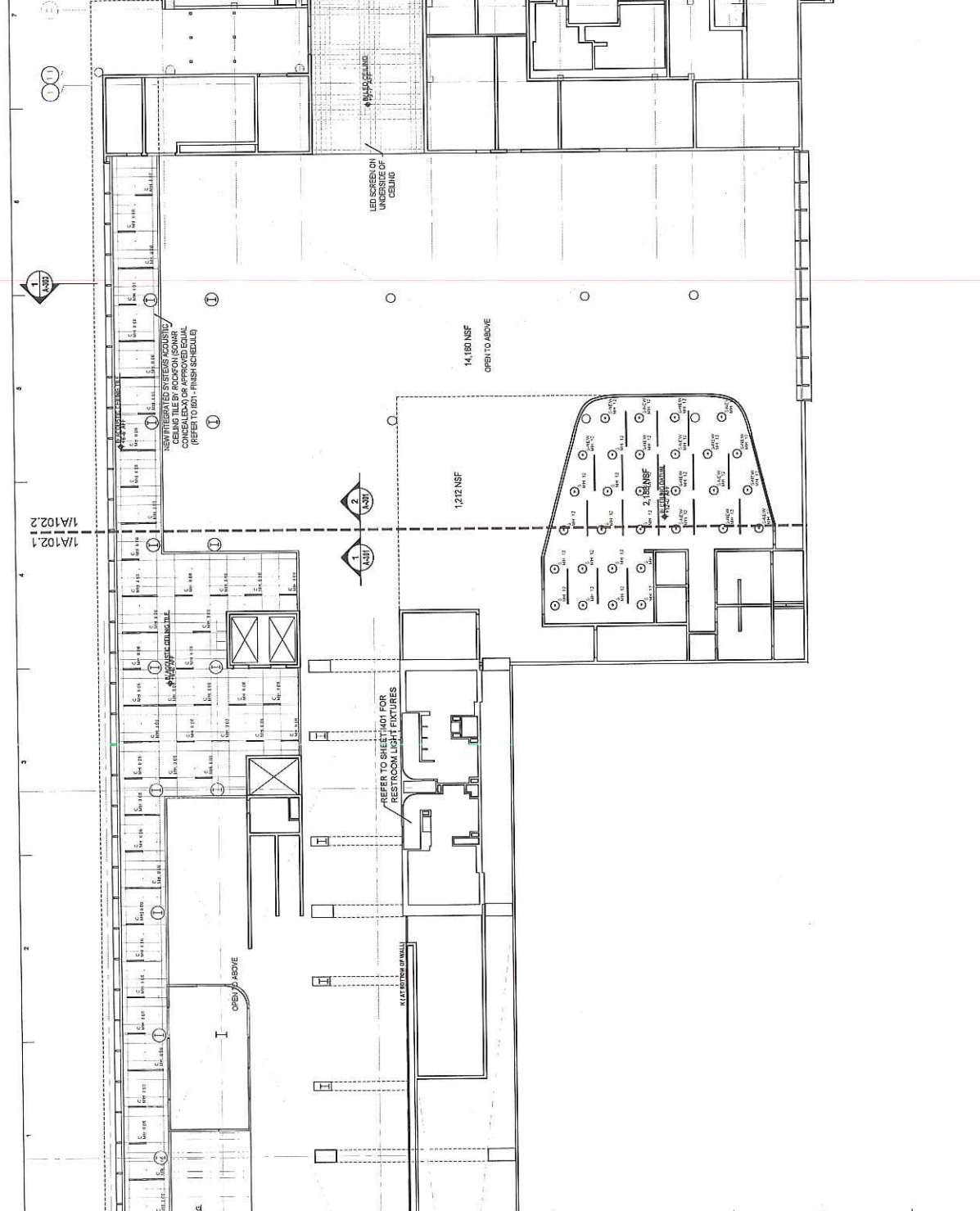


- RCP LEGEND:**
- 7-1 12" LED LIGHT FIXTURE
 - 7-2 4" LED LIGHT FIXTURE
 - 7-3 4" LED LIGHT FIXTURE
 - 7-4 4" LED LIGHT FIXTURE
 - 7-5 4" LED LIGHT FIXTURE
 - 7-6 4" LED LIGHT FIXTURE
 - 7-7 4" LED LIGHT FIXTURE
 - 7-8 4" LED LIGHT FIXTURE
 - 7-9 4" LED LIGHT FIXTURE
 - 7-10 4" LED LIGHT FIXTURE
 - 7-11 4" LED LIGHT FIXTURE
 - 7-12 4" LED LIGHT FIXTURE
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 - 7-99 4" LED LIGHT FIXTURE
 - 7-100 4" LED LIGHT FIXTURE

- CEILING FINISH LEGEND:**
- 7-1 ACQUATE CLEAR PANNELS - NEW
 - 7-2 INTEGRATED SYSTEMS
 - 7-3 ACQUATE CEILING PANNELS - NEW
 - 7-4 BARROCA STRUTTED CEILING SYSTEMS - NEW
 - 7-5 LED SPEAKER - NEW
 - 7-6 LED SPEAKER - NEW
 - 7-7 UNPAINTED SYSTEM SPEAKERS - EXISTING TO REMAIN
 - 7-8 EXPRESSED PAINTED FINISH

GENERAL NOTES:

1. ALL LIGHT FIXTURES TO BE LED
2. MIN 4000K COLOR TEMPERATURE
3. ALL LIGHT FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LIGHTING PLAN SHEET SCHEDULE
4. ALL LIGHT FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LIGHTING PLAN SHEET SCHEDULE
5. ALL LIGHT FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LIGHTING PLAN SHEET SCHEDULE
6. ALL LIGHT FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LIGHTING PLAN SHEET SCHEDULE
7. ALL LIGHT FIXTURES TO BE INSTALLED IN ACCORDANCE WITH THE LIGHTING PLAN SHEET SCHEDULE
8. FOR EXTENSION LIGHTING REFER TO SCHEDULE
9. ALL LIGHT FIXTURES AND DETAILS REFER TO LIGHTING PLAN SHEET SCHEDULE

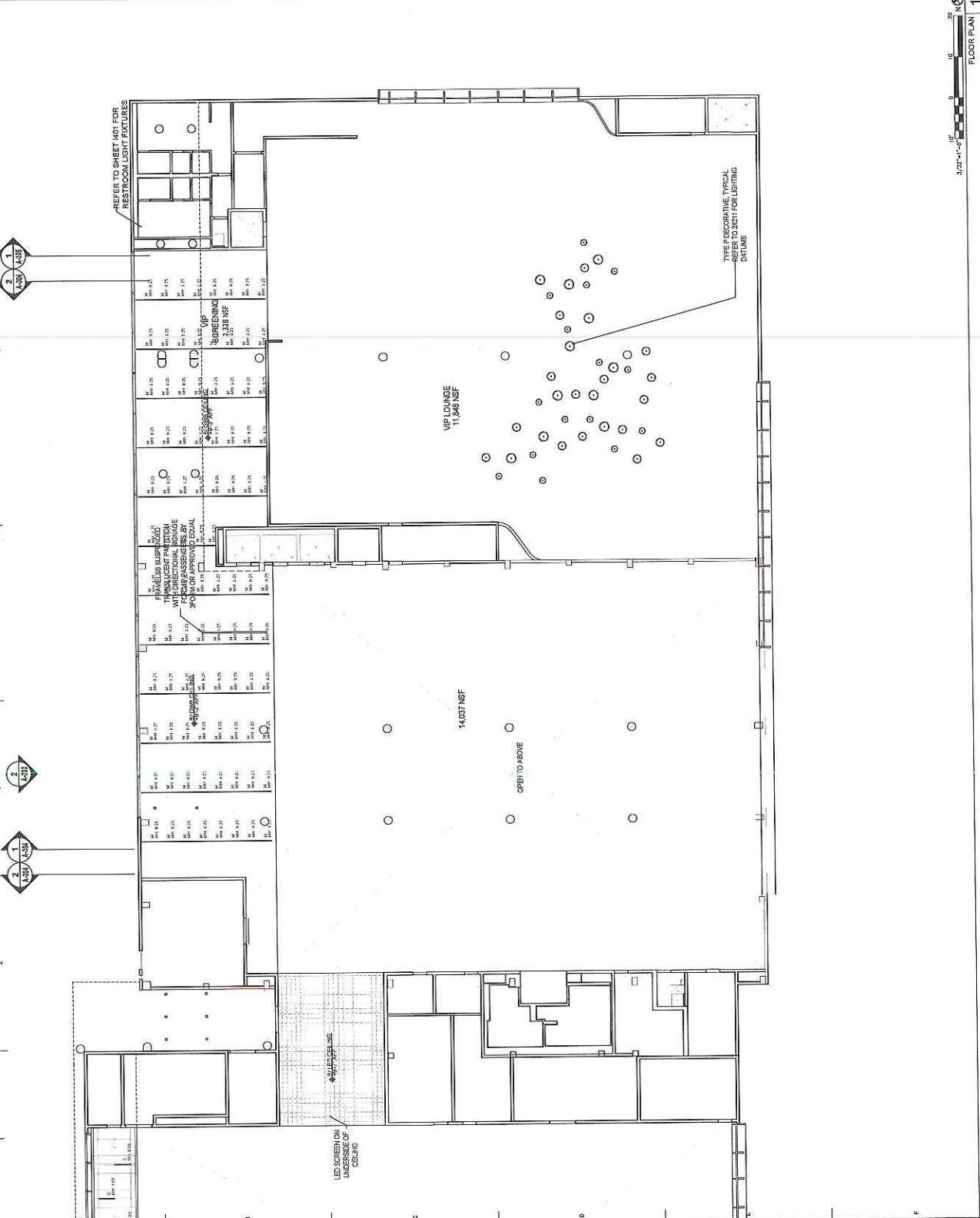
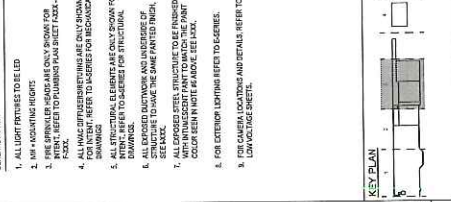


REFLECTED CEILING PLAN

- REF LEGENDS:**
- 1. 7" x 7" LED TUBULAR PENDANT
 - 2. 4" x 4" LED RECESSED DOWNLIGHT
 - 3. 4" x 4" LED RECESSED DOWNLIGHT
 - 4. 4" x 4" LED RECESSED DOWNLIGHT
 - 5. 4" x 4" LED RECESSED DOWNLIGHT
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 - 50. 4" x 4" LED RECESSED DOWNLIGHT

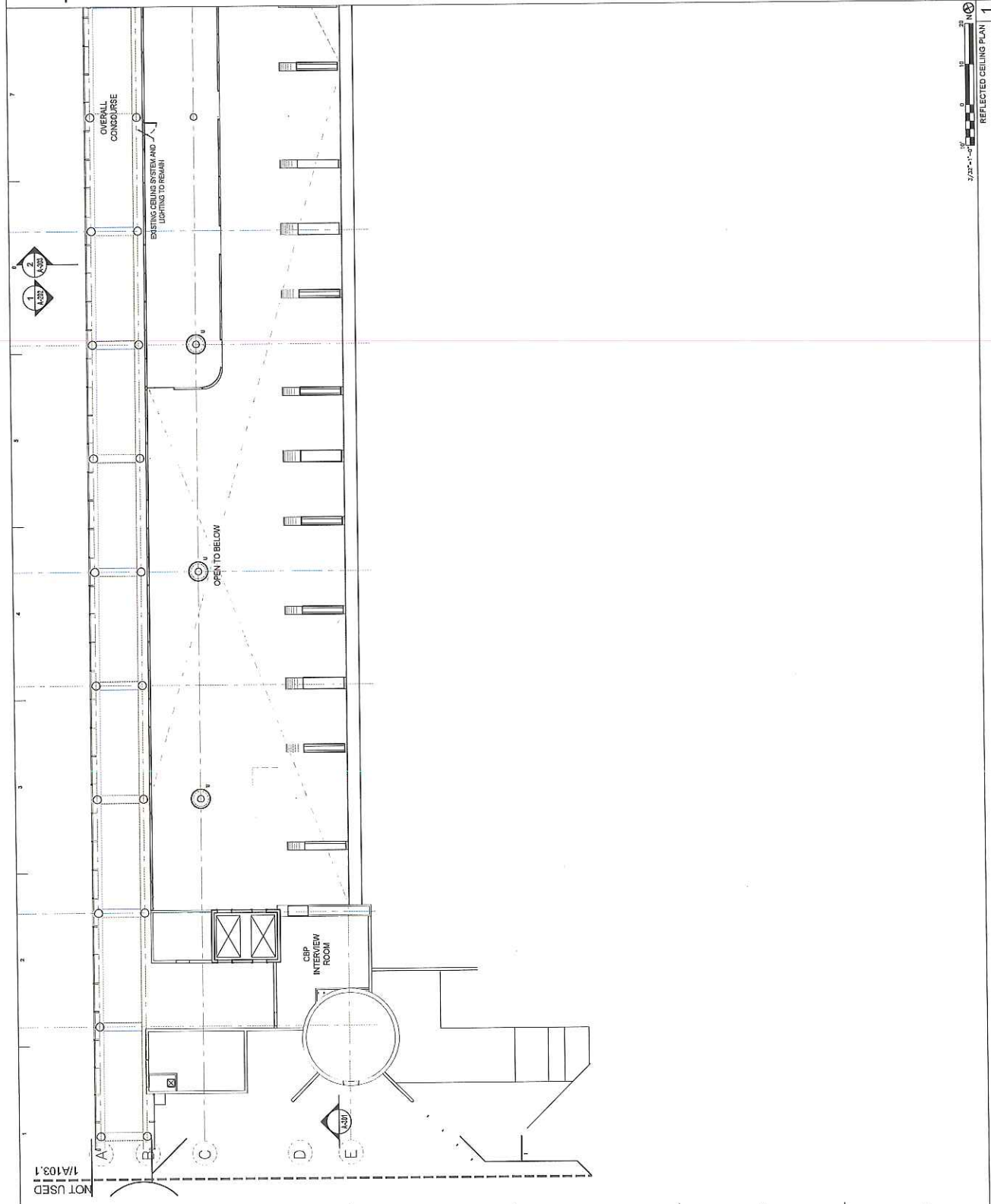
- CEILING FINISH LEGEND:**
- 1. 2" x 4" ACOUSTIC CEILING PANELS - NEW
 - 2. 2" x 4" INTEGRATED SYSTEMS ACOUSTIC CEILING PANELS - NEW
 - 3. BARRICA, STRETCHED CEILING SYSTEMS - NEW
 - 4. LED DOWNLIGHT
 - 5. UNPAINTED PIPING (DRAIN, VENT)
 - 6. UNPAINTED SYSTEM DUCTS - EXISTING TO REMAIN
 - 7. EXPOSED PAINTED FINISH

- GENERAL NOTES:**
1. ALL LIGHT FIXTURES TO BE LED
 2. 10' x 10' HOUSING HEIGHT
 3. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR SPECIFICATIONS
 4. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR DIMENSIONS
 5. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR FINISHES
 6. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR MOUNTING
 7. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR ELECTRICAL
 8. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR MECHANICAL
 9. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR STRUCTURAL
 10. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR FINISHES
 11. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR ELECTRICAL
 12. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR MECHANICAL
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 48. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR MECHANICAL
 49. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR STRUCTURAL
 50. ALL LIGHT FIXTURES TO BE REFERRED TO DRAWING PLAN SHEET FOR FINISHES

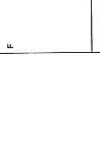
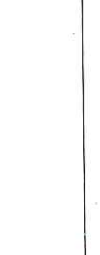
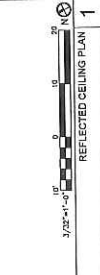
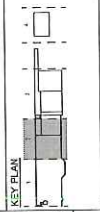
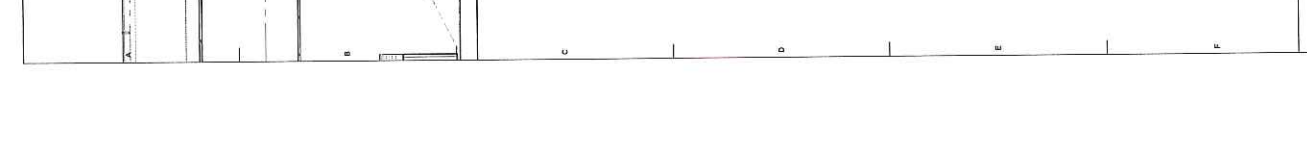
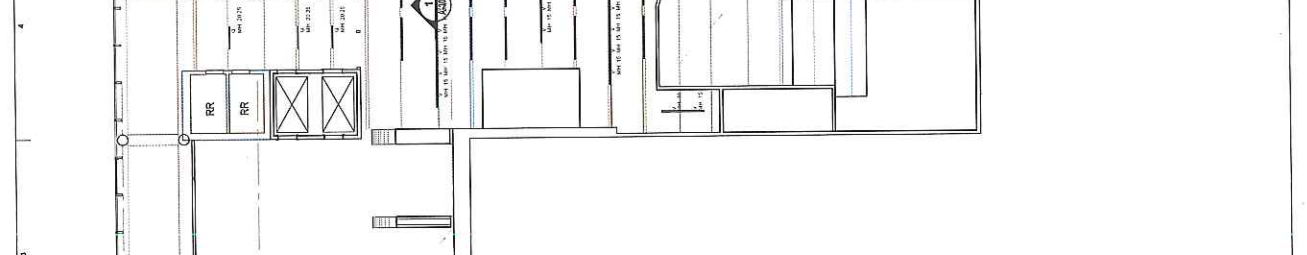
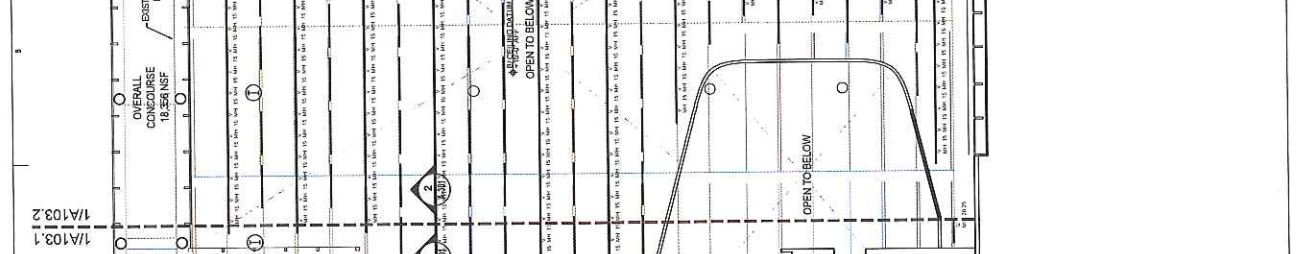
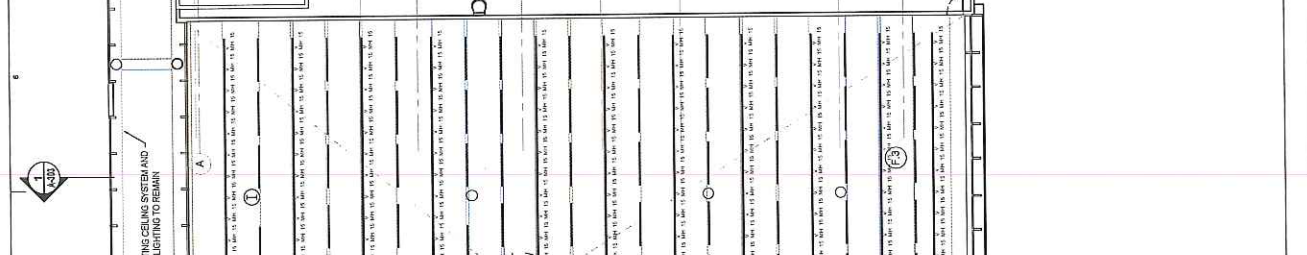
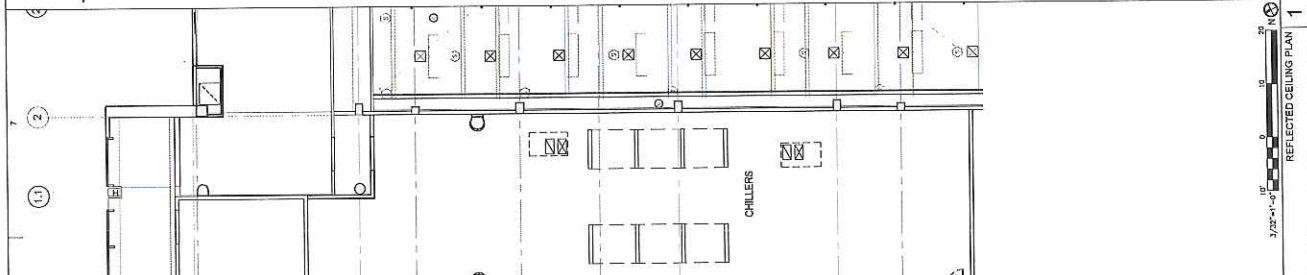


FLOOR PLAN 1

- REF LEGEND:**
- A 7" 1/2" LINE PENDANT
 - B 4" 1/2" LINE PENDANT
 - C 4" 1/2" LINE PENDANT
 - D 4" 1/2" LINE PENDANT
 - E 4" 1/2" LINE PENDANT
 - F 4" 1/2" LINE PENDANT
 - G 4" 1/2" LINE PENDANT
 - H 4" 1/2" LINE PENDANT
 - I 4" 1/2" LINE PENDANT
 - J 4" 1/2" LINE PENDANT
 - K 4" 1/2" LINE PENDANT
 - L 4" 1/2" LINE PENDANT
 - M 4" 1/2" LINE PENDANT
 - N 4" 1/2" LINE PENDANT
 - O 4" 1/2" LINE PENDANT
 - P 4" 1/2" LINE PENDANT
 - Q 4" 1/2" LINE PENDANT
 - R 4" 1/2" LINE PENDANT
 - S 4" 1/2" LINE PENDANT
 - T 4" 1/2" LINE PENDANT
 - U 4" 1/2" LINE PENDANT
 - V 4" 1/2" LINE PENDANT
 - W 4" 1/2" LINE PENDANT
 - X 4" 1/2" LINE PENDANT
 - Y 4" 1/2" LINE PENDANT
 - Z 4" 1/2" LINE PENDANT
- CEILING FINISH LEGEND:**
- 1 2" x 4" ACoustic CEILING PANELS - NEW
 - 2 4" INTEGRATED SYSTEMS ACoustic CEILING PANELS - NEW
 - 3 BARICAL STRETCHED CEILING SYSTEMS - NEW
 - 4 LED SCREENS - NEW
 - 5 EXPOSED PIPES (STEEL) PAINTED TO MATCH EXISTING TO MATCH
 - 6 EXPOSED PIPES (COPPER) PAINTED TO MATCH EXISTING TO MATCH
 - 7 2" x 4" ACoustic CEILING PANELS - NEW
 - 8 4" INTEGRATED SYSTEMS ACoustic CEILING PANELS - NEW
 - 9 BARICAL STRETCHED CEILING SYSTEMS - NEW
 - 10 LED SCREENS - NEW
 - 11 EXPOSED PIPES (STEEL) PAINTED TO MATCH EXISTING TO MATCH
 - 12 EXPOSED PIPES (COPPER) PAINTED TO MATCH EXISTING TO MATCH



- REFLECTED:**
 REFLECTED FINISH LEGEND:
 A 2" x 12" GRAY FLOOR MAT
 B 4" x 8" UNTER RECESSED
 C 4" x 8" UNTER RECESSED
 D 4" x 8" UNTER RECESSED
 E 4" x 8" UNTER RECESSED
 F 4" x 8" UNTER RECESSED
 G 4" x 8" UNTER RECESSED
 H 4" x 8" UNTER RECESSED
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 O 4" x 8" UNTER RECESSED
 P 4" x 8" UNTER RECESSED
 Q 4" x 8" UNTER RECESSED
 R 4" x 8" UNTER RECESSED
 S 4" x 8" UNTER RECESSED
 T 4" x 8" UNTER RECESSED
 U 4" x 8" UNTER RECESSED
 V 4" x 8" UNTER RECESSED
 W 4" x 8" UNTER RECESSED
 X 4" x 8" UNTER RECESSED
 Y 4" x 8" UNTER RECESSED
 Z 4" x 8" UNTER RECESSED



GENERAL NOTES:
 1. ALL LIGHT FIXTURES TO BE LED
 2. 8' H - ROOMING HEIGHT
 3. 8' H - 8' H - ROOMING HEIGHT
 4. 8' H - 8' H - ROOMING HEIGHT
 5. 8' H - 8' H - ROOMING HEIGHT
 6. 8' H - 8' H - ROOMING HEIGHT
 7. 8' H - 8' H - ROOMING HEIGHT
 8. 8' H - 8' H - ROOMING HEIGHT
 9. 8' H - 8' H - ROOMING HEIGHT
 10. 8' H - 8' H - ROOMING HEIGHT

CEILING FINISH LEGEND:
 1. 2" x 12" GRAY FLOOR MAT
 2. 4" x 8" UNTER RECESSED
 3. 4" x 8" UNTER RECESSED
 4. 4" x 8" UNTER RECESSED
 5. 4" x 8" UNTER RECESSED
 6. 4" x 8" UNTER RECESSED
 7. 4" x 8" UNTER RECESSED
 8. 4" x 8" UNTER RECESSED
 9. 4" x 8" UNTER RECESSED
 10. 4" x 8" UNTER RECESSED
 11. 4" x 8" UNTER RECESSED
 12. 4" x 8" UNTER RECESSED

DESIGN CRITERIA:
 DATE: 08/20/2013
 DRAWN BY: J. BUSH
 CHECKED BY: J. BUSH
 PROJECT NO.: 13-0001
 SHEET NO.: A113.2

PROJECT: PORTMIAMI CRUISE TERMINAL F.2
SHEET: A113.2
DATE: 08/20/2013

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

KEY PLAN

SCALE BAR

REFLECTED CEILING PLAN

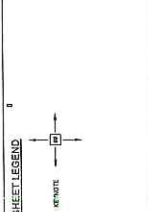
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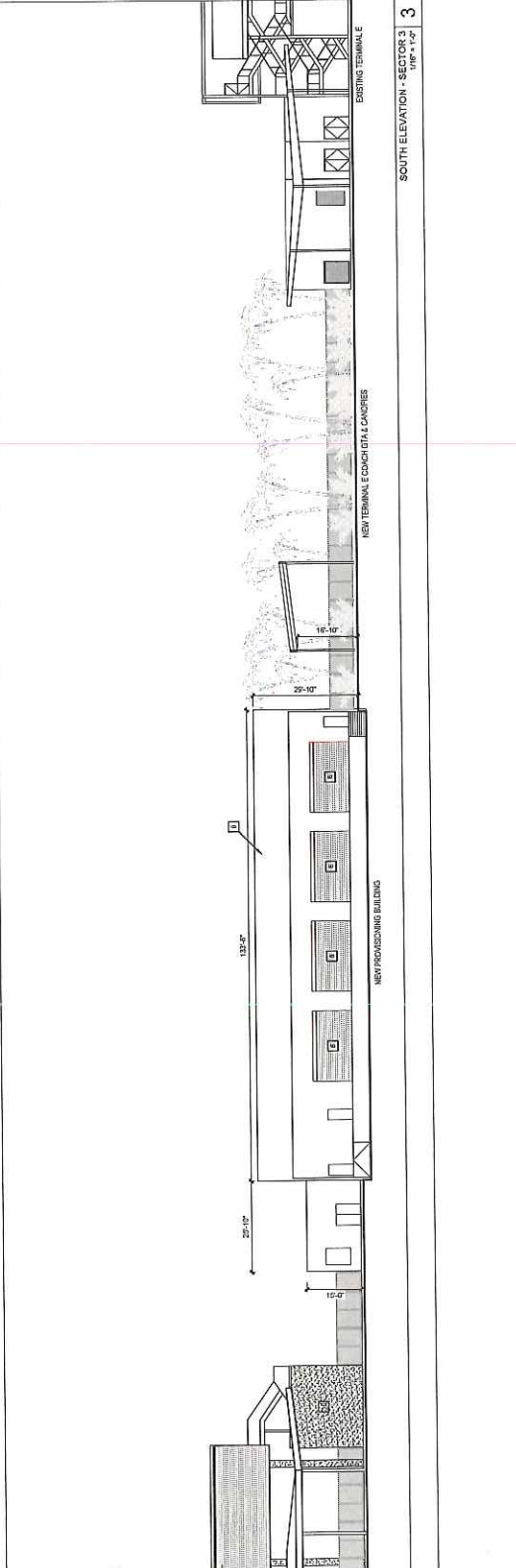
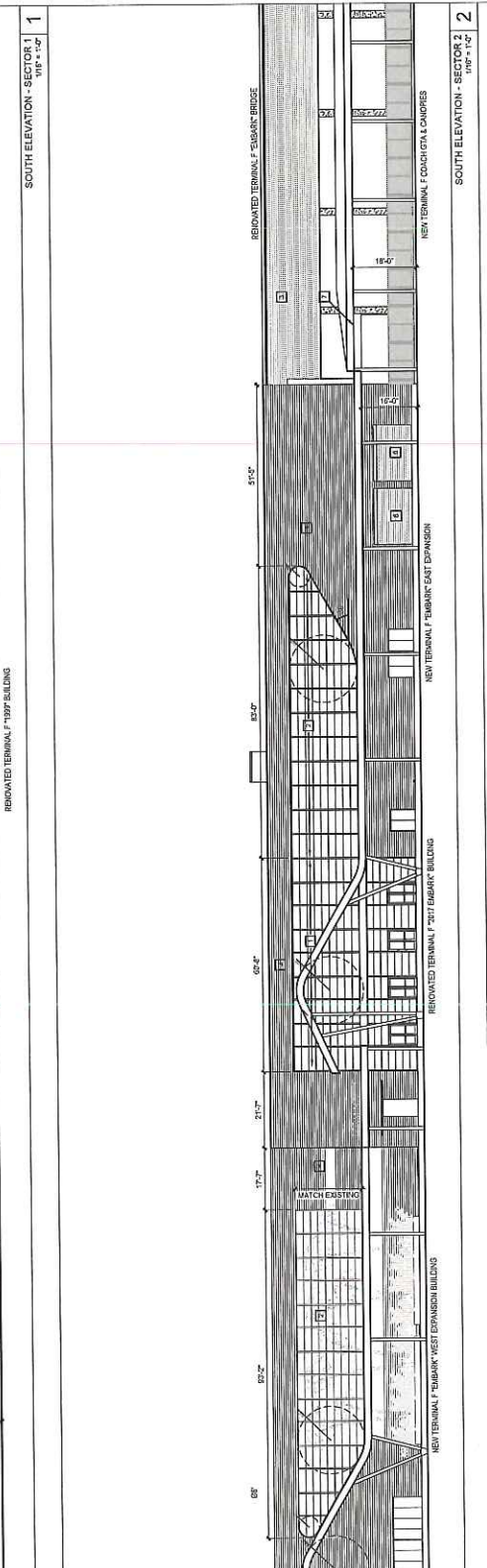
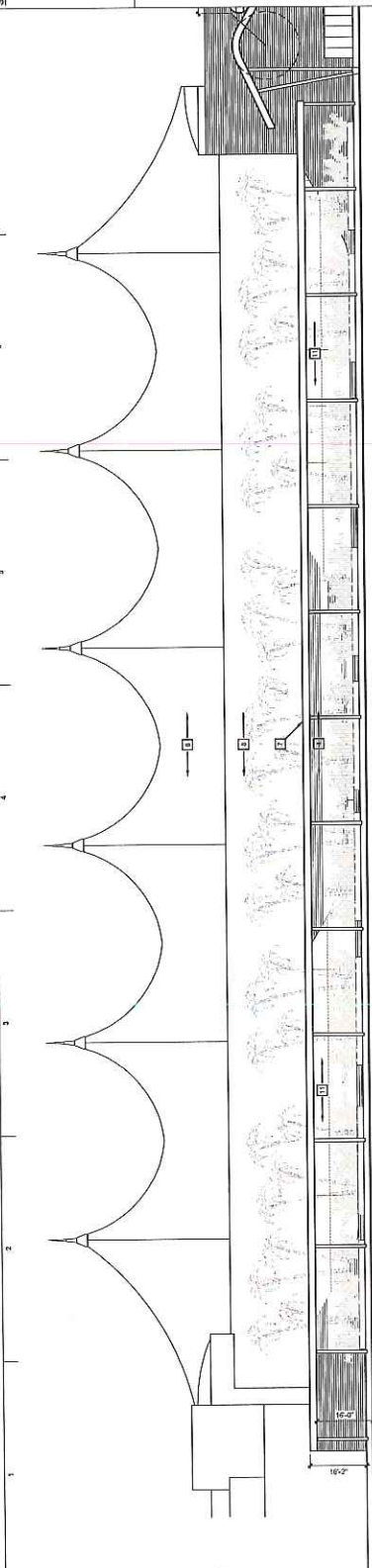
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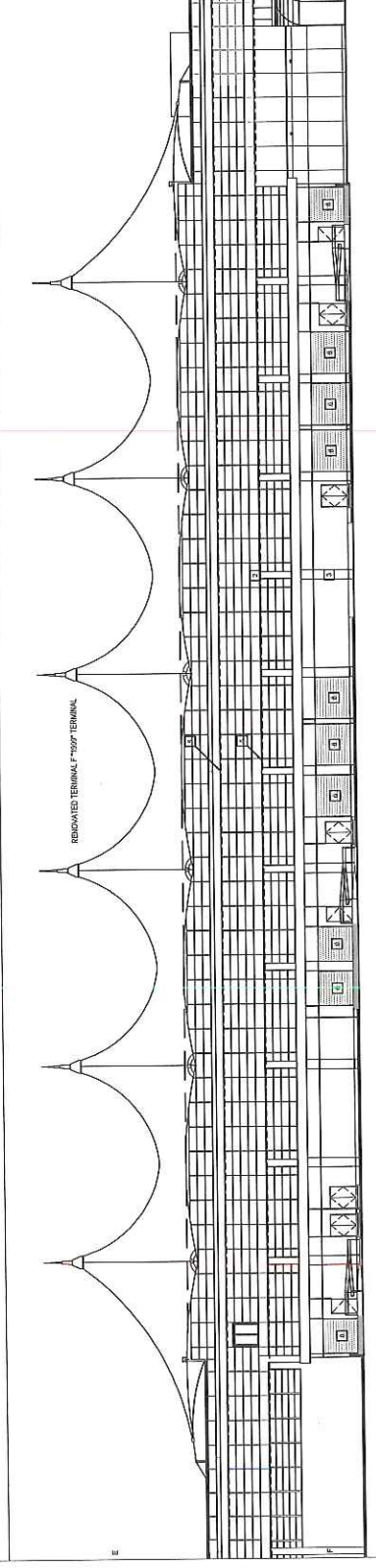
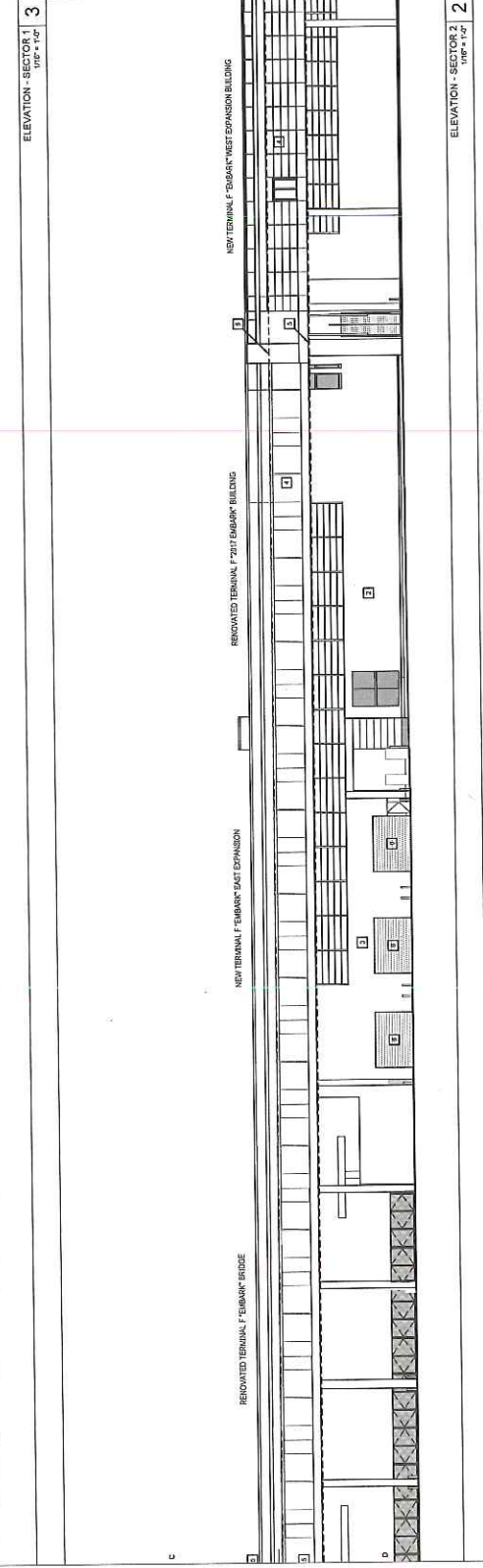
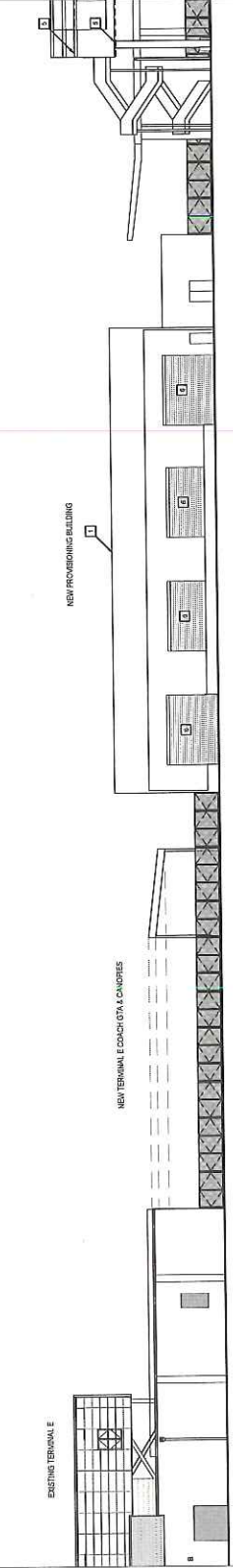
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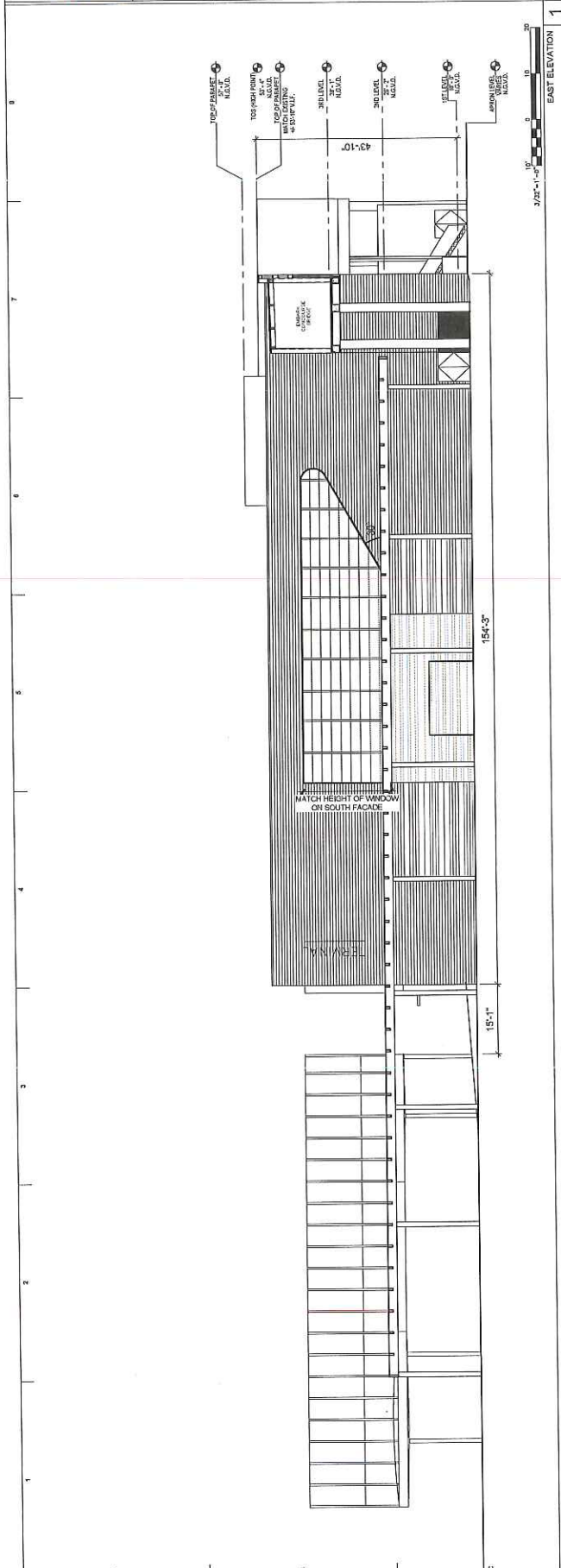
- ELEVATIONS KEYNOTES**
- 1. EXISTING CURTAIN WALL SYSTEM
 - 2. EXISTING CURTAIN WALL SYSTEM
 - 3. EXISTING CURTAIN WALL SYSTEM
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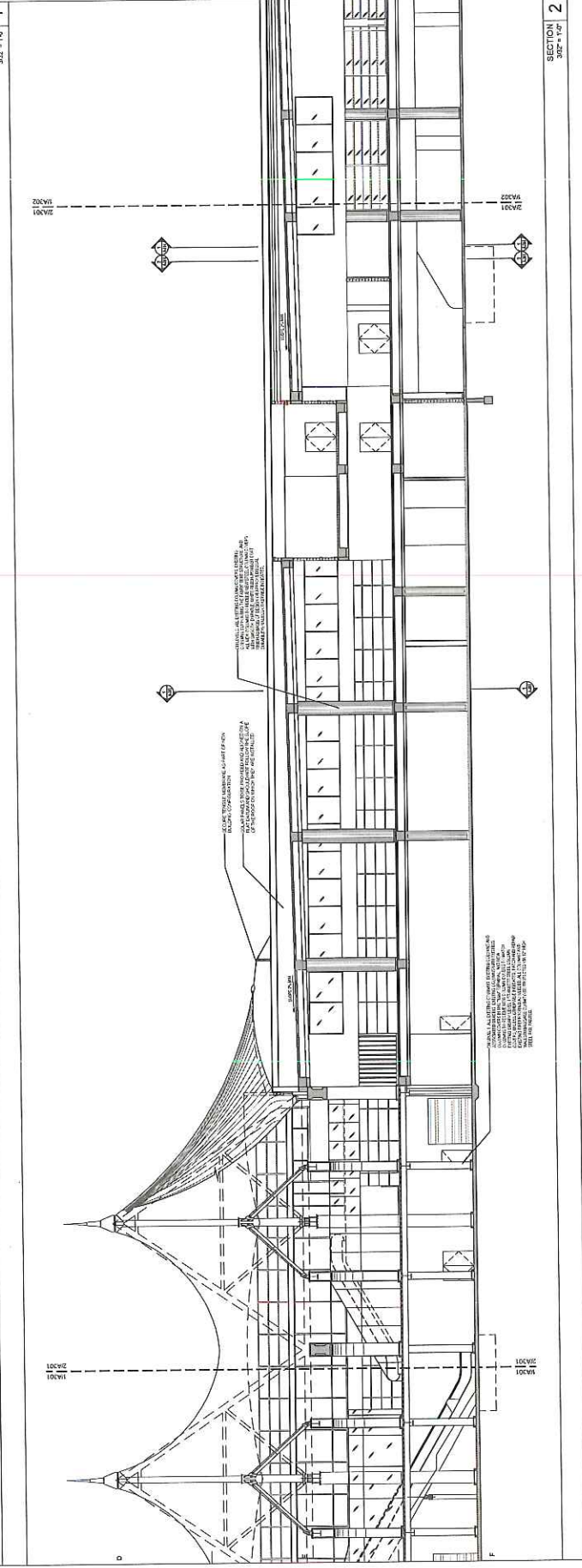
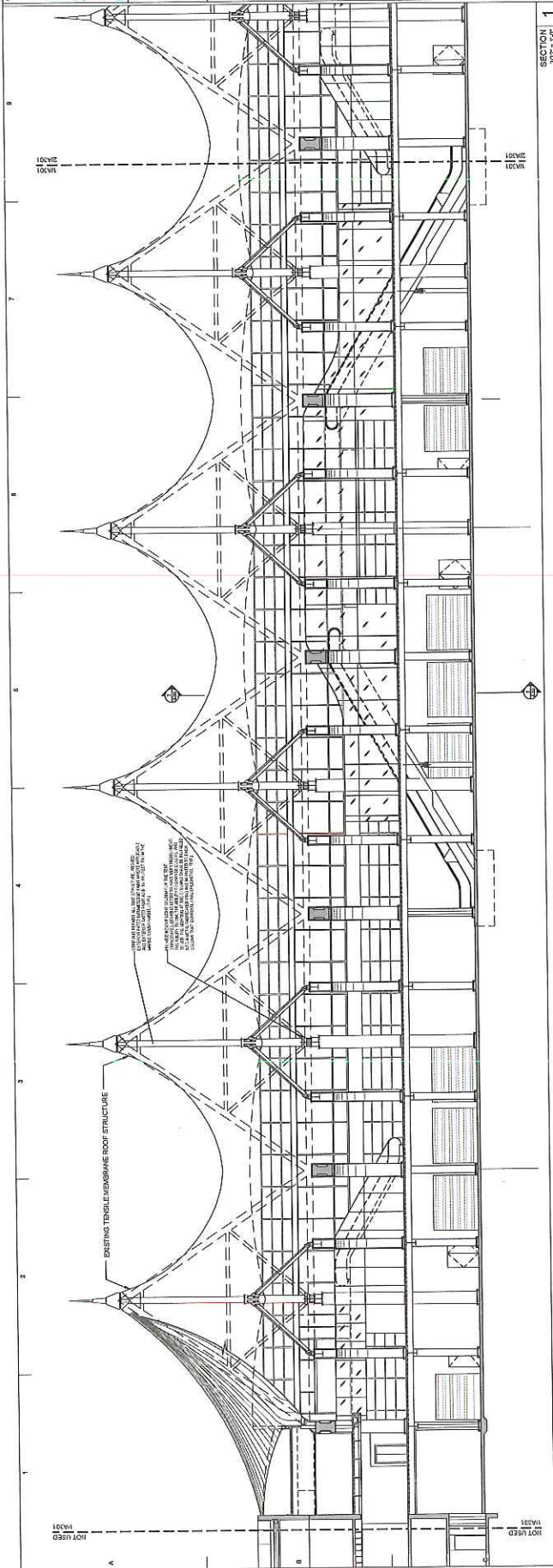
SHEET LEGEND



ELEVATION - SECTOR 3
1/8" = 1'-0"



1
 EAST ELEVATION



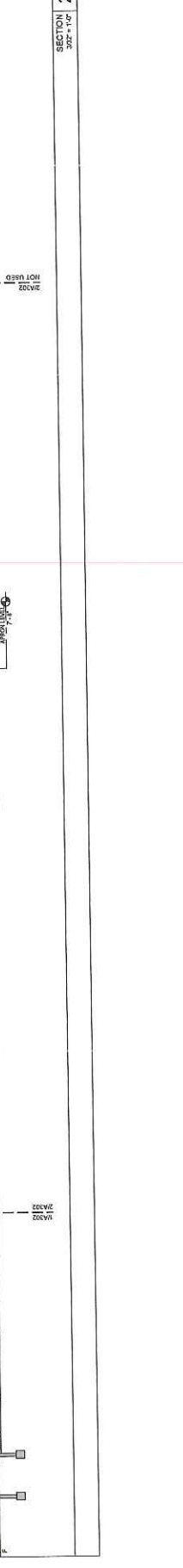
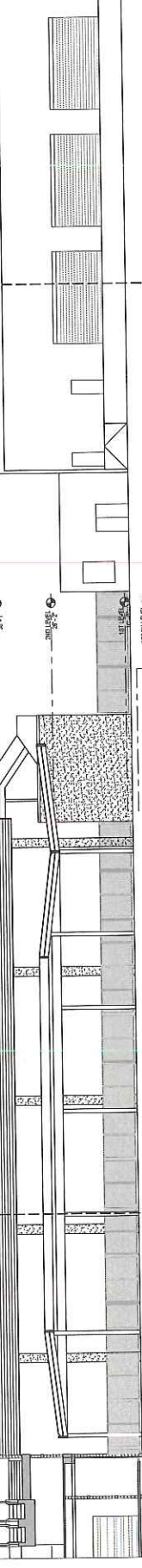
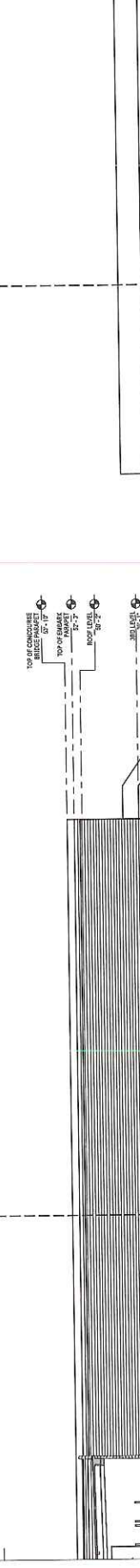
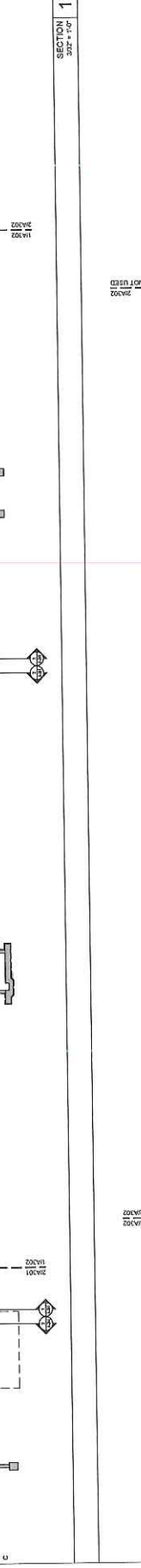
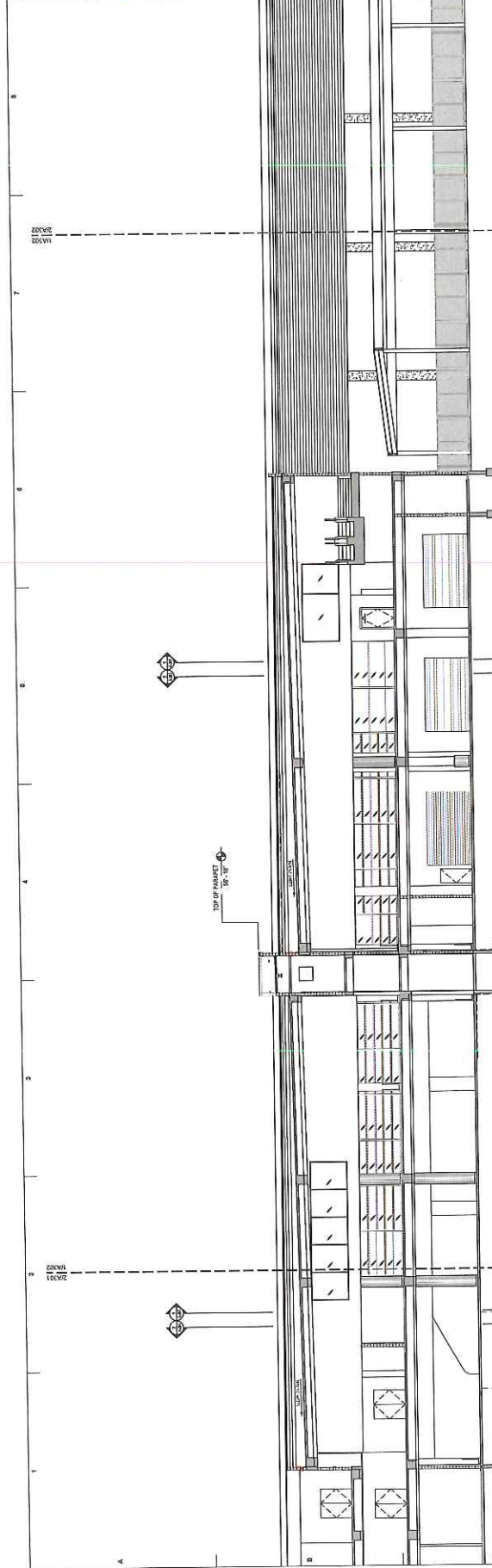
PORTMIAMI CRUISE TERMINAL F.2.0
 UPDATES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

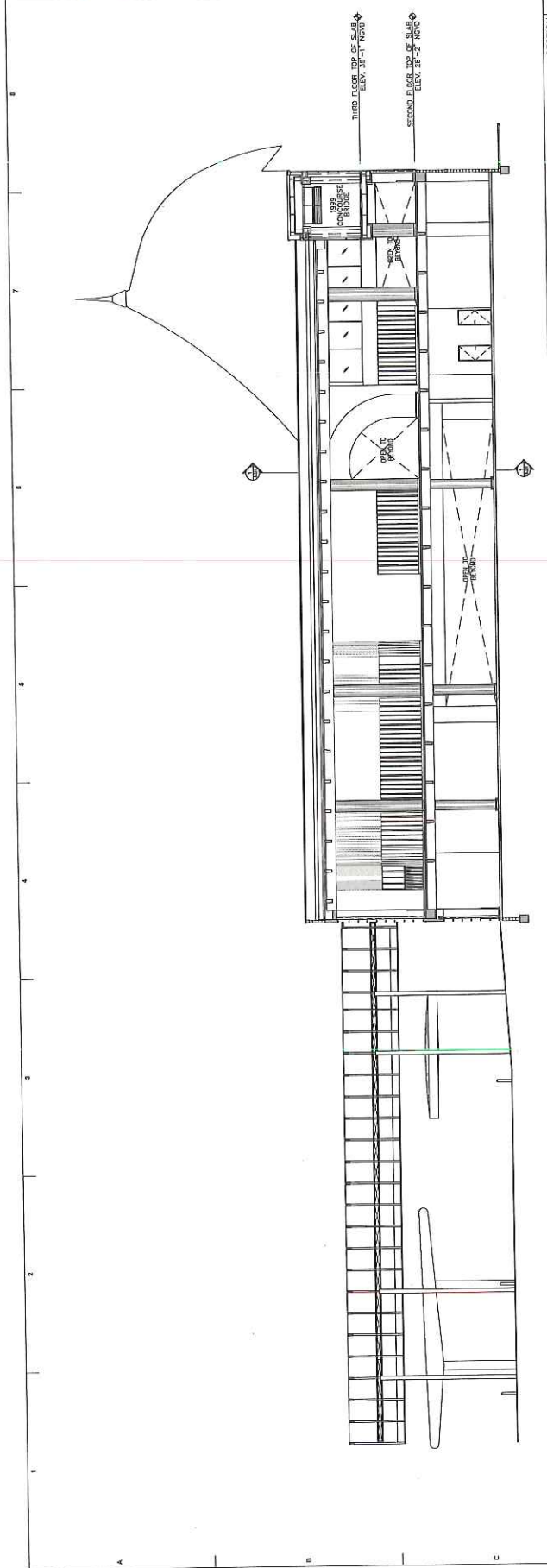
DATE: 08/11/2014
 DRAWING NO: 2014-0001
 PROJECT: PORTMIAMI CRUISE TERMINAL F.2.0
 SHEET: 2014-0001-01

SECTION 1
 3/32" = 1'-0"

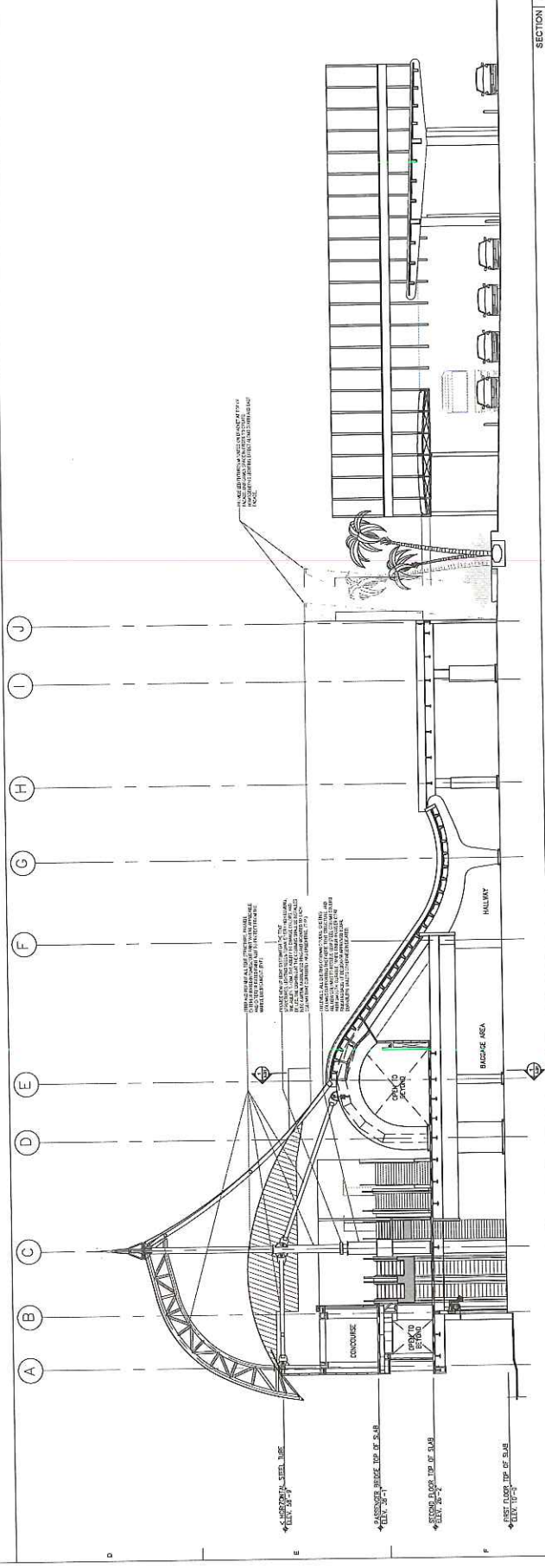
SECTION 2
 3/32" = 1'-0"

A301

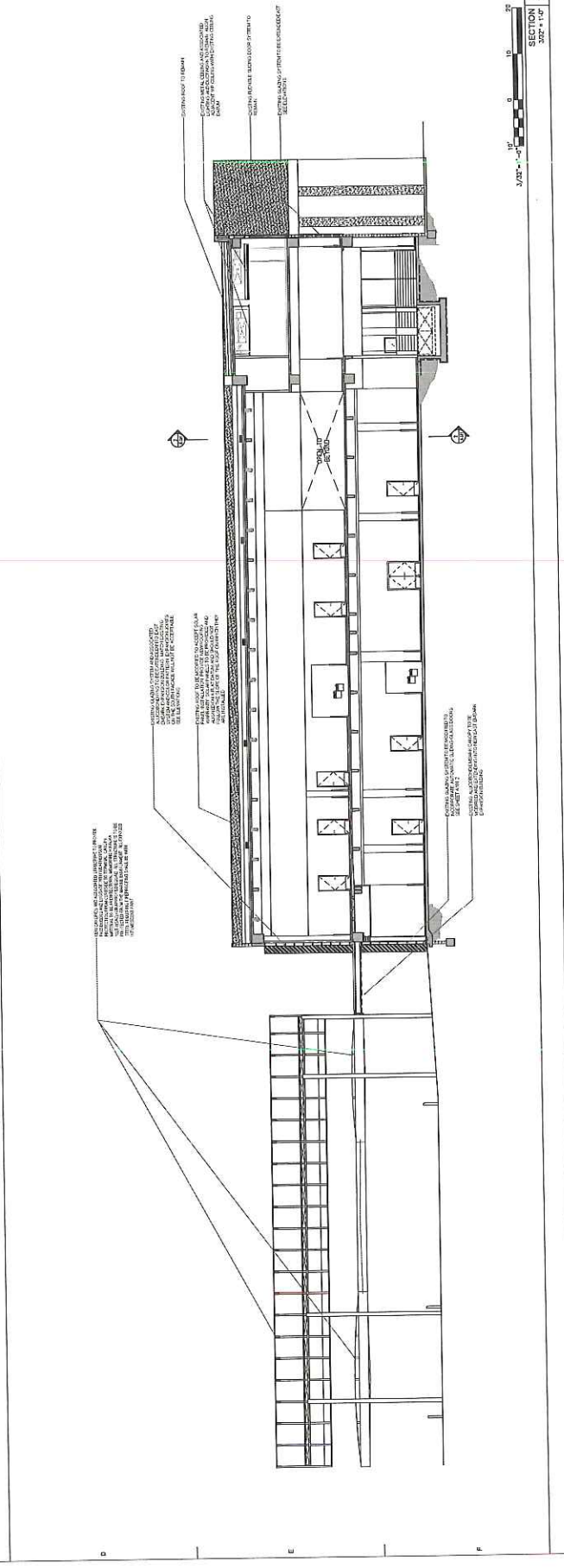
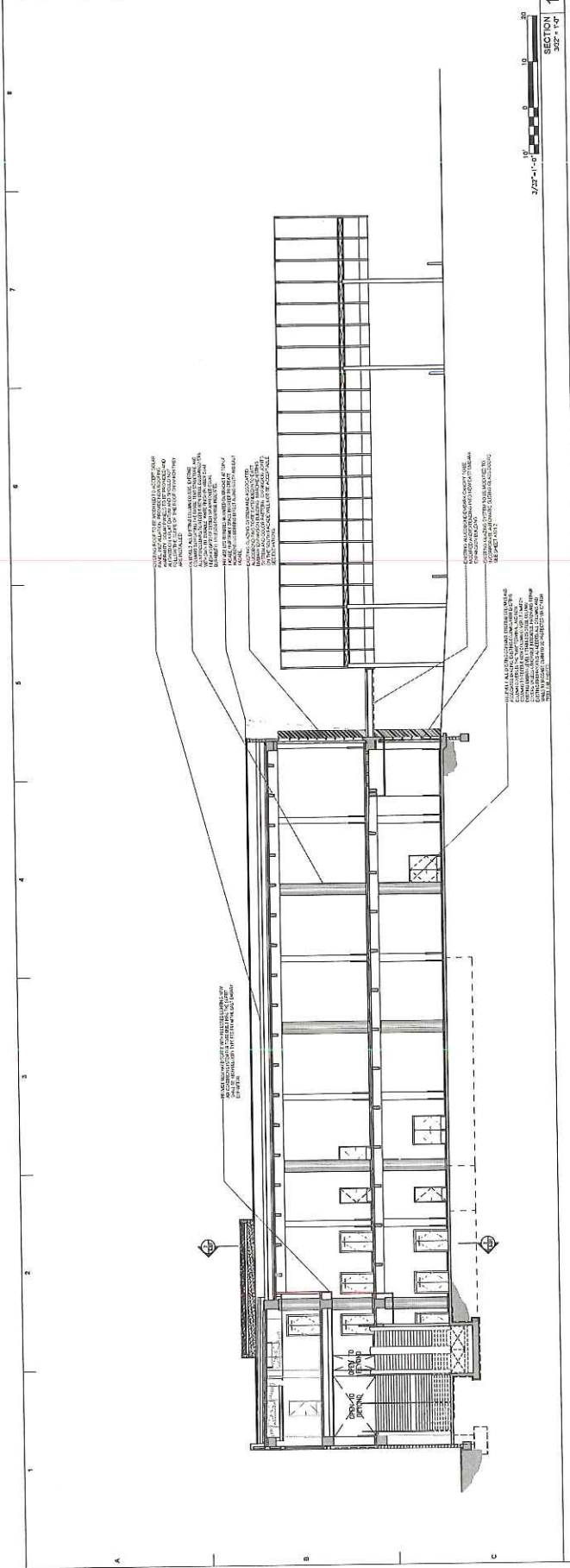


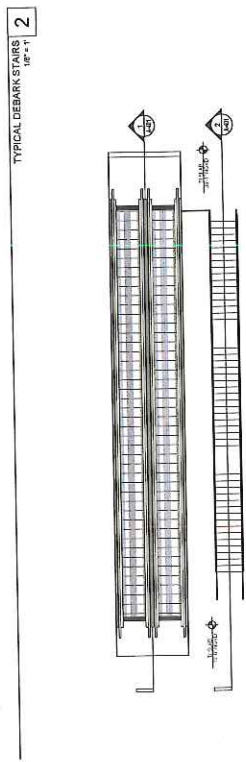
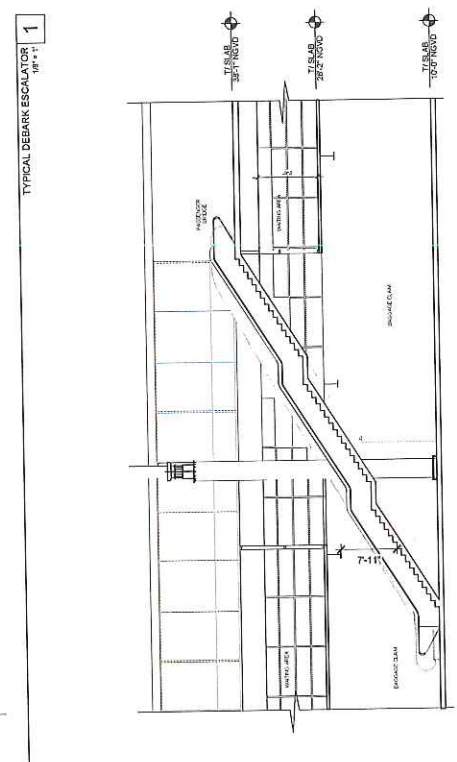
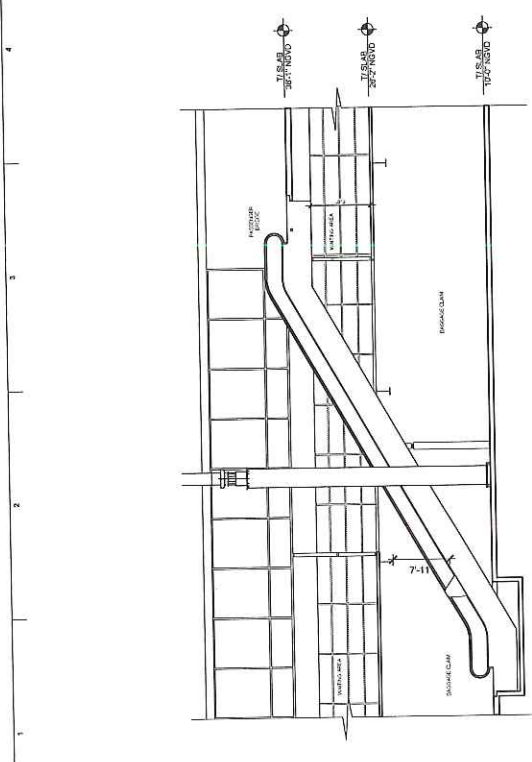
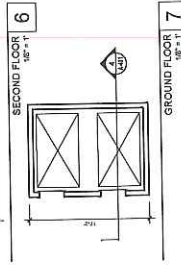
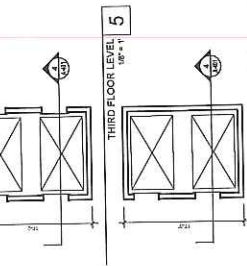
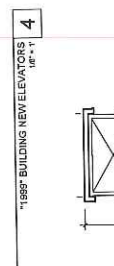
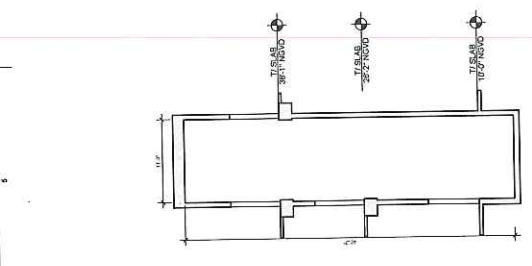
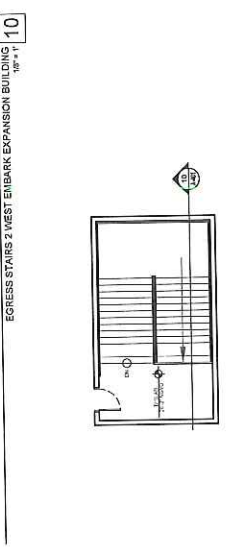
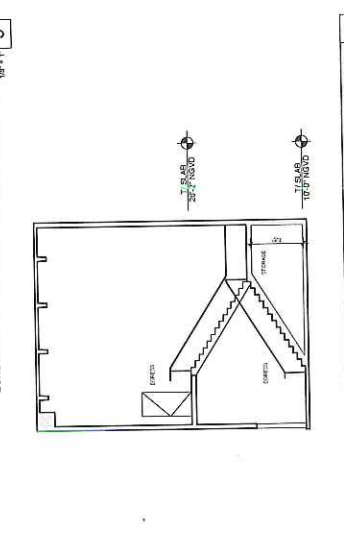
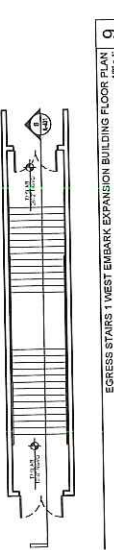
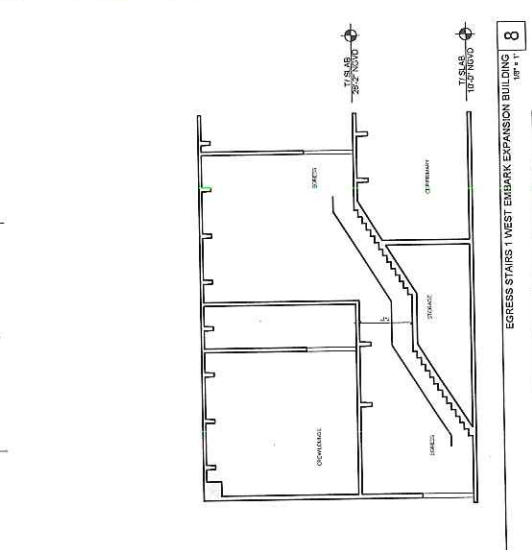


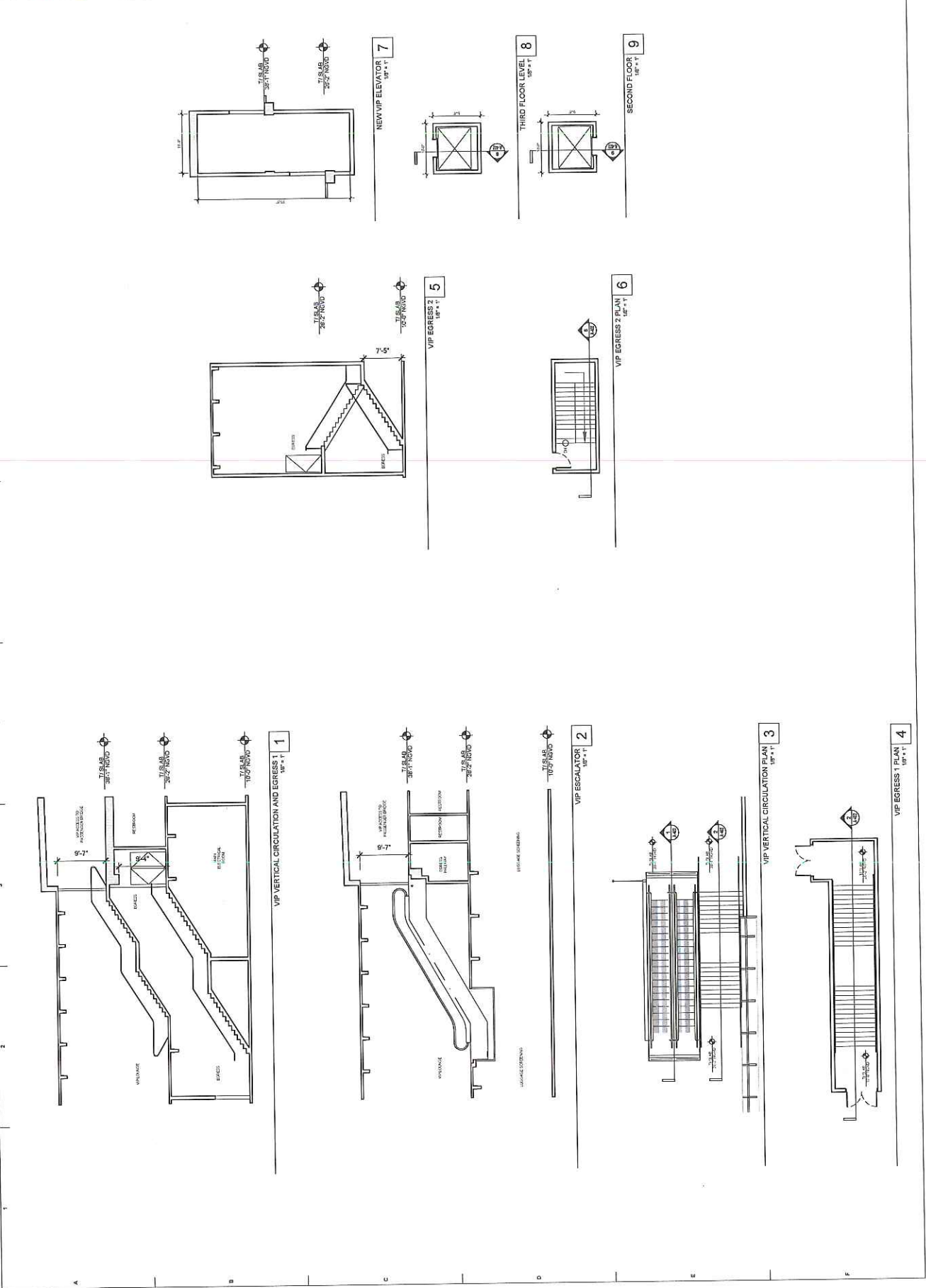
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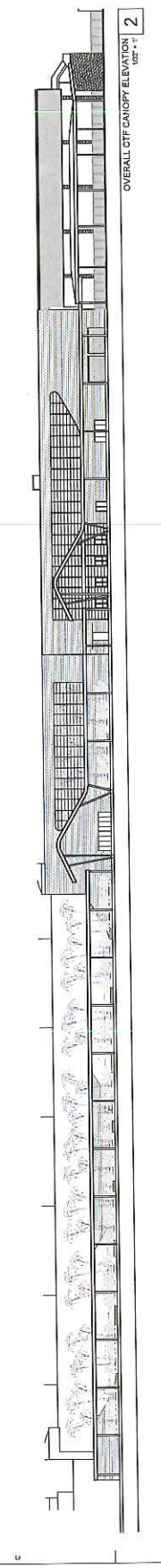
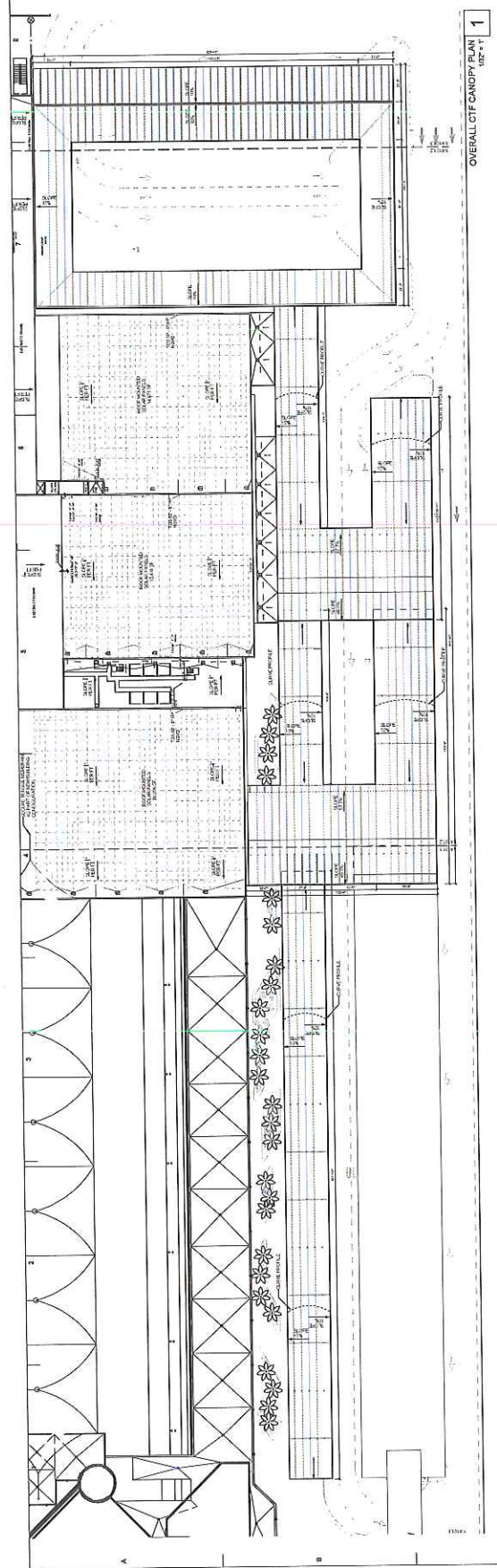


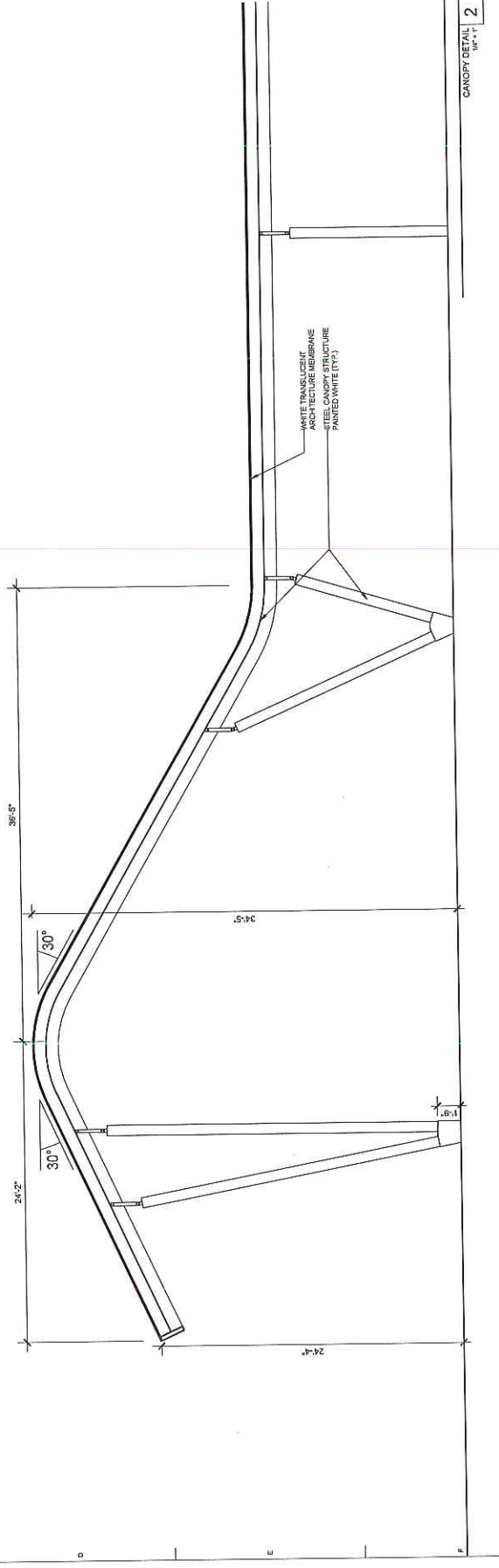
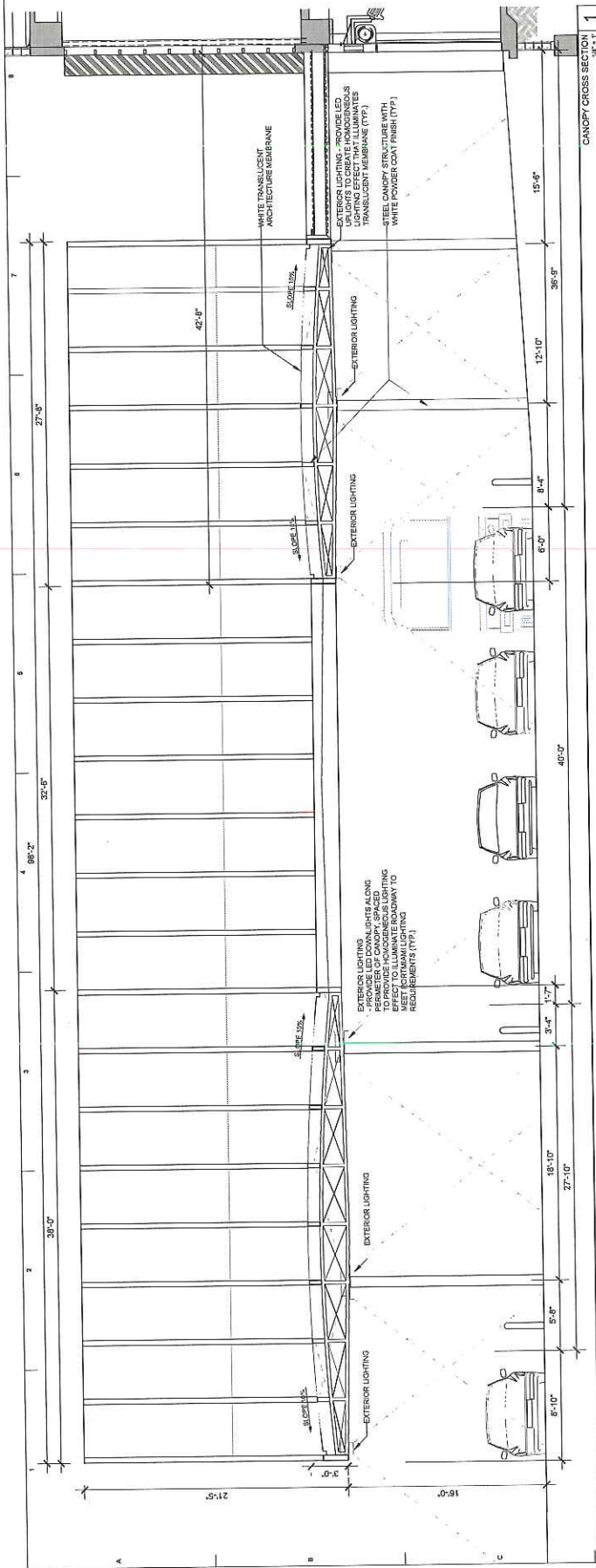
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 3/8\"/>











A901

TERMINAL AERIAL VIEW 1



PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE & INTERIORS
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1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.371.1100
WWW.BUSCHARCHITECTS.COM

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ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS



TERMINAL STREET VIEW 1

A902

DATE: 08/14/2013

PROJECT: PORTMIAMI

SCALE: 1/8" = 1'-0"

DESIGNER: BUSH ARCHITECTS

DATE: 08/14/2013

PROJECT: PORTMIAMI

SCALE: 1/8" = 1'-0"

DESIGNER: BUSH ARCHITECTS

PORTMIAMI CRUISE TERMINAL F.2.0
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

PORTMIAMI
 UPGRADES AND RENOVATIONS

Bush Architects
 ARCHITECTURE & INTERIORS



EMBARK FACADE VIEW FROM DROP-OFF/PICK-UP ISLAND

2



GTA CANOPY VIEW

1



CANOPY VIEW FROM EMBARK

4



CANOPY VIEW FROM CBP EXIT

3



REMODELED 199 TERMINAL VIEW 1

1



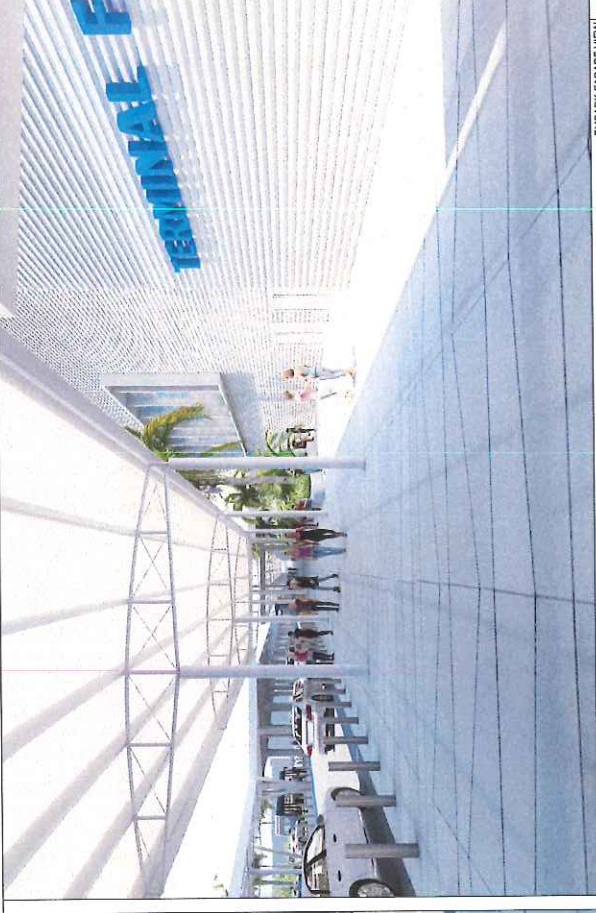
REMODELED 199 TERMINAL VIEW 2

2



DROP-OFF / PICK-UP BLIND VIEW

3



EMBARK FACADE VIEW

4

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
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ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.441.1100
WWW.BUSCHARCHITECTS.COM

DESIGN CRITERIA	
DATE:	08/11/2011
BY:	ARCHITECT
FOR:	PORTMIAMI CRUISE TERMINAL
PROJECT NO.:	1103 NORTH CRUISE BLVD
SCALE:	1/8" = 1'-0"
DATE:	08/11/2011

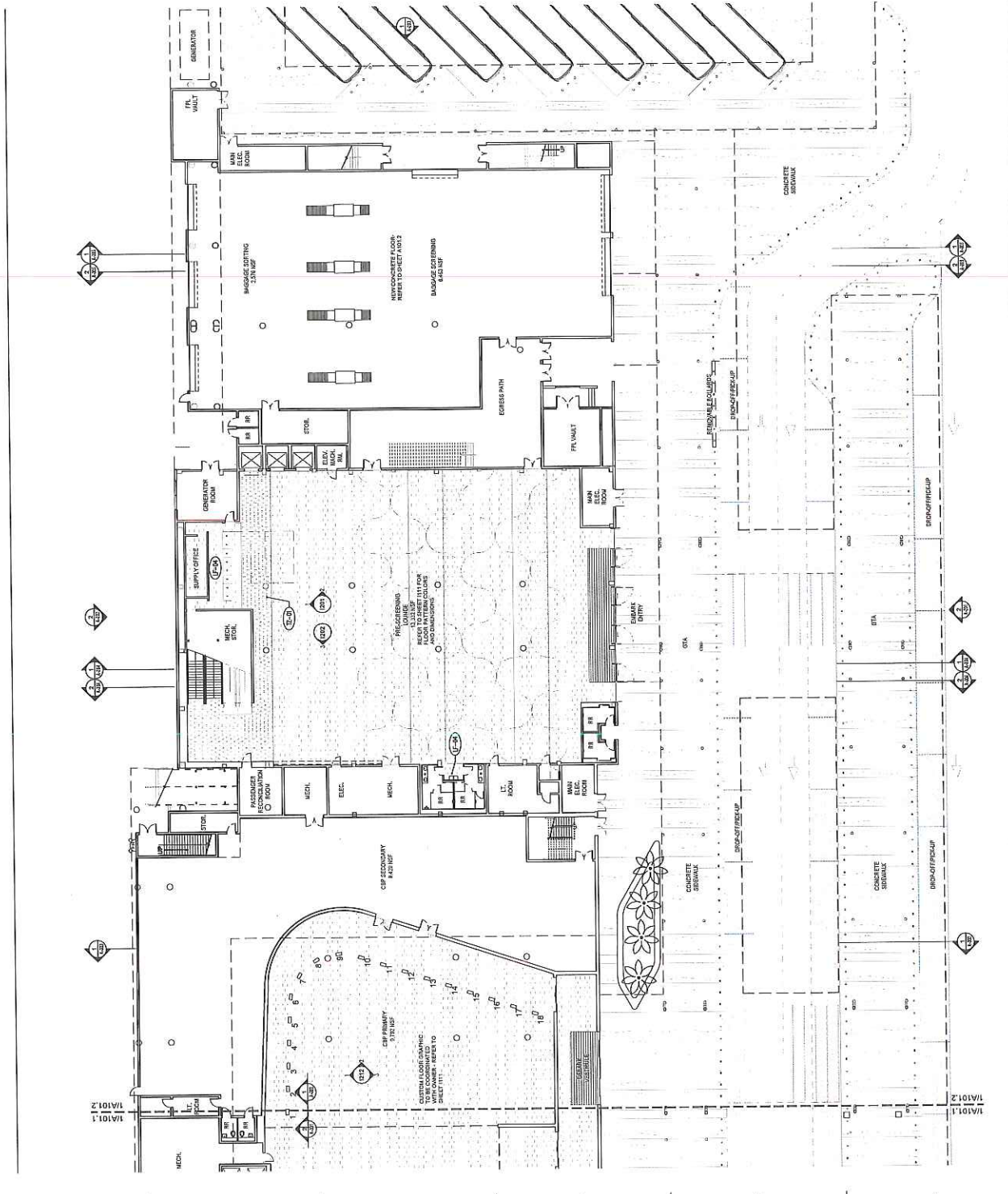
PROJECT NO. A904

ARCHITECTURE & INTERIORS
Busch Architects
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.441.1100
WWW.BUSCHARCHITECTS.COM

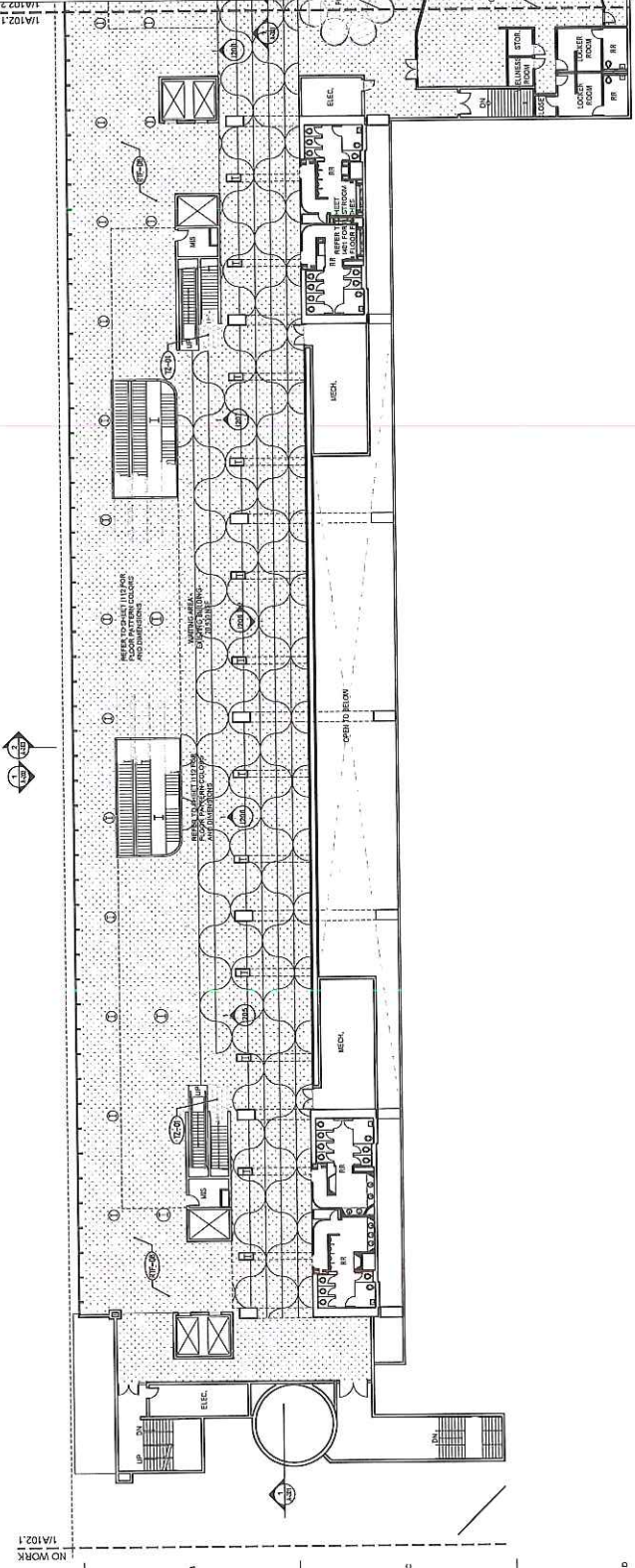
PROJECT NO. A904

FLOOR FINISH LEGEND

	UNBLEND FLOORING
	TERRAZZO
	RESILIENT TEXTILE FLOORING
	INSET CARSET
	LUXURY VINYL TILE
	EXISTING CONCRETE TO REMAIN
	EXISTING CARPET TO REMAIN



FLOOR FINISH LEGEND	
[Pattern]	LINSEED FLOORING
[Pattern]	TERRAZZO
[Pattern]	RESIDENT TEXTILE FLOORING
[Pattern]	INSET CARPET
[Pattern]	LUXURY VINYL TILE
[Pattern]	EXISTING CONCRETE TO REMAIN
[Pattern]	EXISTING CARPET TO REMAIN



1/8" = 1'-0"
 0 5 10 15 20
 FEET
 NORTH
 FLOOR PLAN
 108-109
 1102.1

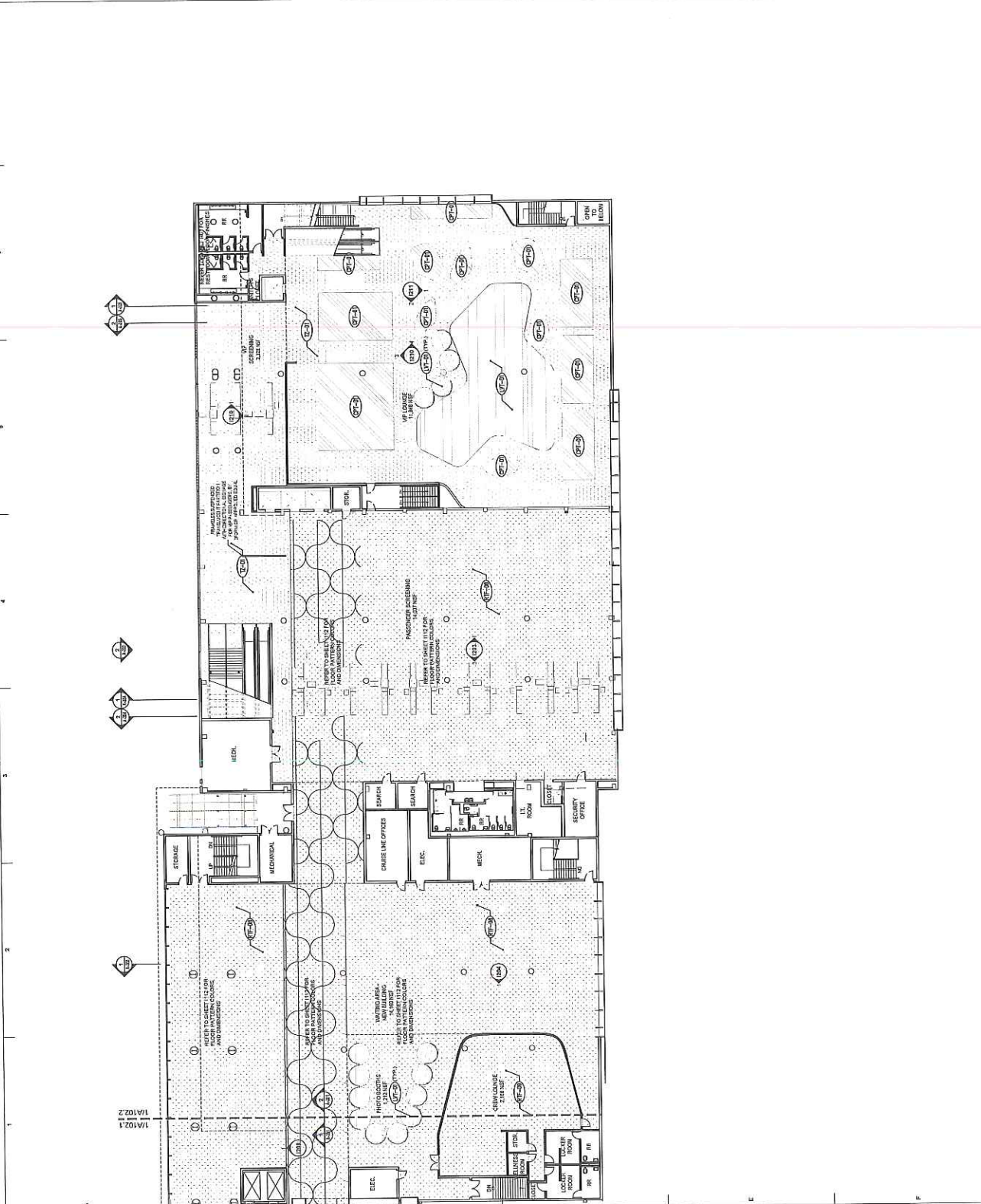
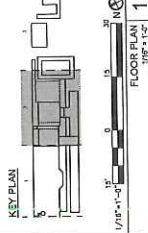
PORTMIAMI CRUISE TERMINAL F.2.0
 UPDATES AND RENOVATIONS
 1102 NORTH CRUISE BLVD
 MIAMI, FL 33132

Bush Architects
 ARCHITECTURE & INTERIORS
 1100 BUSH BLVD
 SUITE 1000
 MIAMI, FL 33132
 TEL: 305.575.1100
 WWW.BUSHARCHITECTS.COM

DESIGN: BUSH ARCHITECTS
 DATE: 08/20/19
 PROJECT NO.: 108-109
 DRAWING NO.: 108-109-FP-1102.1
 SCALE: 1/8" = 1'-0"
 SHEET NO.: 1102.1
 TOTAL SHEETS: 1102.1-1102.12

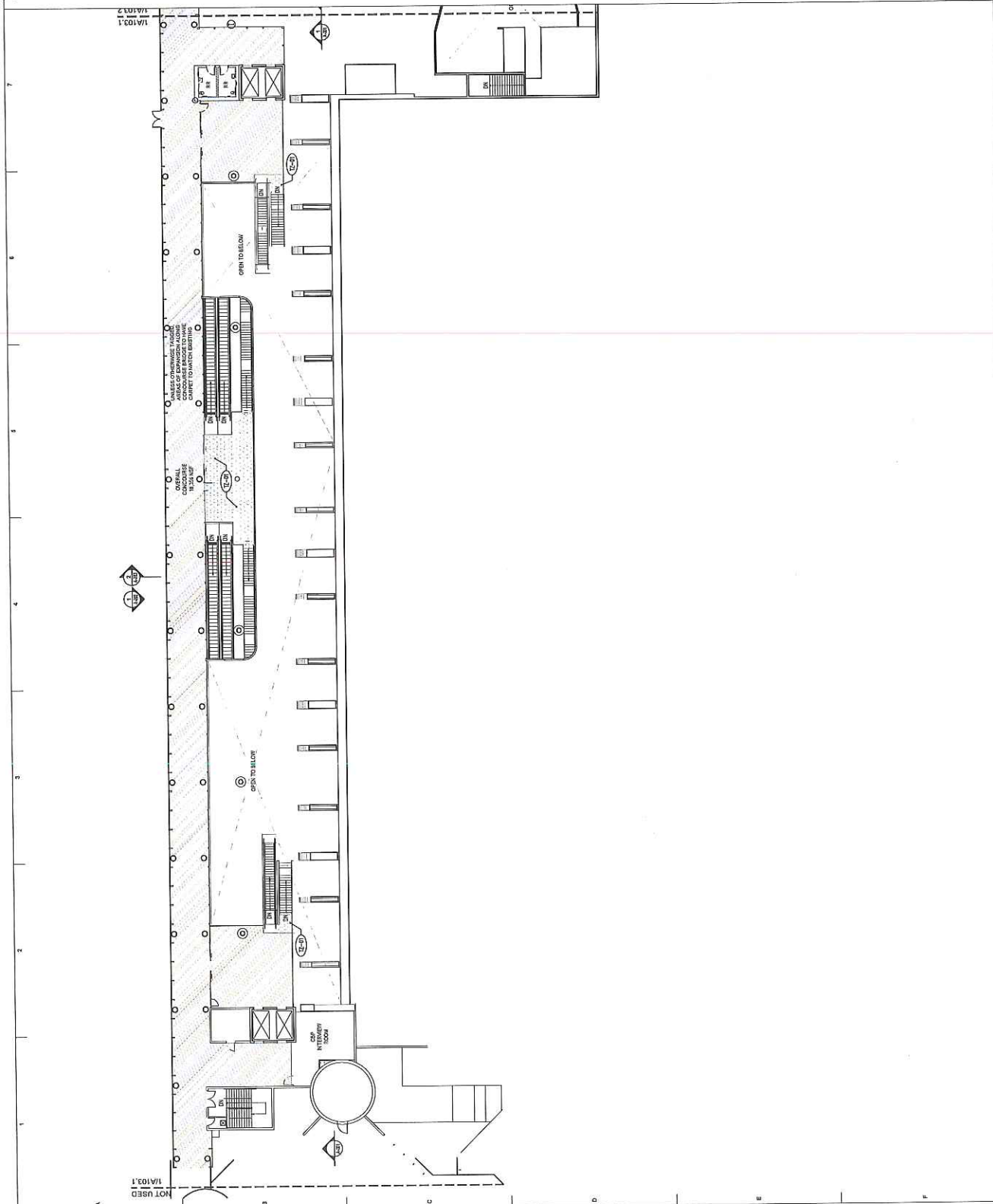
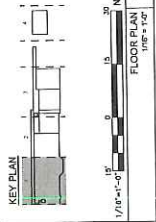
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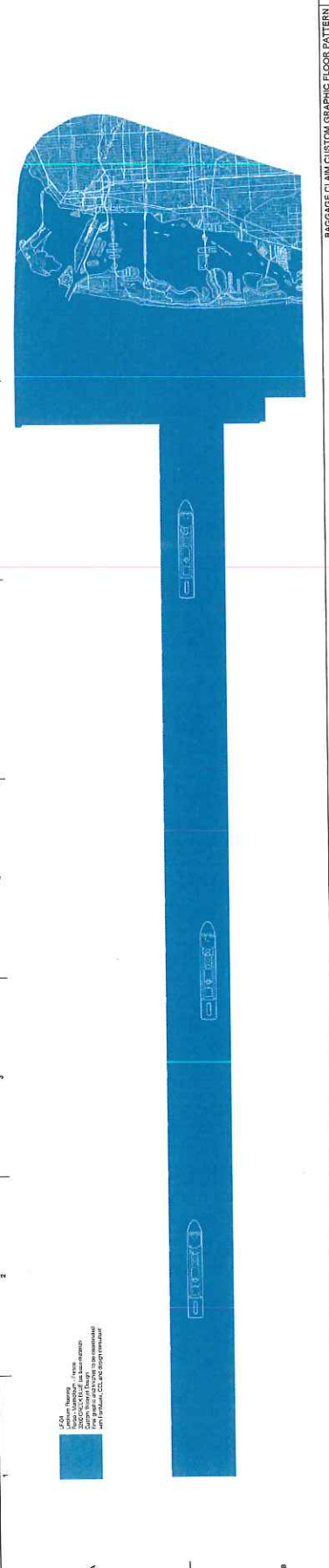
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	TERAZZO
	RESILIENT TEXTILE FLOORING
	INSET CARPET
	LUXURY VINYL TILE
	EXISTING CONCRETE TO REMAIN
	EXISTING CARPET TO REMAIN



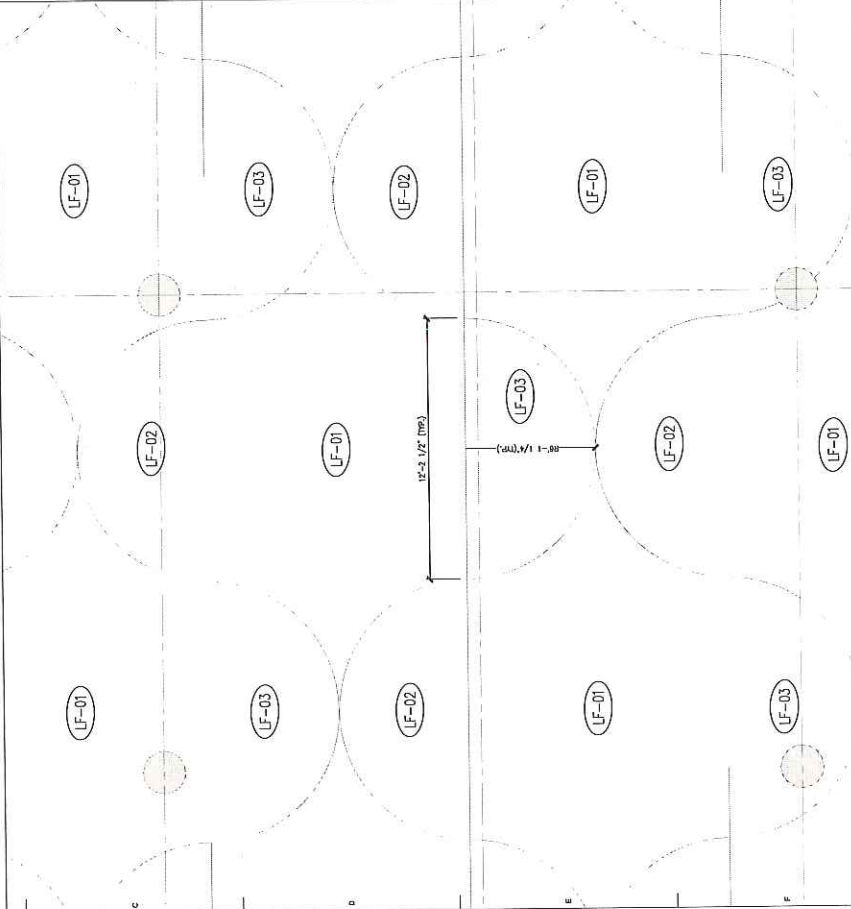
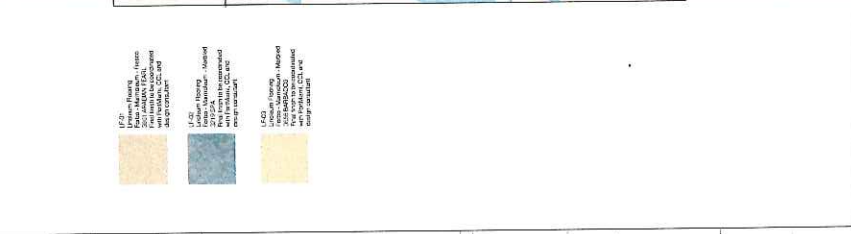
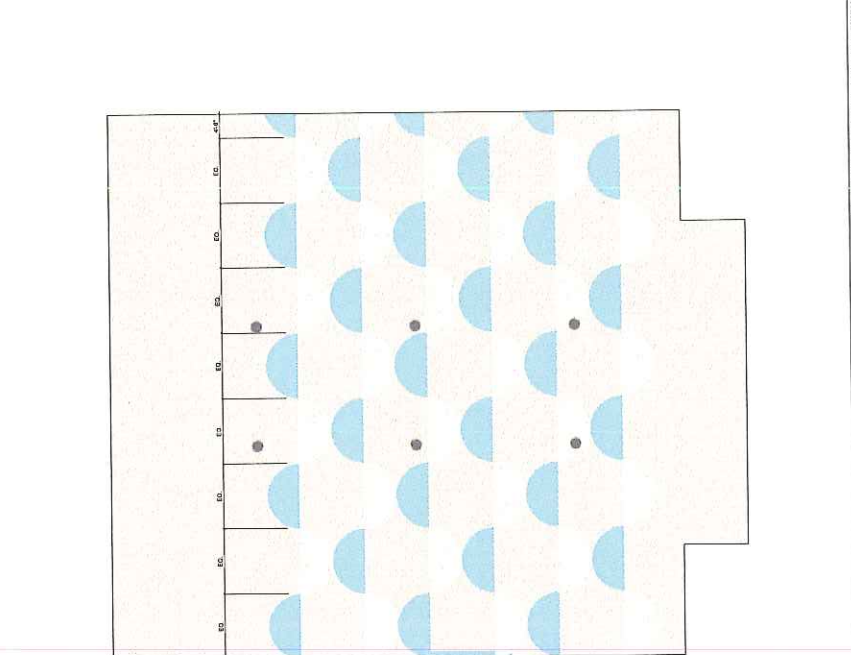
FLOOR FINISH LEGEND

	UNFINISHED FLOORING
	TERRAZZO
	RESILIENT TEXTILE FLOORING
	INSET CARPET
	LUXURY/VINYL TILE
	EXISTING CONCRETE TO REMAIN
	EXISTING CARPET TO REMAIN



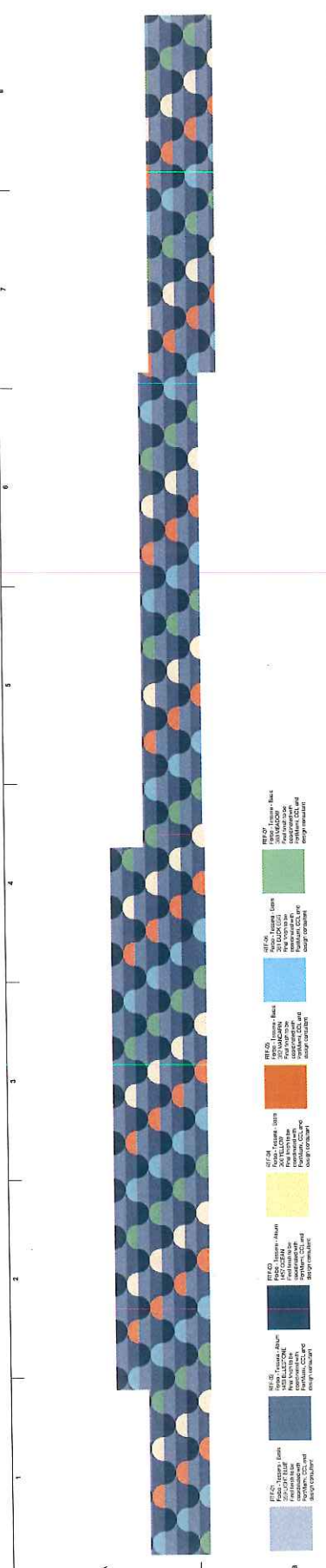


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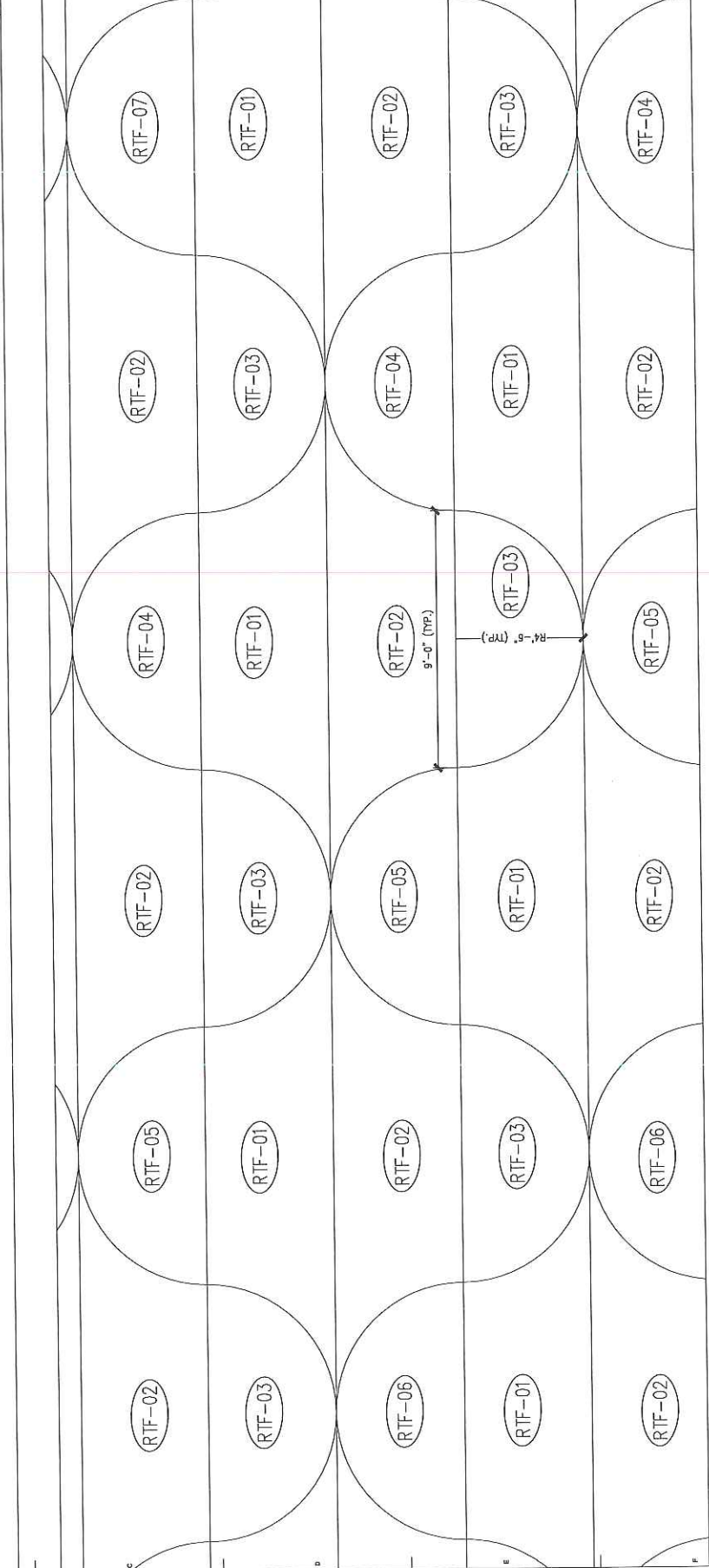


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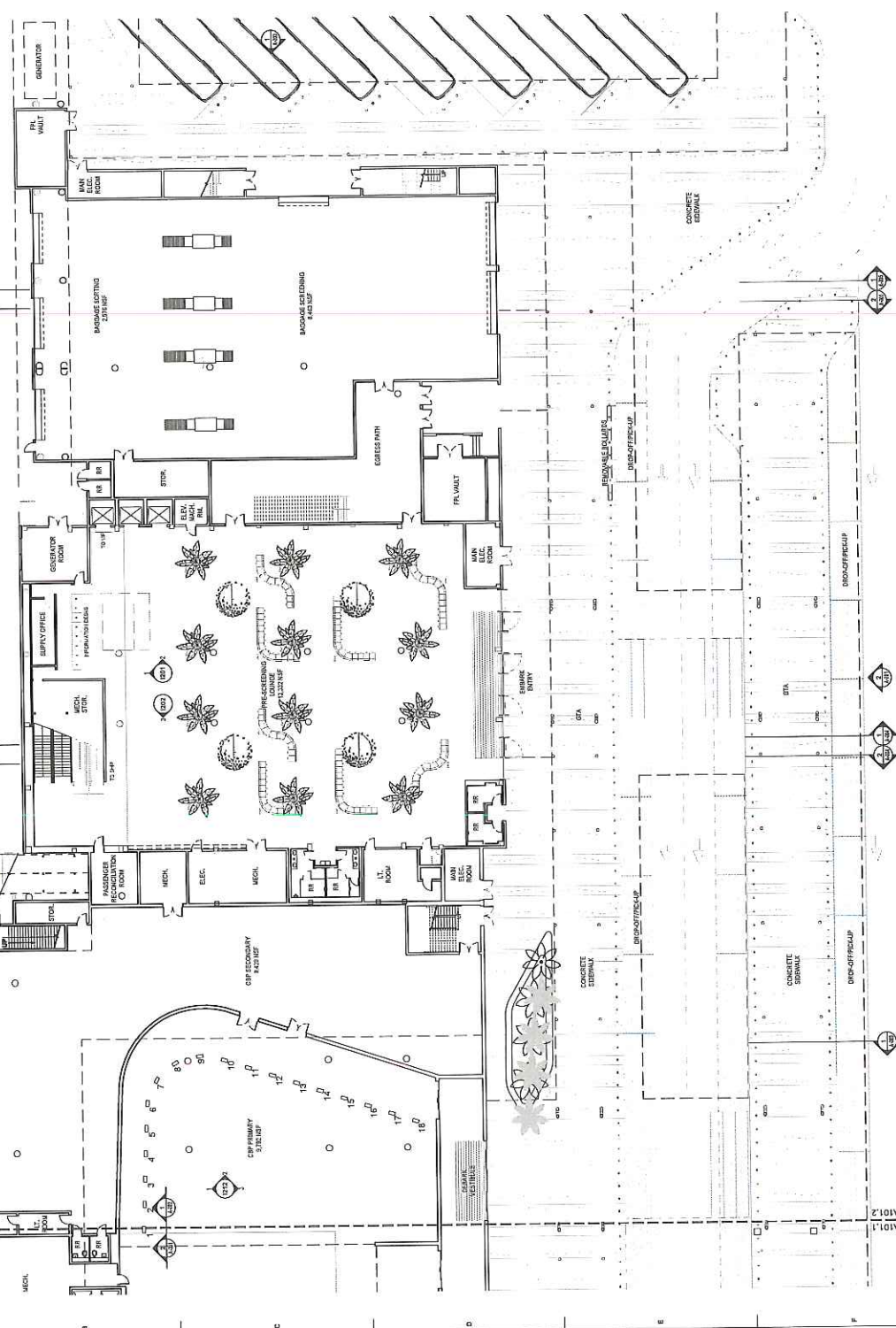
3 PRE-SCREENING LOUNGE FLOOR PATTERN N.T.S.



WAITING AREA FLOOR PATTERN 1 N.T.S.



WAITING AREA FLOOR PATTERN 2 N.T.S.



DATE: 10/15/11
DRAWN BY: J. BUSH
CHECKED BY: J. BUSH
SCALE: 1/8" = 1'-0"

DESIGN CRITERIA
DATE: 10/15/11
DRAWN BY: J. BUSH
CHECKED BY: J. BUSH
SCALE: 1/8" = 1'-0"

PORTMIAMI CRUISE TERMINAL
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

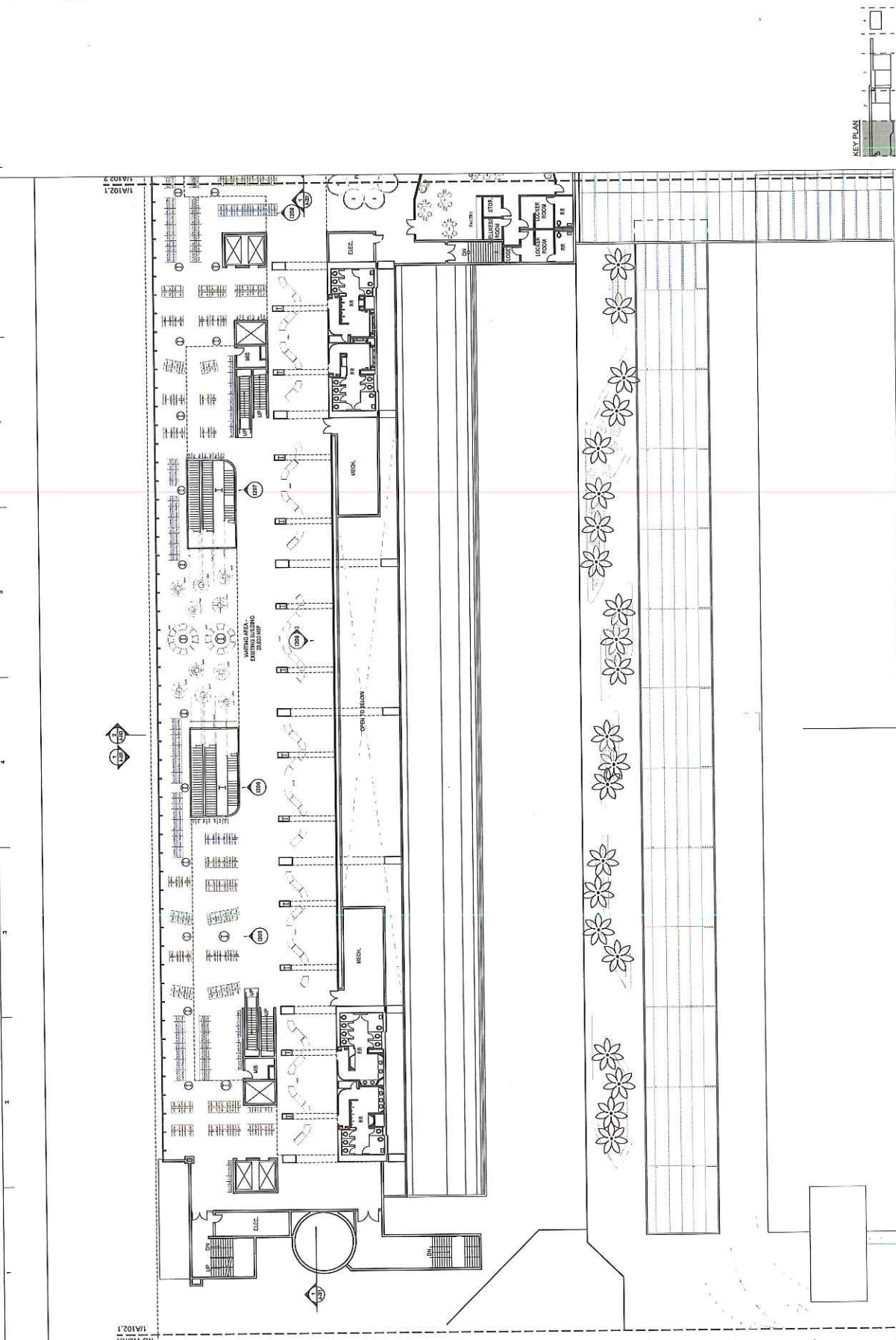
ARCHITECTURE & INTERIORS
Berblum
Busch Architects



1/8" = 1'-0"

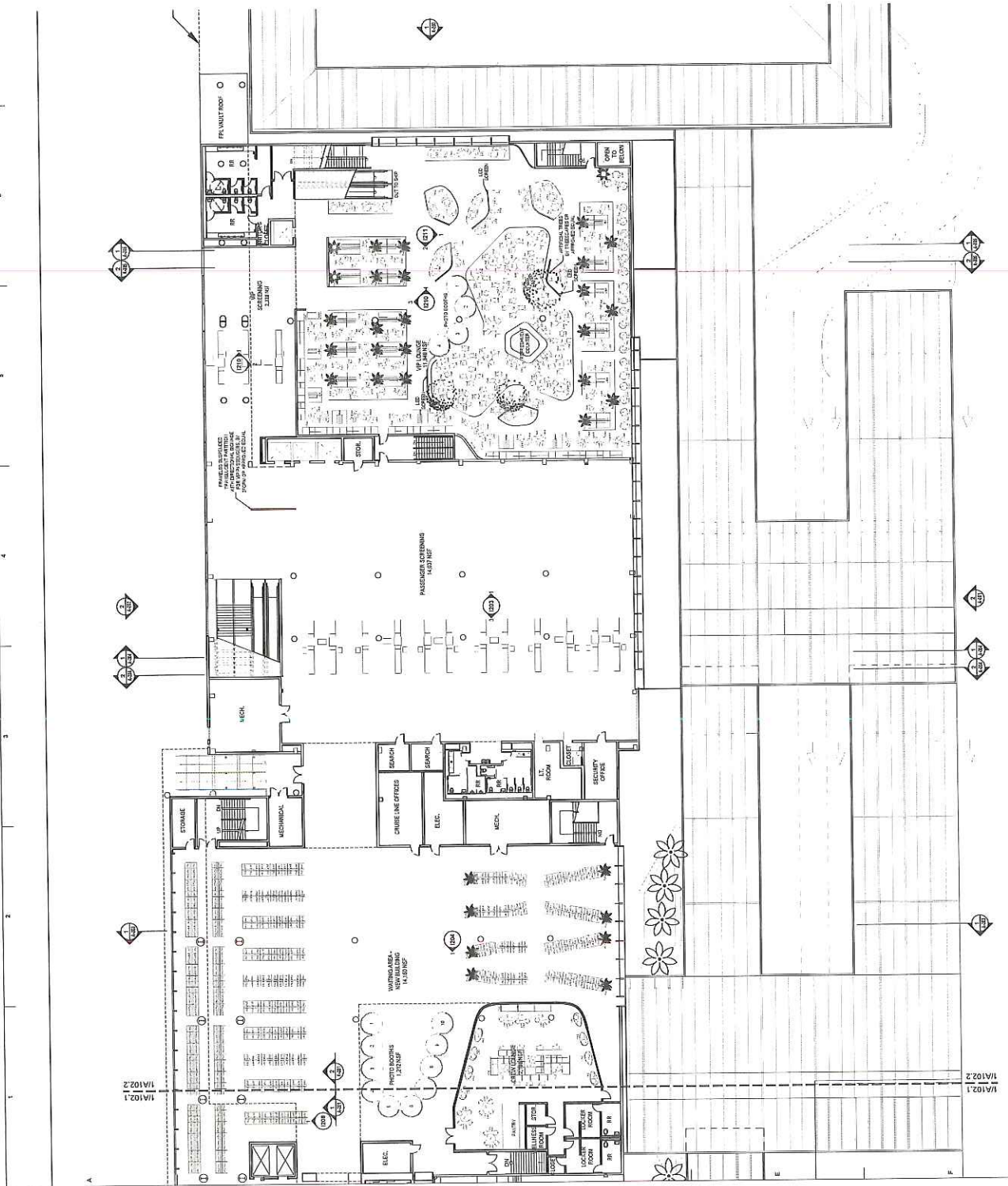
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NO WORK
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NO WORK
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1/A102.1

1/A102.2

PROJECT RELEASE

DATE: 02/11/2020

PROJECT: PORTMIAMI

DESIGN: BUSCH ARCHITECTS

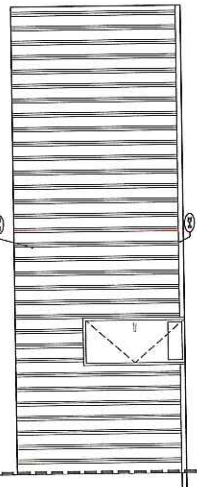
ARCHITECTURE & INTERIORS

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

PORTMIAMI
BUSCH ARCHITECTS
ARCHITECTURE & INTERIORS

INTERIOR ELEVATION
1/10' - 1/10'



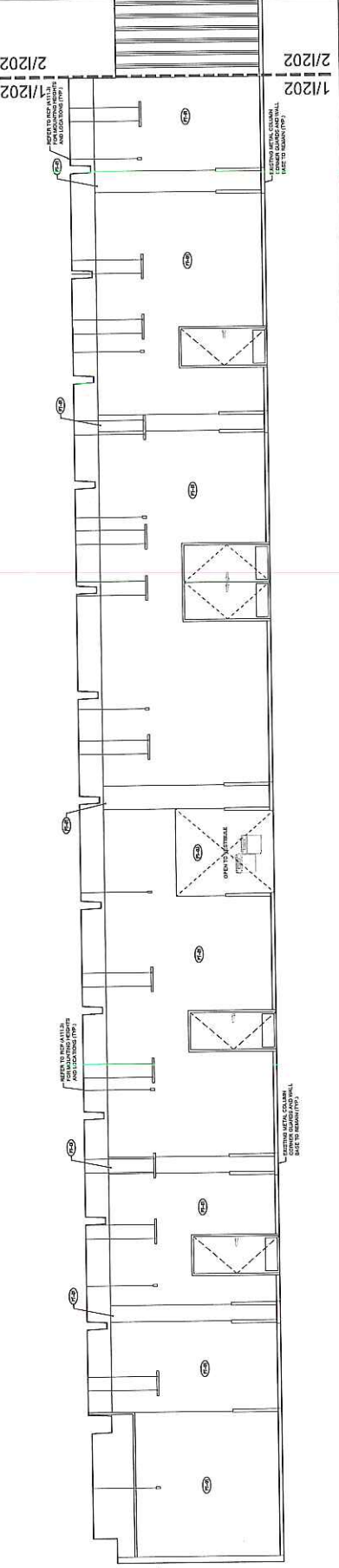
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2/1202

1/1202

2/1202

INTERIOR ELEVATION
1/10' - 1/10'



1/1202

2/1202

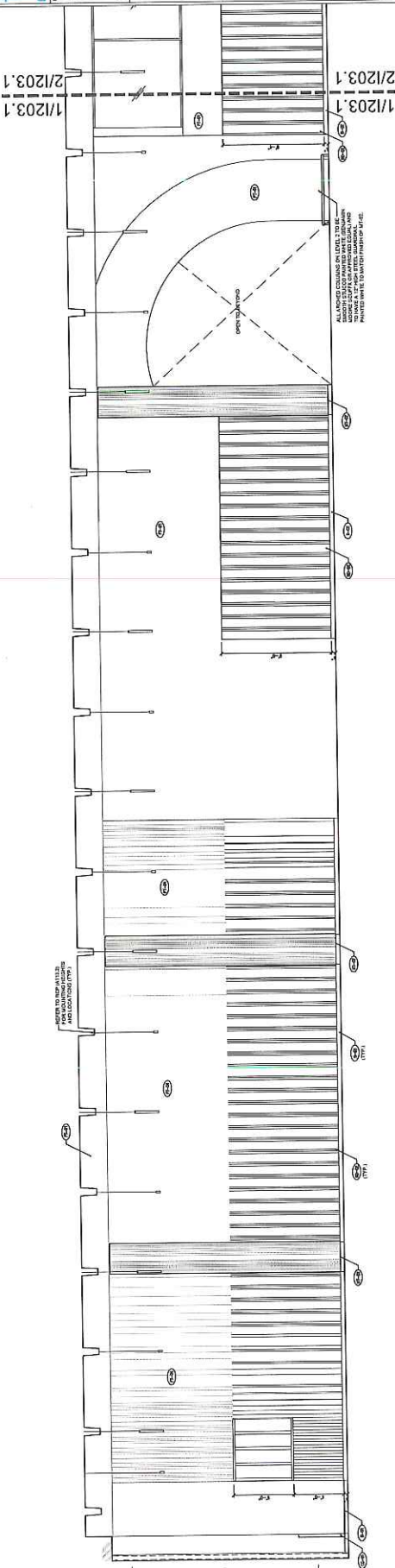
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2/1202

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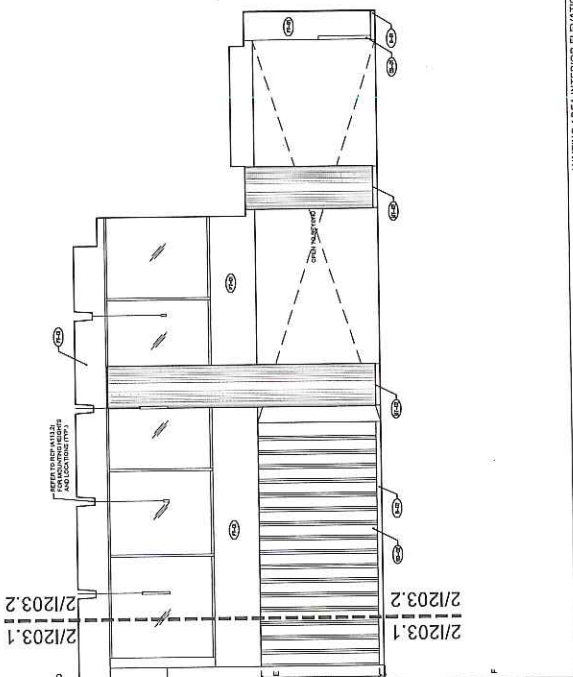
PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADE AND RENOVATIONS
103 NORTH CRUISE BLVD
MIAMI, FL 33132

WAITING AREA INTERIOR ELEVATION
1/1/203.1



ARCHITECTURE INTERIORS
BUSCH ARCHITECTS
103 NORTH CRUISE BLVD
MIAMI, FL 33132
WWW.BUSCHARCHITECTS.COM
TEL: 305.371.1204
FAX: 305.371.1205

WAITING AREA INTERIOR ELEVATION
2/1/203.2

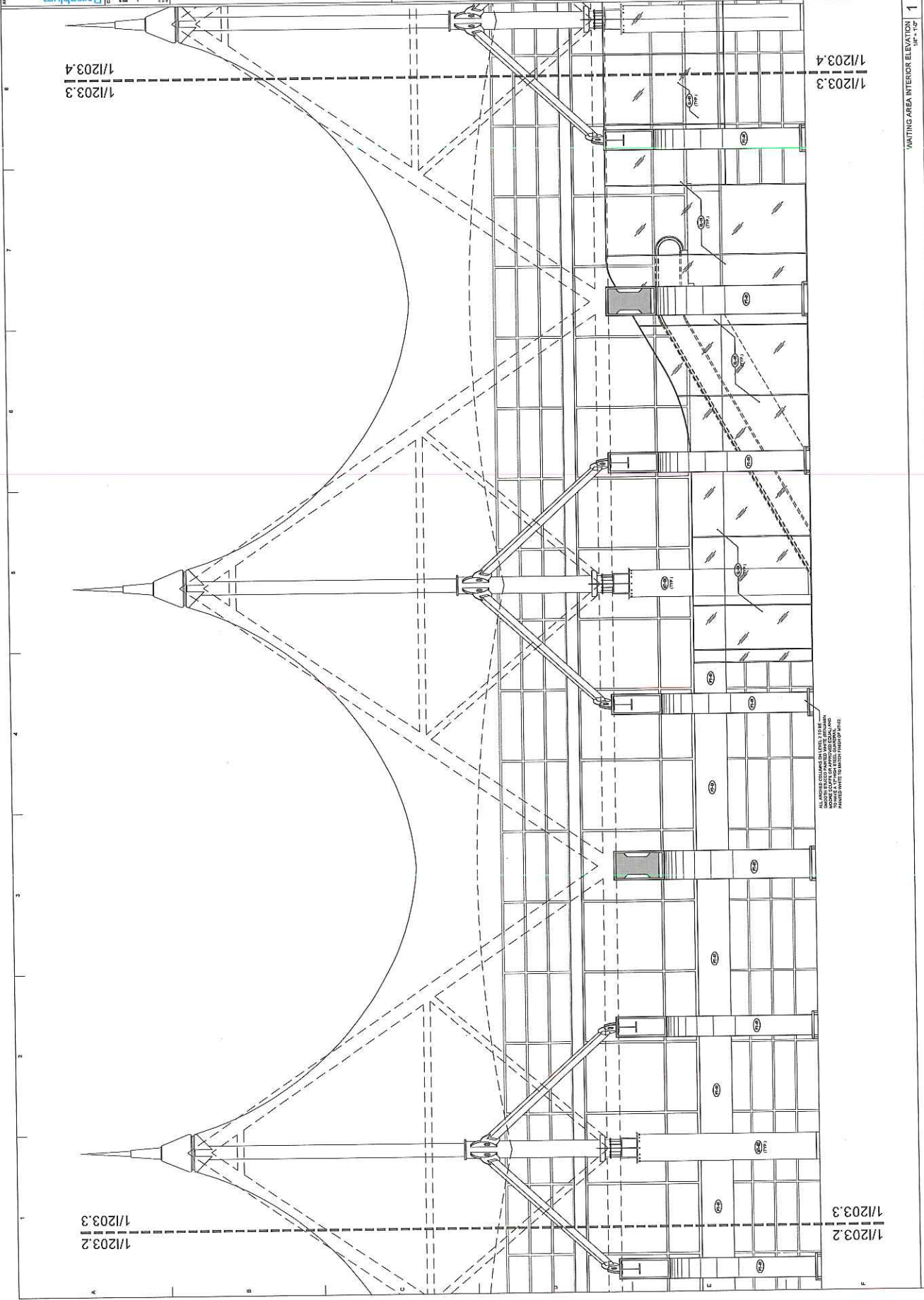


PORTMIAMI CRUISE TERMINAL F.20
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECT: BERENBLUM BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.371.1100
WWW.BBA-ARCHITECTS.COM

DESIGN: BERENBLUM BUSCH ARCHITECTS
DATE: 1/12/03
SCALE: 1/8" = 1'-0"
PROJECT: PORTMIAMI CRUISE TERMINAL F.20
UPGRADES AND RENOVATIONS
SHEET NO.: 1206

ARCHITECTURE & INTERIORS
Berendblum
Busch Architects
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.371.1100
WWW.BBA-ARCHITECTS.COM



1/1203.4

1/1203.5

1/1203.3

1/1203.4

1/1203.4

1/1203.5



PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

DATE: 10/11/11
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"

DESIGN CRITERIA	
DATE:	10/11/11
DRAWN BY:	[Name]
CHECKED BY:	[Name]
SCALE:	1/8" = 1'-0"
PROJECT:	PORTMIAMI CRUISE TERMINAL F.2.0
DATE:	10/11/11
DRAWN BY:	[Name]
CHECKED BY:	[Name]
SCALE:	1/8" = 1'-0"
PROJECT:	PORTMIAMI CRUISE TERMINAL F.2.0

ARCHITECTURE & INTERIORS

Berenblum
Busch Architects

1000 BAYVIEW BLVD
SUITE 1100
MIAMI, FL 33132
TEL: 305.573.1100
WWW.BERENBLUMBUSCH.COM

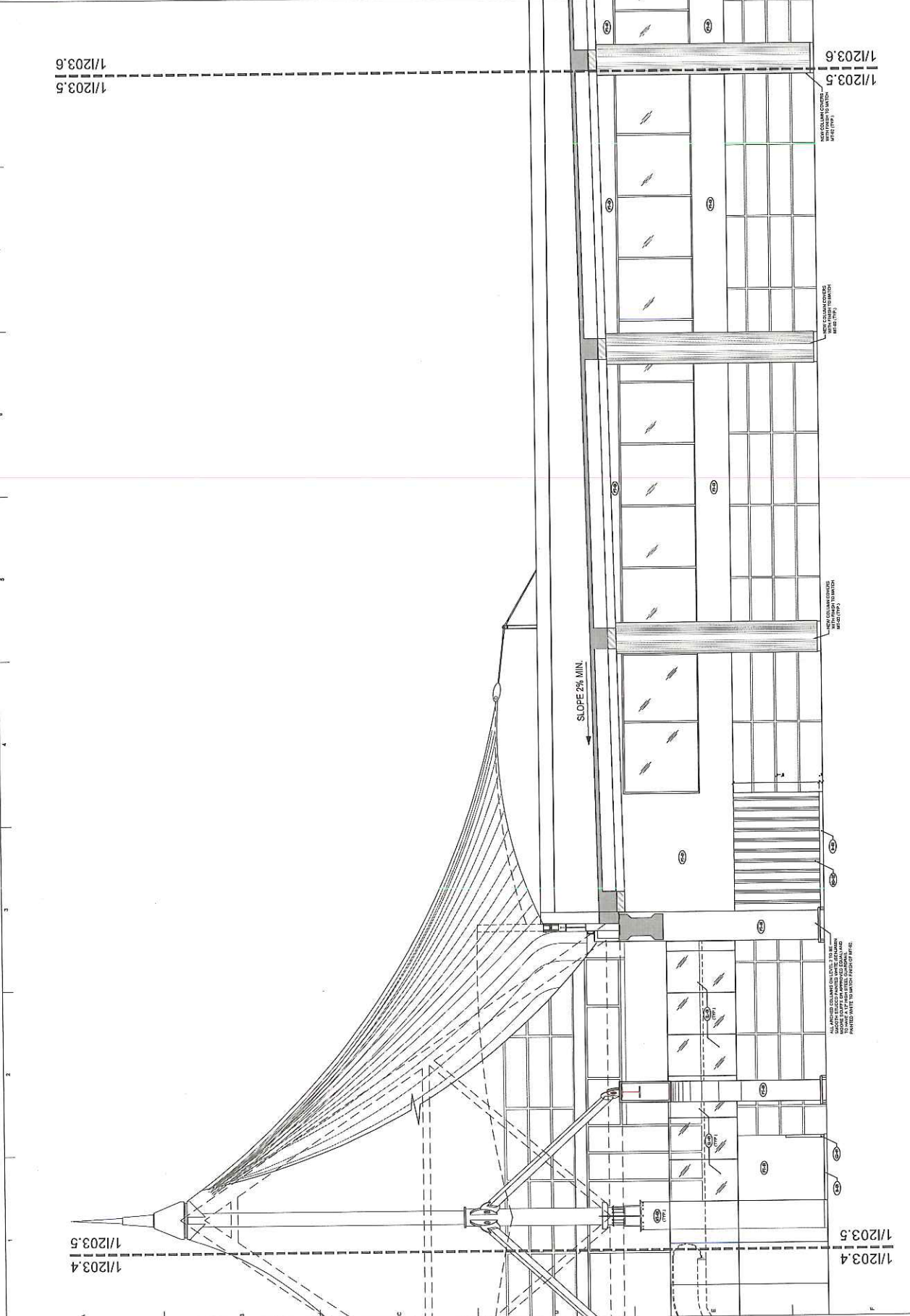
CLIENT
PORTMIAMI

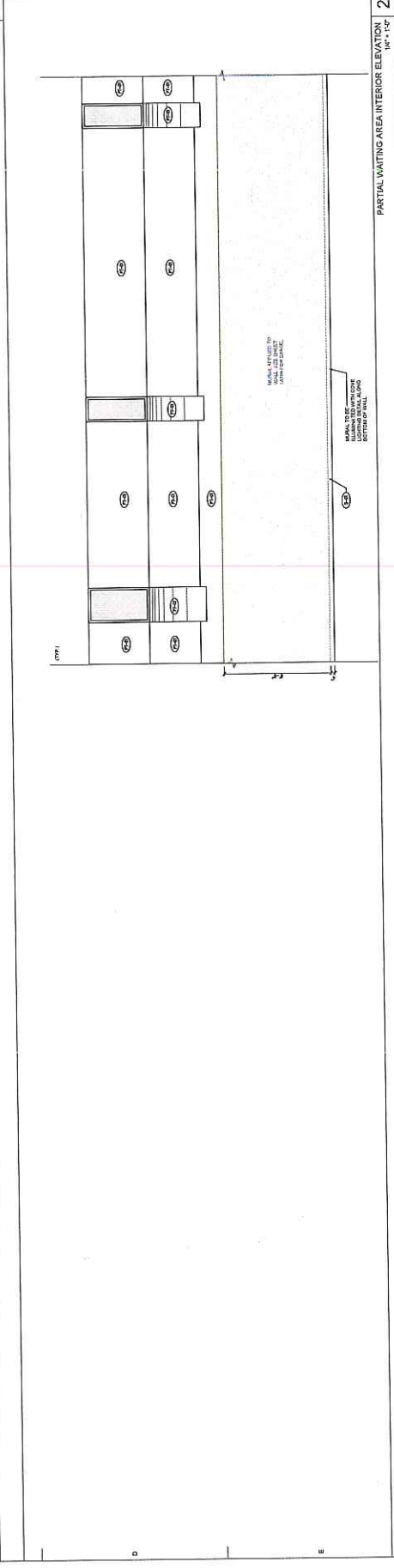
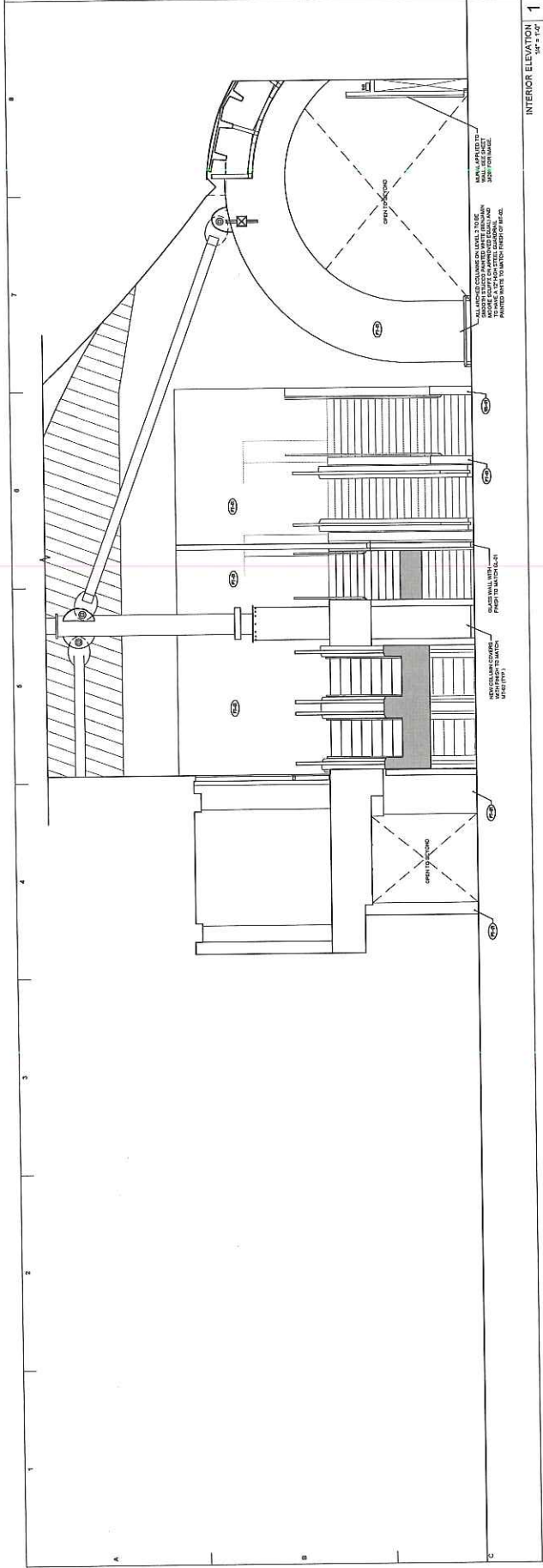
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DESIGN: LORITZA
 ARCHITECT: BUSCH ARCHITECTS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

PORTMIAMI CRUISE TERMINAL F.2.0
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

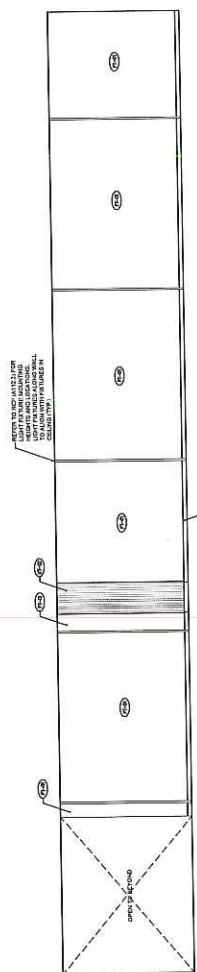
ARCHITECTURE & INTERIORS
 Busch Architects
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132



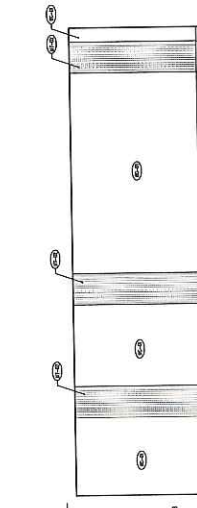


DESIGN CRITERIA	DATE	BY
001-0000	01/20/10	JK
002-0000	02/11/10	JK
003-0000	03/02/10	JK
004-0000	03/16/10	JK
005-0000	03/16/10	JK
006-0000	03/16/10	JK
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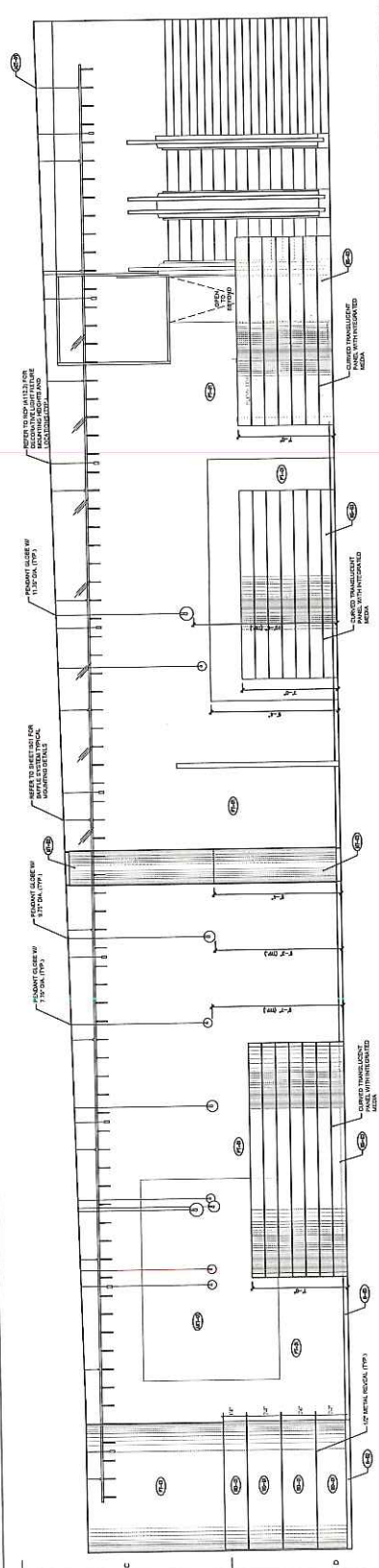
ELEVATION 2
 1/4" = 1'-0"



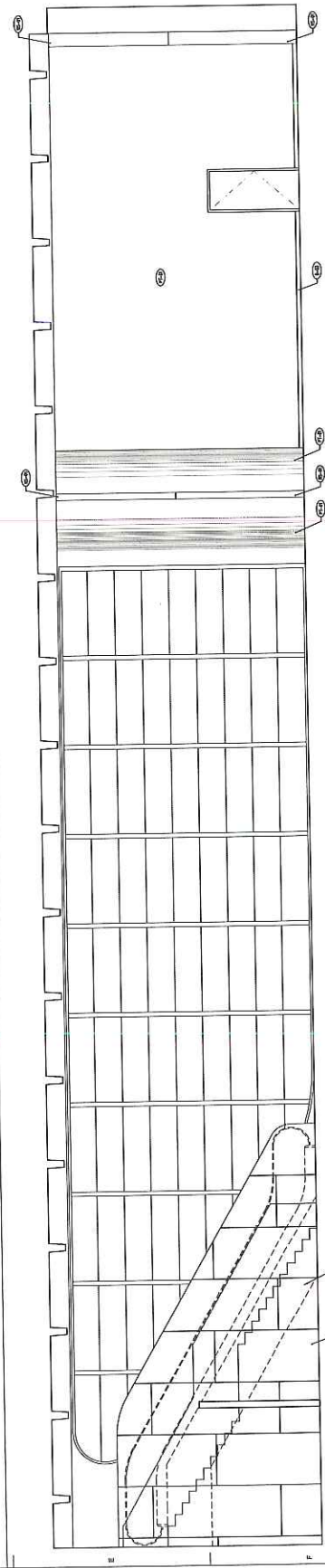
ELEVATION 1
 1/4" = 1'-0"



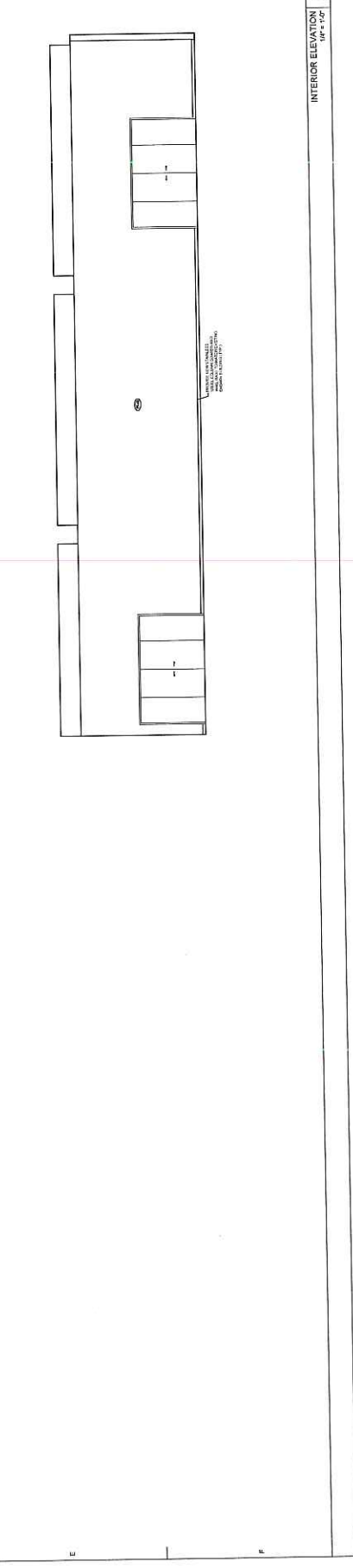
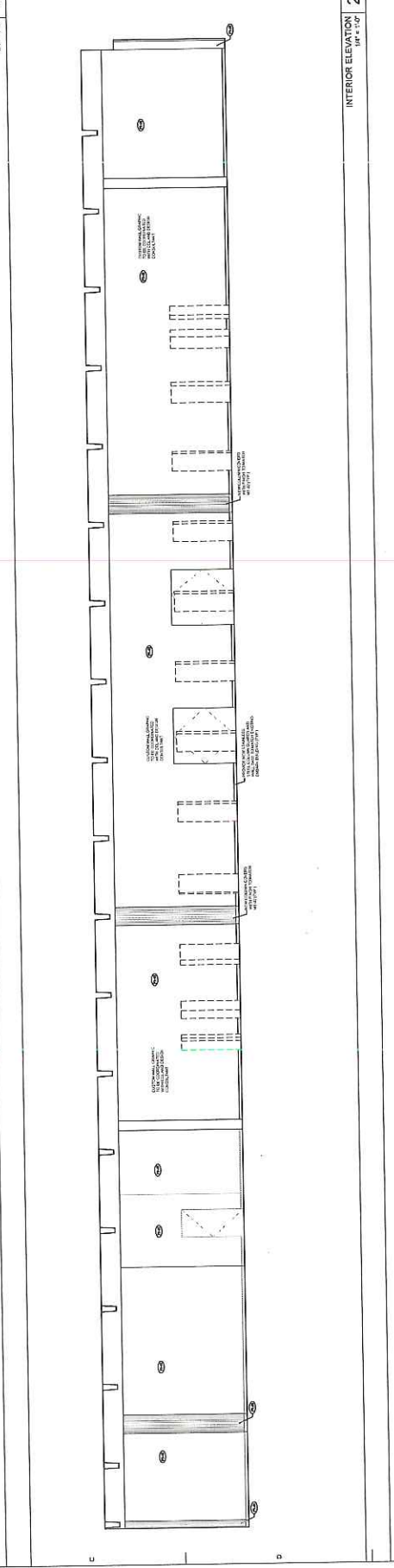
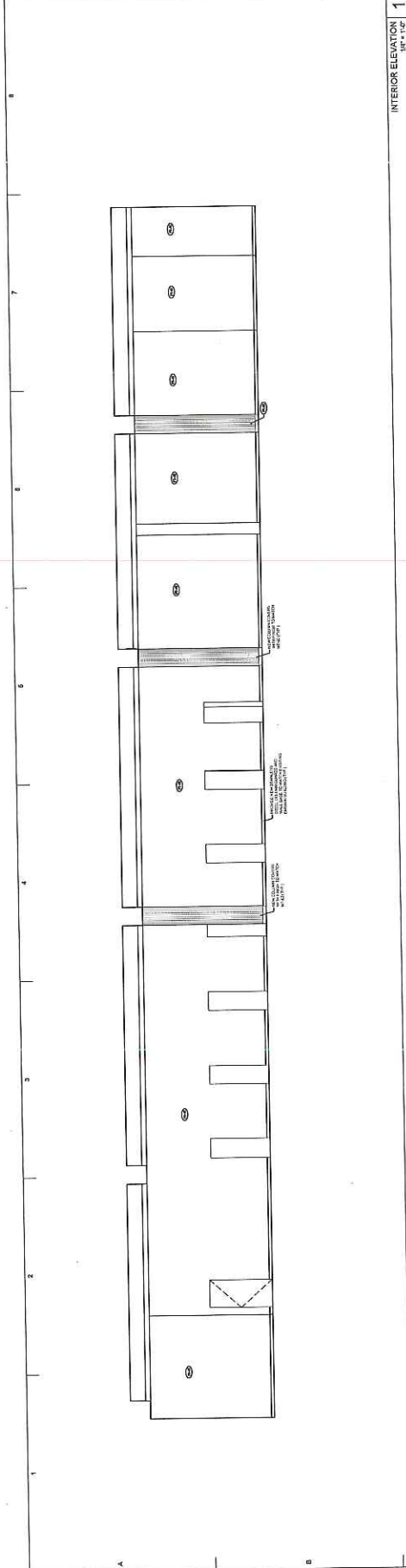
INTERIOR ELEVATION 3
 1/4" = 1'-0"

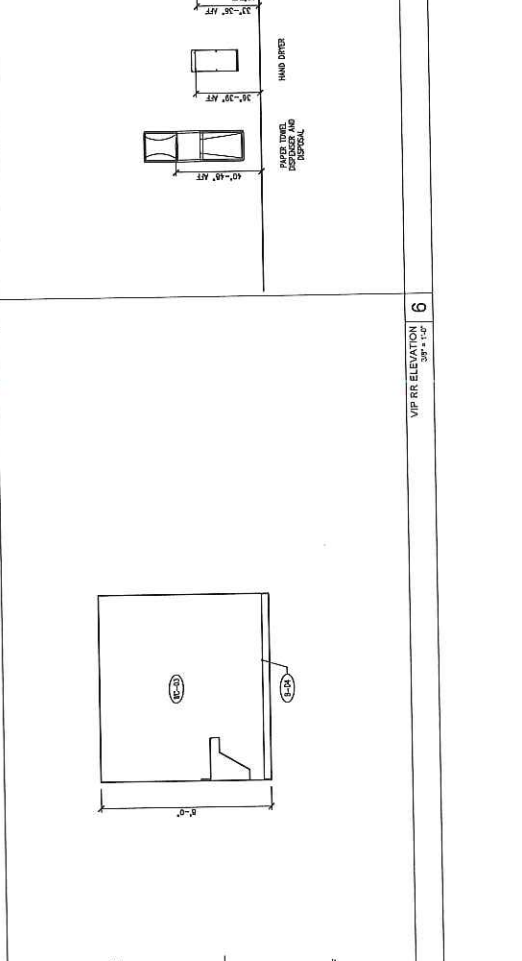
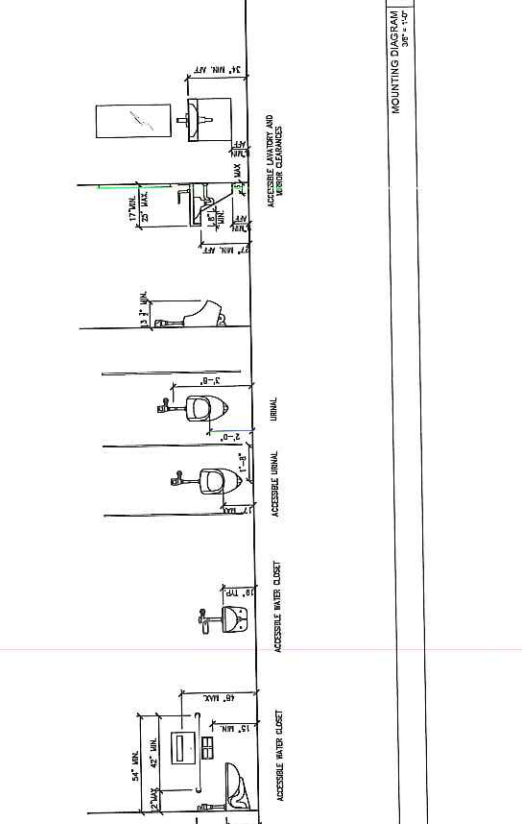
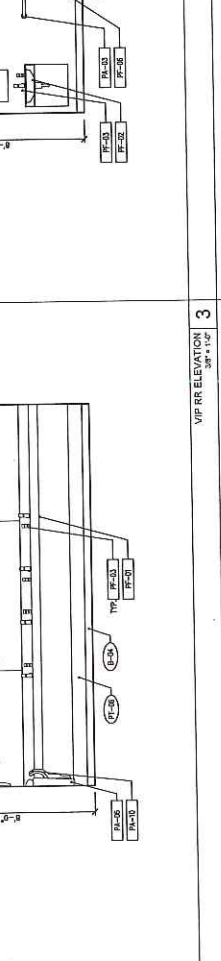
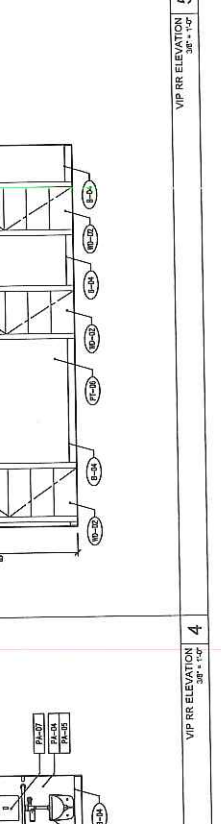
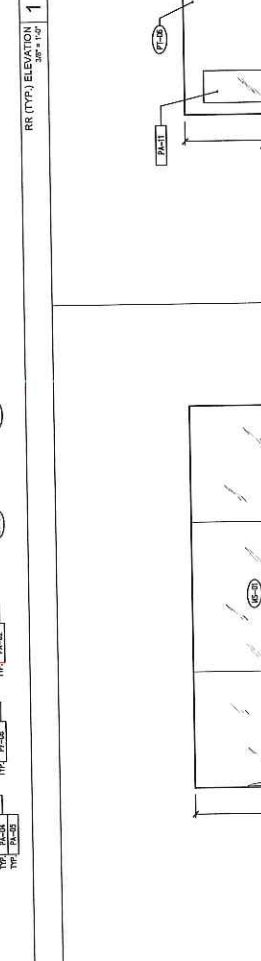
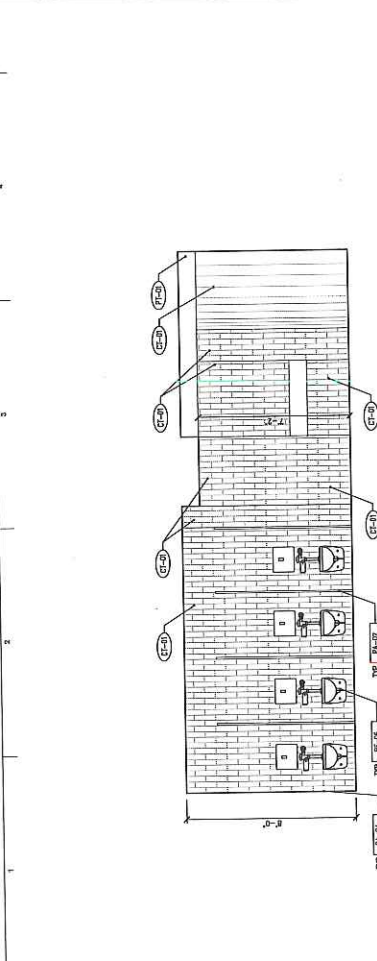
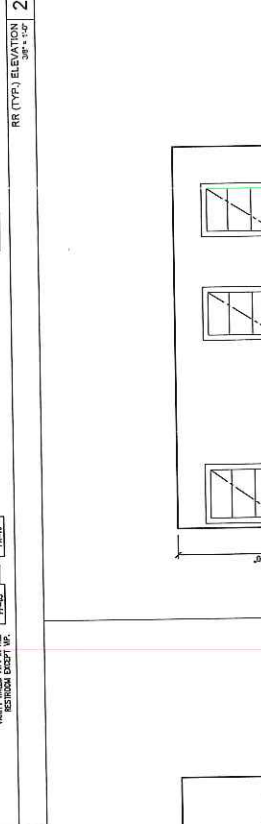
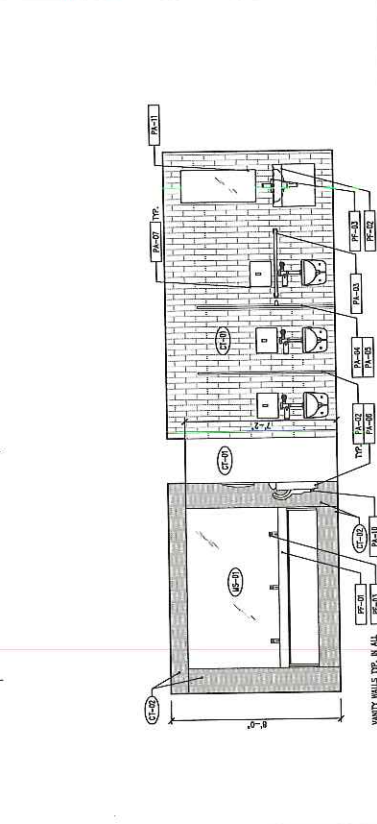


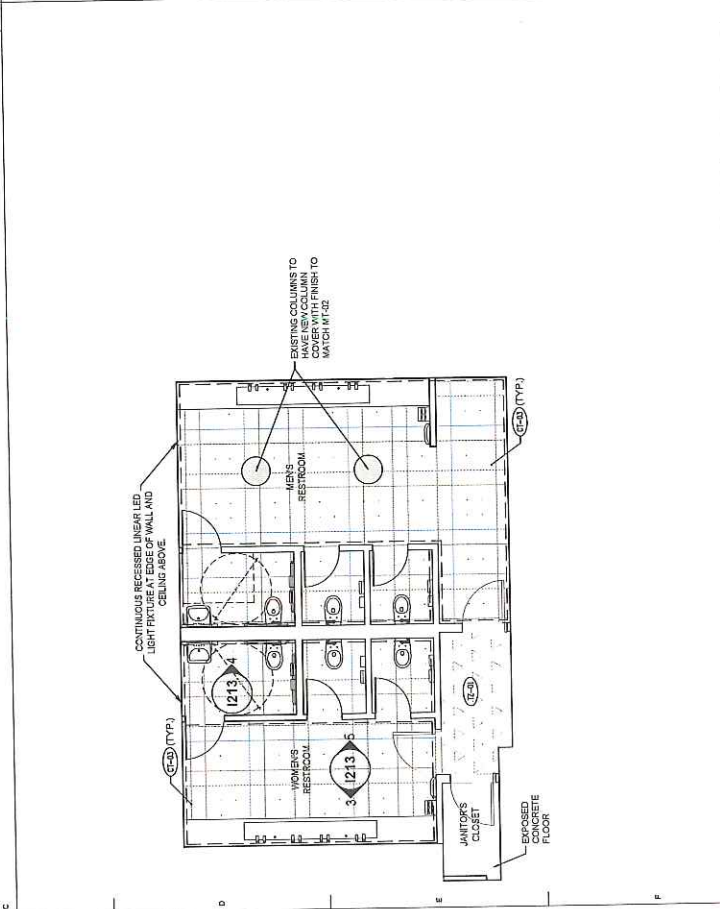
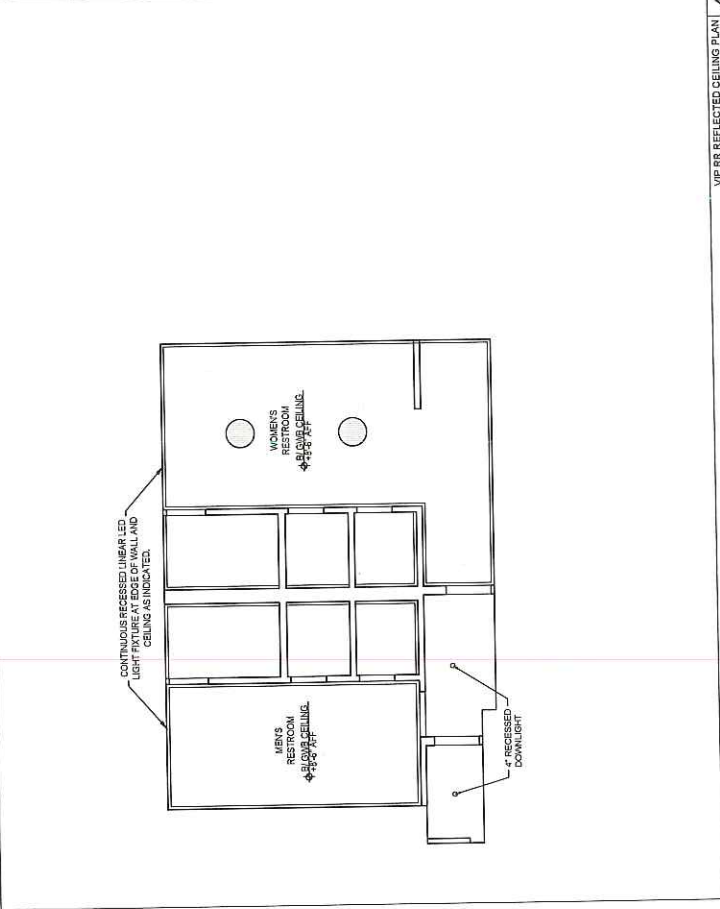
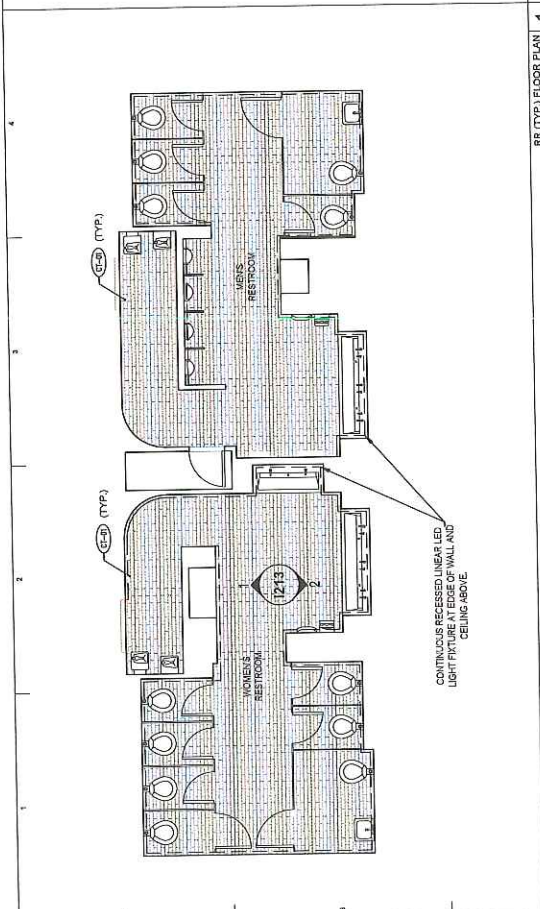
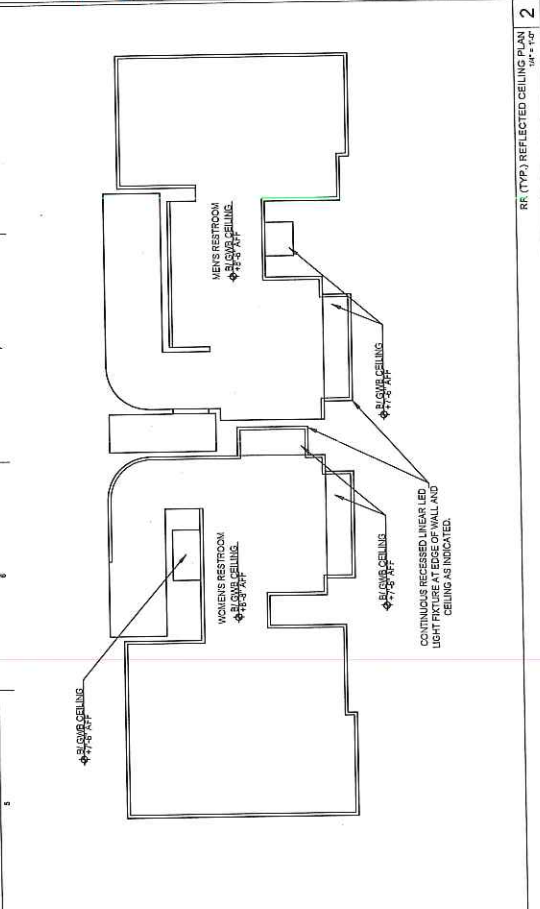
INTERIOR ELEVATION 4
 1/4" = 1'-0"



DESIGN CRITERIA	
DATE:	10/11/2011
SCALE:	AS SHOWN
PROJECT NO.:	1103 NORTH CRUISE BLVD
CLIENT:	PORTMANA
PROJECT NAME:	PORTMANA CRUISE TERMINAL UPGRADES AND RENOVATIONS
PROJECT ADDRESS:	1103 NORTH CRUISE BLVD, MIAMI, FL 33152
PROJECT TYPE:	RENOVATION
DATE:	10/11/2011
SCALE:	AS SHOWN
PROJECT NO.:	1103 NORTH CRUISE BLVD
CLIENT:	PORTMANA
PROJECT NAME:	PORTMANA CRUISE TERMINAL UPGRADES AND RENOVATIONS
PROJECT ADDRESS:	1103 NORTH CRUISE BLVD, MIAMI, FL 33152
PROJECT TYPE:	RENOVATION

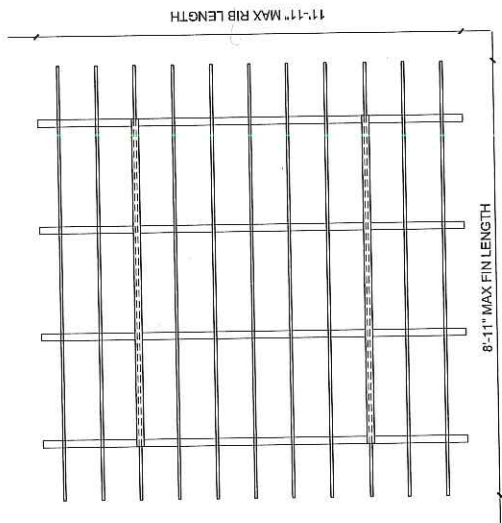
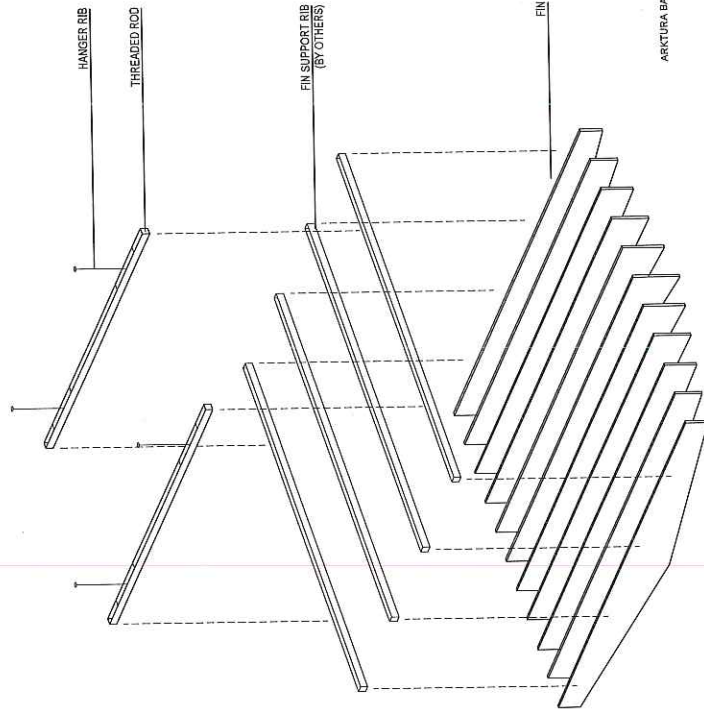




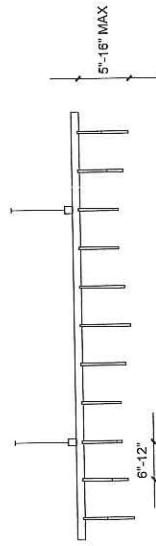


ARKTURA CEILING SYSTEM FOR VIP LOUNGE

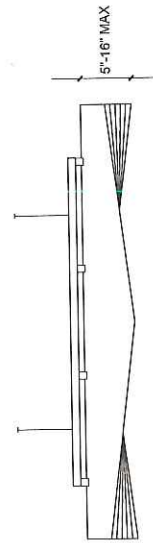
Part	Material	Dimensions	Color	Material Thickness
Fin	Steel or Soft Sound	5'-16" Deep	White	12 mm Soft Sound
Rib	Steel	6"-12"		1/2 GA Steel



PLAN N.T.S. 1

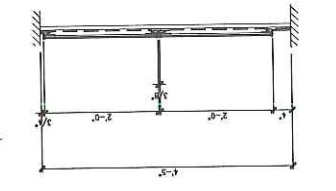


SECTION N.T.S. 2

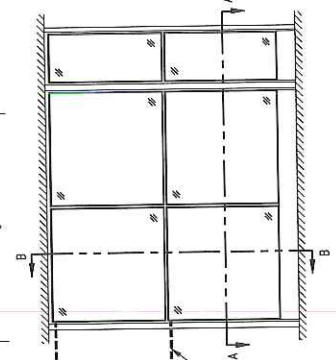


SECTION N.T.S. 3

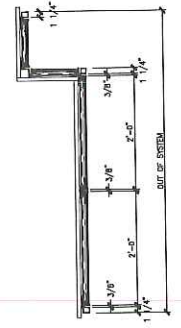
AXONOMETRIC N.T.S. 4



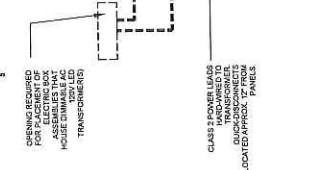
SECTION B-B



ELEVATION - FORMS+SURFACES LEVEL
 LIGHTPLANE SYSTEM

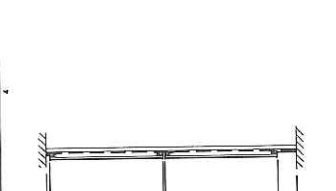


SECTION A-A

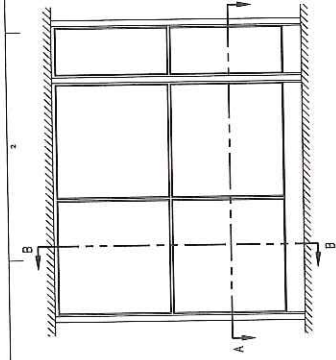


SPRINGS REQUIRED FOR PLACEMENT OF ASSEMBLIES THAT HOUSE UNWOUNDLED TRANSFORMERS

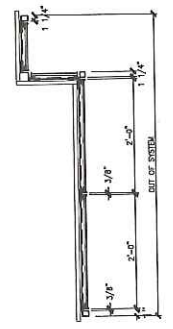
GLASS PANELS SHALL BE INSTALLED TO TRANSFORMERS LOCATED APPROX. 12" FROM FINISH.



SECTION B-B



ELEVATION - FORMS+SURFACES LEVEL
 CAPTURE SYSTEM



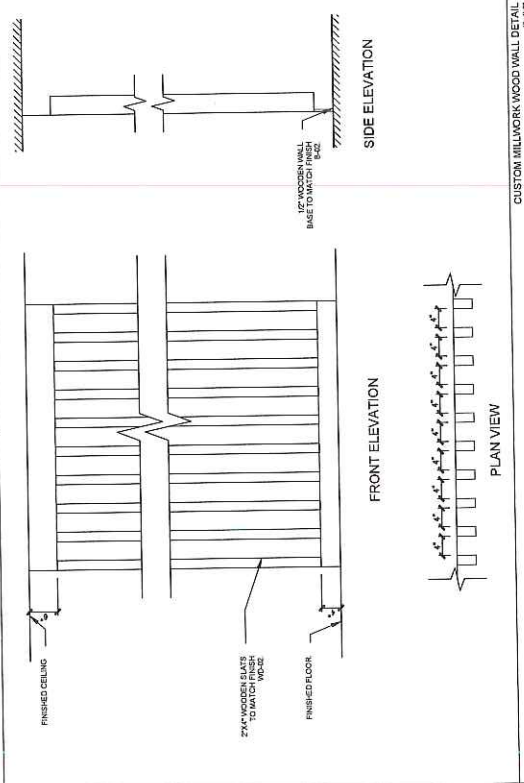
SECTION A-A

FORMS & SURFACES LEVELS LIGHTPLANE SYSTEM DETAILS 15-107 2

FORMS & SURFACES LEVELS CAPTURE SYSTEM DETAILS 15-108 1



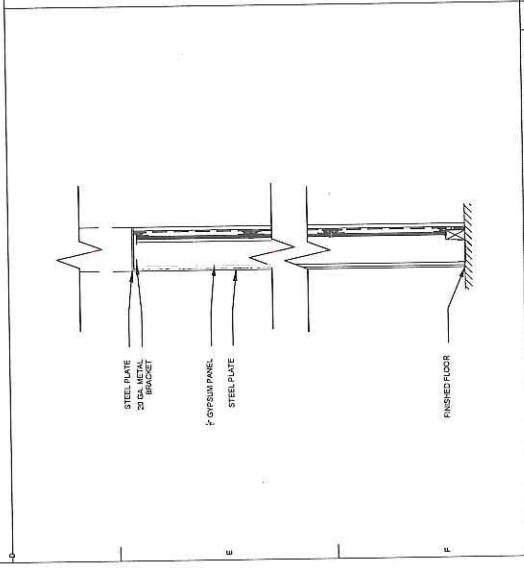
SIDE ELEVATION



FRONT ELEVATION

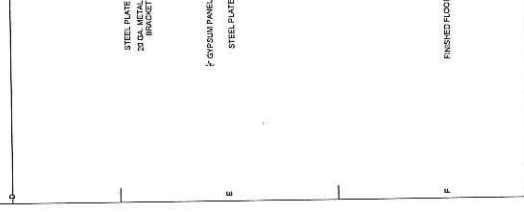
PLAN VIEW

ESCALATOR WALL AND LEVEL LIGHTPLANE CONNECTION DETAIL 15-109 3



ESCALATOR WALL AND LEVEL LIGHTPLANE CONNECTION DETAIL 15-109 3

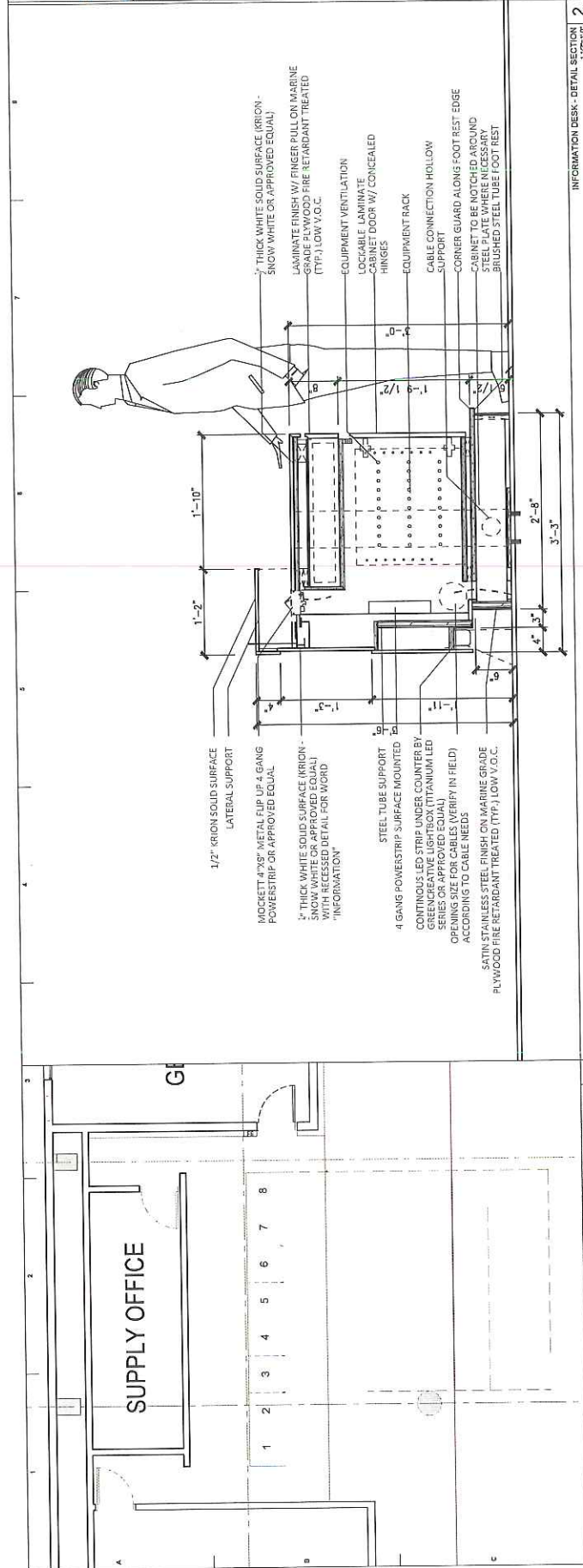
CUSTOM MILLWORK WOOD WALL DETAIL 15-110 4



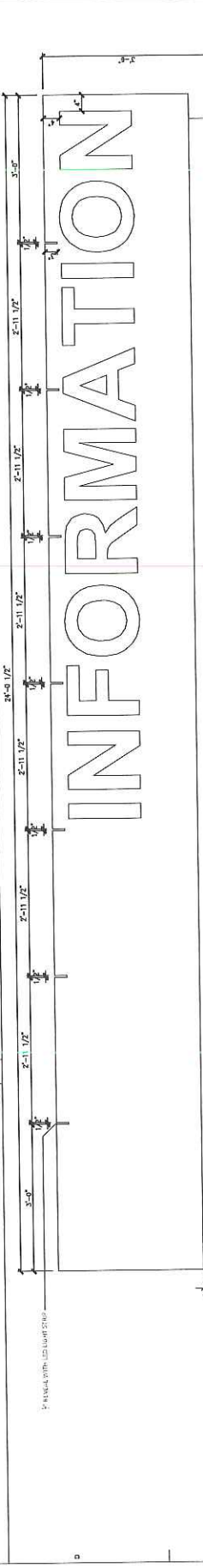
CUSTOM MILLWORK WOOD WALL DETAIL 15-110 4

DESIGNED BY
 PORTMIAMI CRUISE TERMINAL F.20
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

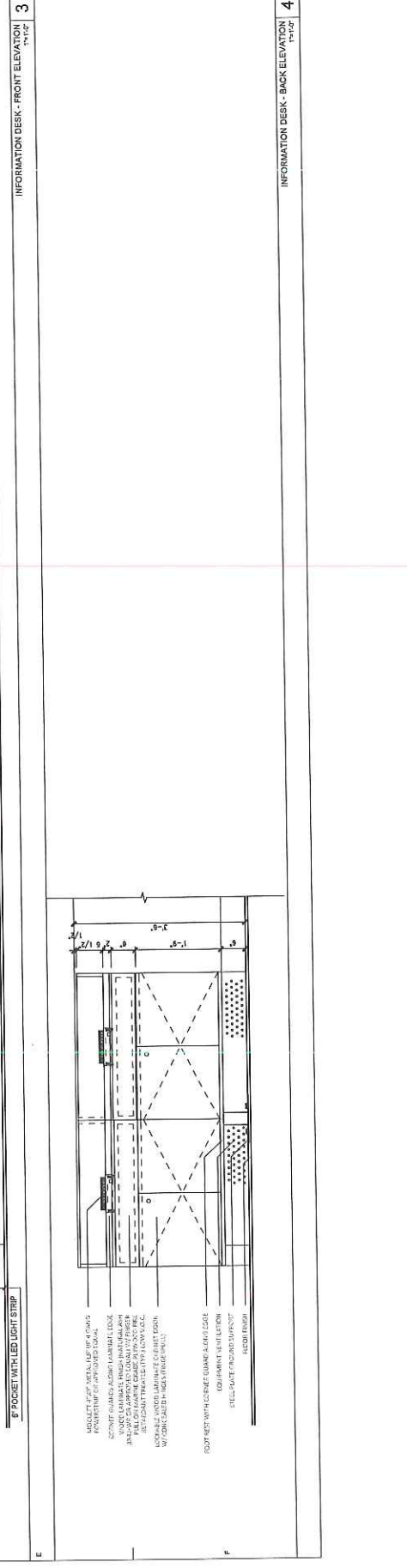
DESIGN CRITERIA	
DATE:	10/20/2018
DRAWN BY:	J. B. [unreadable]
CHECKED BY:	[unreadable]
SCALE:	AS SHOWN
PROJECT NO.:	18000000
REVISION:	[unreadable]
DATE:	[unreadable]
BY:	[unreadable]
CHECKED BY:	[unreadable]
SCALE:	AS SHOWN
PROJECT NO.:	18000000



1 PRE-SCREENING LOUNGE - INFORMATION DESK - PLAN
2 INFORMATION DESK - DETAIL SECTION



3 INFORMATION DESK - FRONT ELEVATION
4 INFORMATION DESK - BACK ELEVATION



5 POKET WITH LED LIGHT STRIP
6 INFORMATION DESK - DETAIL SECTION

FURNITURE SCHEDULE

ID TAG	ELEMENT	MANUFACTURER	MODEL/NO.	FINISH	QTY.	COM./FABRIC	LOCATION
CH-1	CHAIR	OPS	YELLY/20.75"W x 19.75"D x 31.75"H	TBD	18	TBD	CREW LOUNGE
CH-2	CHAIR	BERNARDOT	LUTYAD/36"W x 37"D x 29"H	TBD	6	TBD	CREW LOUNGE
CH-3	CHAIR	SANDLER SEATING	LUMA 9.3/26.6"W x 33.5"D x 31.75"H	TBD	37	TBD	VP LOUNGE
CH-4	CHAIR	SANDLER SEATING	CUB/26.75"W x 27.75"D x 32.5"H	TBD	64	TBD	VP LOUNGE
CH-5	CHAIR	OPS	EGG CHAIR/36"W x 37"D x 32.5"H	TBD	21	TBD	VP LOUNGE
CH-6	CHAIR	OPS	BURRO/22.75"W x 27.75"D x 32.75"H	TBD	100	TBD	VP LOUNGE
MS-1	MODULAR SEATING	ARCADIA	ACHILLA	TBD	8 SETS	TBD	PRE-SCREENING LOUNGE
MS-2	MODULAR SEATING	FIGUERAS	LANDSCAPE	TBD	1005 SEATS	TBD	MAIN WAITING AREA
MS-3	MODULAR SEATING	SIGOS	LONGWAY FINCH	TBD	8 SETS	TBD	MAIN WAITING AREA
MS-4	MODULAR SEATING	SIGOS	EVERY PORES	TBD	10	TBD	MAIN WAITING AREA
MS-5	MODULAR SEATING	ARCADIA	ACHILLA	TBD	2 SETS	TBD	MAIN WAITING AREA
MS-6	MODULAR SEATING	ANDREU WORLD	DAKO	TBD	1 SECTIONAL	TBD	CREW LOUNGE
MS-7	MODULAR SEATING	OPS	NEOMA	TBD	1 SECTIONAL	TBD	CREW LOUNGE
MS-8	MODULAR SEATING	OPS	ROVEN	TBD	5 SETS	TBD	VP LOUNGE
MS-9	MODULAR SEATING	SANDLER SEATING	TITIGC	TBD	23 SETS	TBD	VP LOUNGE
PL-1	PLANTER	TBD	TBD	TBD	20	TBD	PRE-SCREENING LOUNGE
PL-2	PLANTER	RESTORATION HARDWARE	MRAMAM/23.5"D x 24"H	TBD	25	TBD	VP LOUNGE
PL-3	PLANTER	TBD	TBD	TBD	8	TBD	MAIN WAITING AREA
S-1	SOFA	SANDLER SEATING	LUMA 9.3/31.5"W x 41.75"D x 32.5"H	TBD	5	TBD	VP LOUNGE
S-2	SOFA	SANDLER SEATING	LUMA 7.2/36.5"W x 38.4"D x 35.4"H	TBD	3	TBD	VP LOUNGE
ST-1	STOOL	OPS	BURRO/23.25"W x 22.5"D x 34.75"H	TBD	18	TBD	VP LOUNGE
T-1	TABLE	OPS	APPLAUSE/31.5"W x 28.25"H	TBD	8	TBD	CREW LOUNGE
T-2	TABLE	OPS	RYTH/20.75"W x 27.75"D x 27"H	TBD	7	TBD	CREW LOUNGE
T-3	TABLE	OPS	ROOSTY/22.75"W x 27.75"D x 31.5"H	TBD	6	TBD	CREW LOUNGE
T-4	TABLE	ANDREU WORLD	BVS/22.125"W x 21.25"D x 31.25"H	TBD	71	TBD	VP LOUNGE
T-5	TABLE	WCI	KONE/31.5"D x 31.5"H	TBD	25	TBD	VP LOUNGE

PLEASE CONTACT THE MANUFACTURER FOR THE SPECIFICATIONS AND LEAD TIMES FOR THE FURNITURE.

BRENDLUM ARCHITECTS & INTERIORS
Brendlum Architects
 1000 S. MILITARY AVE., SUITE 100
 MIAMI, FL 33133
 TEL: 305.375.1111
 WWW.BRENDLUM.COM

PORT/AM/1
 CLIENT
 PORT/AM/1

PORT/AM/1 CRUISE TERMINAL F 20
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132

DESIGN CRITERIA
 DATE: 08/14/2019
 DRAWING NO.: 02/10/2019
 PROJECT NO.: 2019-001
 SHEET NO.: 02/10/2019

PROJECT: PORT/AM/1
 DRAWING: 02/10/2019

DESIGNER: [Name]
 CHECKER: [Name]
 DATE: [Date]

1602

DESIGN / DESIGNER	DATE
PROJECT NO.	PROJECT NAME
CLIENT	PROJECT LOCATION
PROJECT NO.	PROJECT NAME
CLIENT	PROJECT LOCATION

PORTMIAMI CRUISE TERMINAL F.2.0
 UPGRADES AND RENOVATIONS
 1103 NORTH CRUISE BLVD
 MIAMI, FL 33132



DESIGNER

PORTMIAMI

DESIGN CITERIA

DESIGN CITERIA

DATE

DATE

PROJECT NO.

PROJECT NO.

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS



0 1 2 3 4 5 6 7 8



PORTMIAMI CRUISE TERMINAL F.20
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECT: BERENBLUM BUSCH ARCHITECTS
CLIENT: PORTMIAMI
DATE: 10/2011

ARCHITECTURE & INTERIORS
Berenblum Busch Architects
ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
TEL: 305.371.1103
WWW.BERENBLUMBUSCH.COM

DATE:

TIME:

BY:

FOR:

PROJECT:

SCALE:

DATE:

BY:

FOR:

PROJECT:

SCALE:

DATE:

BY:

FOR:

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SCALE:

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BY:

FOR:

PROJECT:



PORT MIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
MIAMI, FL 33132

PORT MIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
MIAMI, FL 33132

PORT MIAMI
BUSCH ARCHITECTS

REVISED

INTERIOR DESIGN

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

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SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

DESIGNER: BUSCH ARCHITECTS

SCALE: 1/8" = 1'-0"

DATE: 08/11/11

PROJECT: PORT MIAMI

PORT MIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECT: BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132
PHOTO: JAMES HARRIS




ARCHITECTURE & INTERIORS



1906

VIP LOUNGE 1

DATE

SCALE

PROJECT

CLIENT

ARCHITECT

DESIGNER

DATE

SCALE

PROJECT

CLIENT

ARCHITECT

DESIGNER

DATE

SCALE

PROJECT

CLIENT

ARCHITECT

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DATE

SCALE

PROJECT

CLIENT

ARCHITECT

DESIGNER

DATE

SCALE

PROJECT

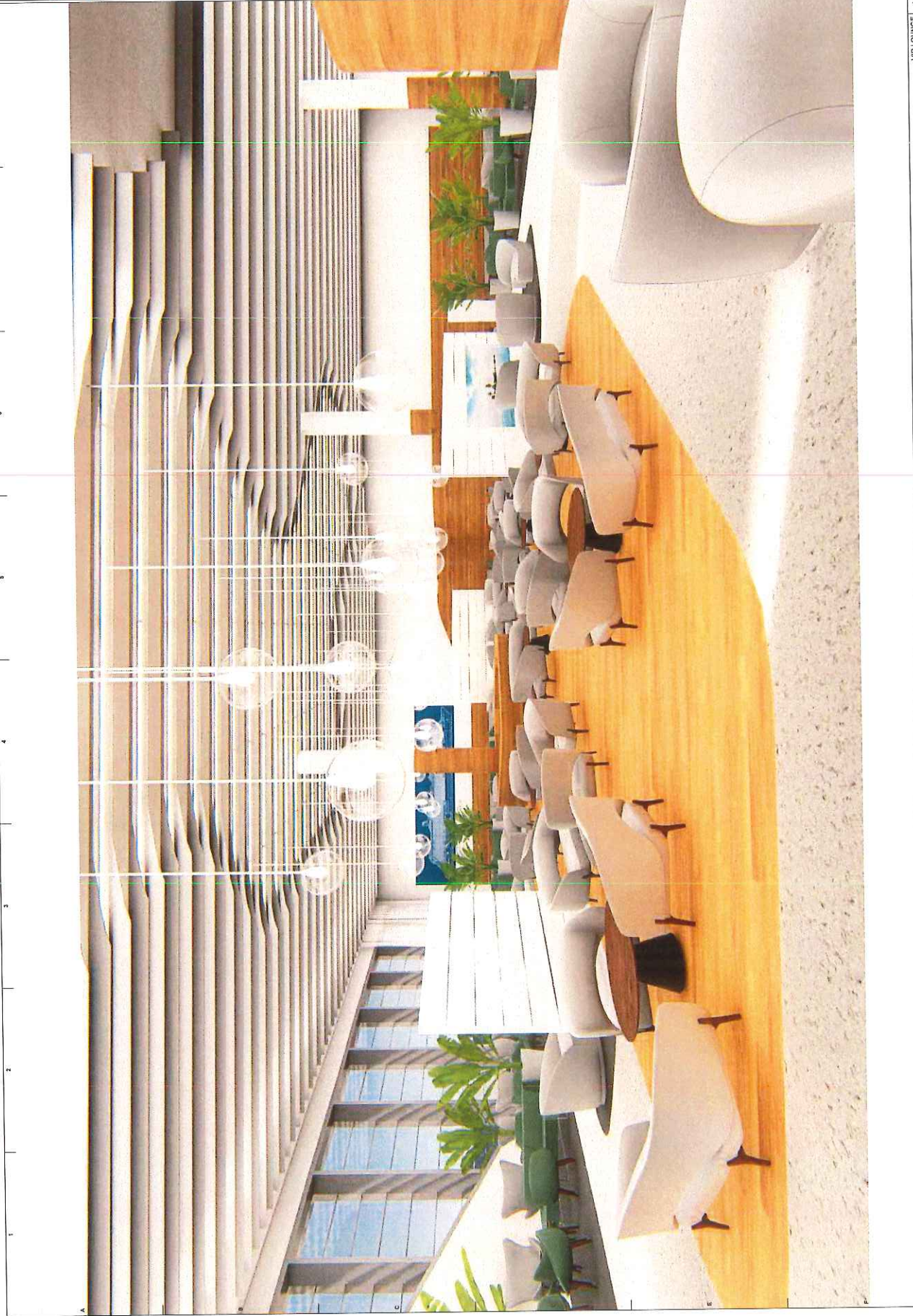
CLIENT

ARCHITECT

PORTMIAMI CRUISE TERMINAL F 2.0
UPGRADES AND RENOVATIONS
1103 NORTH CRUISE BLVD
MIAMI, FL 33132

ARCHITECTURE & INTERIORS
BUSCH ARCHITECTS
1103 NORTH CRUISE BLVD
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ARCHITECTURE & INTERIORS
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1103 NORTH CRUISE BLVD
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ARCHITECTURE & INTERIORS
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CLIENT
PORTMAMI
 1100 NORTH CRUISE BLVD
 MIAMI, FL 33132

PROJECT
PORTMAMI CRUISE TERMINAL F.2.0
 UPGRADES AND RENOVATIONS
 1100 NORTH CRUISE BLVD
 MIAMI, FL 33132

DESIGN CRITERIA
 PROJECT NO. 1907
 DATE: 01/2014
 DRAWING NO. 0101-011
 SCALE: 1/8" = 1'-0"

REVISION HISTORY
 NO. 01
 DATE: 01/2014
 DESCRIPTION: INITIAL CONCEPT

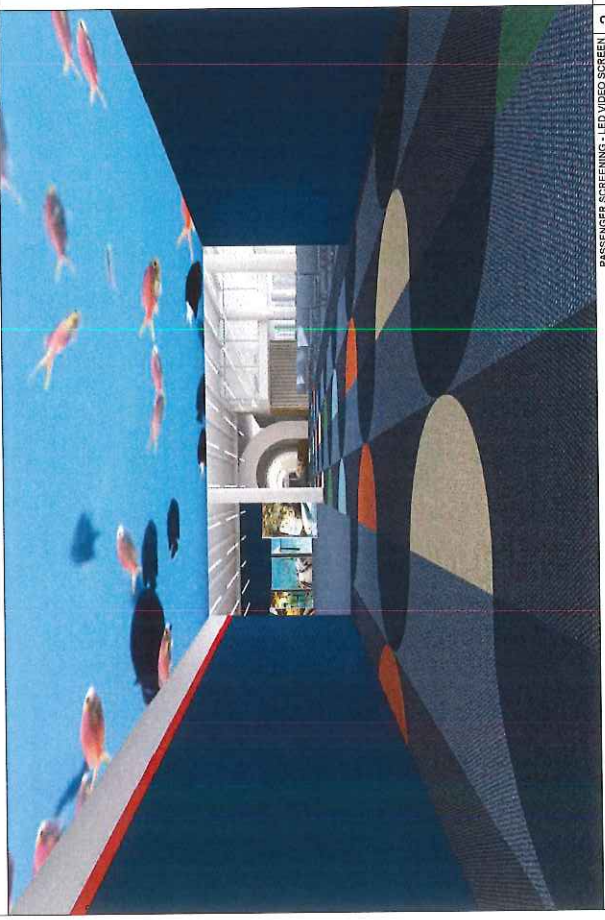
1907
 VIP LOUNGE 1



PRE-SCREENING LOUNGE - CUSTOM MILLWORK/WOOD WALL 1



VIP SCREENING 2



PASSENGER SCREENING - LED VIDEO SCREEN 3



CBP PRIMARY - CUSTOM FLOOR GRAPHIC 4

PORTMIAMI CRUISE TERMINAL F.2.0
UPGRADES AND RENOVATIONS
MIAMI, FL 33132

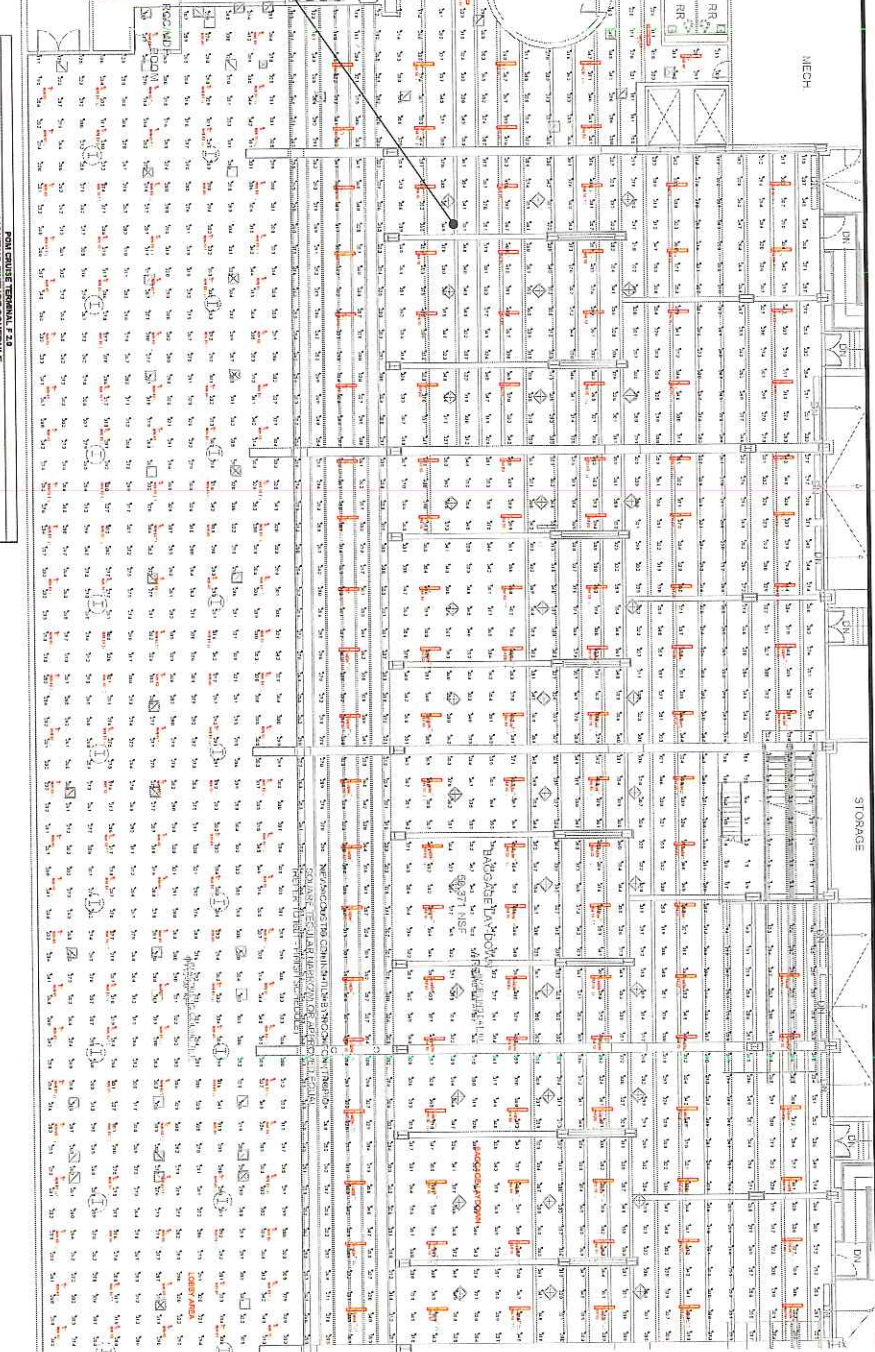
ARCHITECT: BERBLUM BUSCH ARCHITECTS
DATE: 01/15/2020
PROJECT NO: 1908
DRAWING NO: 01-1001-01
SCALE: 1/8" = 1'-0"

DESIGN CRITERIA
DATE: 01/15/2020
PROJECT NO: 1908
DRAWING NO: 01-1001-01
SCALE: 1/8" = 1'-0"

ARCHITECTURE & INTERIORS
Berblum Busch Architects
1100 BAYVIEW BLVD, SUITE 1000
MIAMI, FL 33132
TEL: 305.371.1100
WWW.BERBLUMBUSCH.COM

PORTMIAMI
1100 BAYVIEW BLVD, SUITE 1000
MIAMI, FL 33132

1908



P.O.M. TERMINAL, F2.0

LIGHTING FIXTURE SCHEDULE

NO.	SYMBOL	TYPE	DESCRIPTION	QTY	WATTAGE	HEIGHT	SPACING	REMARKS
1	[Symbol]	RECESSED	4' x 4' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
2	[Symbol]	RECESSED	2' x 4' RECESSED LED DOWNLIGHT	200	100W	10'	10' x 10'	GENERAL ILLUMINATION
3	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
4	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
5	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
6	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
7	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
8	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
9	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
10	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
11	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
12	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
13	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
14	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
15	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
16	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
17	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
18	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION
19	[Symbol]	RECESSED	2' x 2' RECESSED LED DOWNLIGHT	400	100W	10'	10' x 10'	GENERAL ILLUMINATION
20	[Symbol]	RECESSED	4' x 2' RECESSED LED DOWNLIGHT	100	100W	10'	10' x 10'	GENERAL ILLUMINATION

Protometrics Calculation Software Generated Luminaire Schedule

Symbol	Qty	Label	Units	Lum. Lumens	Avg. Lum. Lumens	LLF	Lum. Watts	Avg. Watts
[Symbol]	100	C	FC	2527	2527	0.90	26.3	26.3
[Symbol]	200	E	FC	4000	4000	0.90	56.14	56.14
[Symbol]	400	O	FC	7958	7958	0.90	76	76
[Symbol]	177	O-NSW	FC	2759	2759	0.90	24	24
[Symbol]	15	V-SE	FC	6525	6525	0.90	650.722	650.722
[Symbol]	7	V-SE	FC	6525	6525	0.90	560.722	560.722
[Symbol]	1	V-SE	SINGLE	40525	40525	0.90	320.9995	320.9995

Label	Calc. Type	Units	Avg	Max	Min	Avg/Min	Max/Min
BAGGAGE SCREENING Workplane	Illuminance	FC	38.50	57.6	12.8	2.5	4.57
CBP PRIMARY Workplane	Illuminance	FC	35.43	42.4	16.7	2.6	2.60
PPE SCREENING LOUNGES Workplane	Illuminance	FC	48.45	61.5	14.1	4.8	4.36
SUPELV OFFICE Workplane	Illuminance	FC	23.25	31.5	9.2	4.8	11.88
VESTIBULE Workplane	Illuminance	FC	32.01	41.2	7.2	4.6	5.81
BAGGAGE LAYDOWN	Illuminance	FC	28.87	41.2	10.3	2.80	4.00

NOTES

1. REVISIONS
2. REVISIONS
3. REVISIONS
4. REVISIONS

PROJECT INFORMATION

PROJECT: P.O.M. TERMINAL, F2.0
 CLIENT: [Redacted]
 DATE: 08/27/19

DESIGNER INFORMATION

LIGHTING DYNAMICS, INC.
 7635 West Commercial Blvd.
 Tampa, FL 33631
 (954) 944-0288
 www.lightingdynamics.com

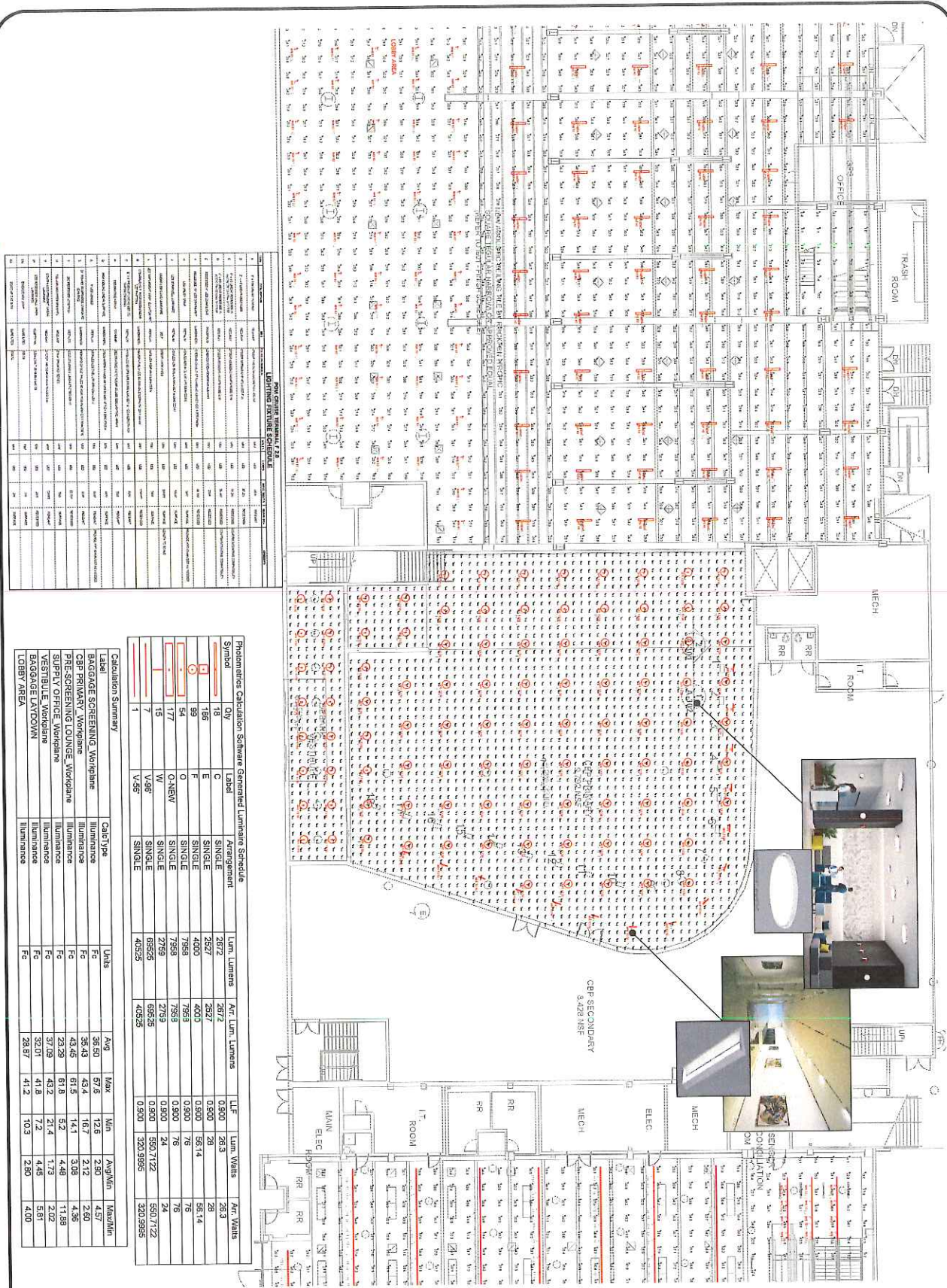
PROJECT LOCATION

P.O.M. TERMINAL F2.0
 LEVEL 1 - SECTION 1
 Lighting Study - Normal Mode
 Miami, FL

SCALE

Overall: 1/8" = 1'-0"
 Detail: 1/4" = 1'-0"

LIGHTING DYNAMICS INCORPORATED



POM SECTOR F 2.0 LIGHTING FIXTURE SCHEDULE

NO.	SYMBOL	DESCRIPTION	TYPE	WATTAGE	HEIGHT	SPACING	REMARKS
1	1	RECESSED DOWNLIGHT	100W	100	100	100	
2	2	RECESSED DOWNLIGHT	150W	150	150	150	
3	3	RECESSED DOWNLIGHT	200W	200	200	200	
4	4	RECESSED DOWNLIGHT	300W	300	300	300	
5	5	RECESSED DOWNLIGHT	400W	400	400	400	
6	6	RECESSED DOWNLIGHT	500W	500	500	500	
7	7	RECESSED DOWNLIGHT	600W	600	600	600	
8	8	RECESSED DOWNLIGHT	700W	700	700	700	
9	9	RECESSED DOWNLIGHT	800W	800	800	800	
10	10	RECESSED DOWNLIGHT	900W	900	900	900	
11	11	RECESSED DOWNLIGHT	1000W	1000	1000	1000	
12	12	RECESSED DOWNLIGHT	1100W	1100	1100	1100	
13	13	RECESSED DOWNLIGHT	1200W	1200	1200	1200	
14	14	RECESSED DOWNLIGHT	1300W	1300	1300	1300	
15	15	RECESSED DOWNLIGHT	1400W	1400	1400	1400	
16	16	RECESSED DOWNLIGHT	1500W	1500	1500	1500	
17	17	RECESSED DOWNLIGHT	1600W	1600	1600	1600	
18	18	RECESSED DOWNLIGHT	1700W	1700	1700	1700	
19	19	RECESSED DOWNLIGHT	1800W	1800	1800	1800	
20	20	RECESSED DOWNLIGHT	1900W	1900	1900	1900	
21	21	RECESSED DOWNLIGHT	2000W	2000	2000	2000	
22	22	RECESSED DOWNLIGHT	2100W	2100	2100	2100	
23	23	RECESSED DOWNLIGHT	2200W	2200	2200	2200	
24	24	RECESSED DOWNLIGHT	2300W	2300	2300	2300	
25	25	RECESSED DOWNLIGHT	2400W	2400	2400	2400	
26	26	RECESSED DOWNLIGHT	2500W	2500	2500	2500	
27	27	RECESSED DOWNLIGHT	2600W	2600	2600	2600	
28	28	RECESSED DOWNLIGHT	2700W	2700	2700	2700	
29	29	RECESSED DOWNLIGHT	2800W	2800	2800	2800	
30	30	RECESSED DOWNLIGHT	2900W	2900	2900	2900	
31	31	RECESSED DOWNLIGHT	3000W	3000	3000	3000	
32	32	RECESSED DOWNLIGHT	3100W	3100	3100	3100	
33	33	RECESSED DOWNLIGHT	3200W	3200	3200	3200	
34	34	RECESSED DOWNLIGHT	3300W	3300	3300	3300	
35	35	RECESSED DOWNLIGHT	3400W	3400	3400	3400	
36	36	RECESSED DOWNLIGHT	3500W	3500	3500	3500	
37	37	RECESSED DOWNLIGHT	3600W	3600	3600	3600	
38	38	RECESSED DOWNLIGHT	3700W	3700	3700	3700	
39	39	RECESSED DOWNLIGHT	3800W	3800	3800	3800	
40	40	RECESSED DOWNLIGHT	3900W	3900	3900	3900	
41	41	RECESSED DOWNLIGHT	4000W	4000	4000	4000	
42	42	RECESSED DOWNLIGHT	4100W	4100	4100	4100	
43	43	RECESSED DOWNLIGHT	4200W	4200	4200	4200	
44	44	RECESSED DOWNLIGHT	4300W	4300	4300	4300	
45	45	RECESSED DOWNLIGHT	4400W	4400	4400	4400	
46	46	RECESSED DOWNLIGHT	4500W	4500	4500	4500	
47	47	RECESSED DOWNLIGHT	4600W	4600	4600	4600	
48	48	RECESSED DOWNLIGHT	4700W	4700	4700	4700	
49	49	RECESSED DOWNLIGHT	4800W	4800	4800	4800	
50	50	RECESSED DOWNLIGHT	4900W	4900	4900	4900	
51	51	RECESSED DOWNLIGHT	5000W	5000	5000	5000	
52	52	RECESSED DOWNLIGHT	5100W	5100	5100	5100	
53	53	RECESSED DOWNLIGHT	5200W	5200	5200	5200	
54	54	RECESSED DOWNLIGHT	5300W	5300	5300	5300	
55	55	RECESSED DOWNLIGHT	5400W	5400	5400	5400	
56	56	RECESSED DOWNLIGHT	5500W	5500	5500	5500	
57	57	RECESSED DOWNLIGHT	5600W	5600	5600	5600	
58	58	RECESSED DOWNLIGHT	5700W	5700	5700	5700	
59	59	RECESSED DOWNLIGHT	5800W	5800	5800	5800	
60	60	RECESSED DOWNLIGHT	5900W	5900	5900	5900	
61	61	RECESSED DOWNLIGHT	6000W	6000	6000	6000	
62	62	RECESSED DOWNLIGHT	6100W	6100	6100	6100	
63	63	RECESSED DOWNLIGHT	6200W	6200	6200	6200	
64	64	RECESSED DOWNLIGHT	6300W	6300	6300	6300	
65	65	RECESSED DOWNLIGHT	6400W	6400	6400	6400	
66	66	RECESSED DOWNLIGHT	6500W	6500	6500	6500	
67	67	RECESSED DOWNLIGHT	6600W	6600	6600	6600	
68	68	RECESSED DOWNLIGHT	6700W	6700	6700	6700	
69	69	RECESSED DOWNLIGHT	6800W	6800	6800	6800	
70	70	RECESSED DOWNLIGHT	6900W	6900	6900	6900	
71	71	RECESSED DOWNLIGHT	7000W	7000	7000	7000	
72	72	RECESSED DOWNLIGHT	7100W	7100	7100	7100	
73	73	RECESSED DOWNLIGHT	7200W	7200	7200	7200	
74	74	RECESSED DOWNLIGHT	7300W	7300	7300	7300	
75	75	RECESSED DOWNLIGHT	7400W	7400	7400	7400	
76	76	RECESSED DOWNLIGHT	7500W	7500	7500	7500	
77	77	RECESSED DOWNLIGHT	7600W	7600	7600	7600	
78	78	RECESSED DOWNLIGHT	7700W	7700	7700	7700	
79	79	RECESSED DOWNLIGHT	7800W	7800	7800	7800	
80	80	RECESSED DOWNLIGHT	7900W	7900	7900	7900	
81	81	RECESSED DOWNLIGHT	8000W	8000	8000	8000	
82	82	RECESSED DOWNLIGHT	8100W	8100	8100	8100	
83	83	RECESSED DOWNLIGHT	8200W	8200	8200	8200	
84	84	RECESSED DOWNLIGHT	8300W	8300	8300	8300	
85	85	RECESSED DOWNLIGHT	8400W	8400	8400	8400	
86	86	RECESSED DOWNLIGHT	8500W	8500	8500	8500	
87	87	RECESSED DOWNLIGHT	8600W	8600	8600	8600	
88	88	RECESSED DOWNLIGHT	8700W	8700	8700	8700	
89	89	RECESSED DOWNLIGHT	8800W	8800	8800	8800	
90	90	RECESSED DOWNLIGHT	8900W	8900	8900	8900	
91	91	RECESSED DOWNLIGHT	9000W	9000	9000	9000	
92	92	RECESSED DOWNLIGHT	9100W	9100	9100	9100	
93	93	RECESSED DOWNLIGHT	9200W	9200	9200	9200	
94	94	RECESSED DOWNLIGHT	9300W	9300	9300	9300	
95	95	RECESSED DOWNLIGHT	9400W	9400	9400	9400	
96	96	RECESSED DOWNLIGHT	9500W	9500	9500	9500	
97	97	RECESSED DOWNLIGHT	9600W	9600	9600	9600	
98	98	RECESSED DOWNLIGHT	9700W	9700	9700	9700	
99	99	RECESSED DOWNLIGHT	9800W	9800	9800	9800	
100	100	RECESSED DOWNLIGHT	9900W	9900	9900	9900	
101	101	RECESSED DOWNLIGHT	10000W	10000	10000	10000	

Photometric Calculation Software Generated Luminaire Schedule

Symbol	Label	Arrangement	Lum. Lumens	Air. Lum. Lumens	LF	Lum. Watts	Air. Watts
18	C	SINGLE	2672	2672	0.900	26.3	26.3
186	E	SINGLE	2627	2627	0.500	28	28
99	F	SINGLE	4000	4000	0.500	56.14	56.14
54	O	SINGLE	7958	7958	0.900	76	76
177	O NEW	SINGLE	7958	7958	0.900	76	76
15	W	SINGLE	2759	2759	0.900	24	24
7	V.56'	SINGLE	66625	66625	0.900	550.7122	550.7122
1	V.56'	SINGLE	40525	40525	0.900	320.9985	320.9985

Calculation Summary

Label	Chgt. Type	Units	Avg	Max	Min	Avg/Min	Max/Min
BAGGAGE SCREENING Workplane	Illuminance	Fc	36.50	57.6	12.6	2.90	4.57
CBP PRIMARY Workplane	Illuminance	Fc	38.43	43.4	16.7	2.12	2.60
PRE-SCREENING LOUNGE Workplane	Illuminance	Fc	43.48	61.6	14.1	3.08	4.36
SUPPLY OFFICE Workplane	Illuminance	Fc	23.29	61.6	5.2	4.48	11.88
VESTIBULE Workplane	Illuminance	Fc	37.09	43.2	21.4	1.73	2.02
BAGGAGE LAYDOWN	Illuminance	Fc	32.01	41.6	7.2	4.45	5.81
TOBACCO AREA	Illuminance	Fc	28.57	41.2	10.3	2.80	4.00

NOTES

- UPDATES
- REVISIONS
- REVISIONS
- PHOTOMETRIC STUDY

Revised Date: _____
 Drawn By: _____

LIGHTING DYNAMICS INCORPORATED

LIGHTING DYNAMICS, INC.
 7335 West Commercial Blvd.
 Tampa, FL 33635
 (854) 944-0285
 www.lightingdynamics.com

Project: POM TERMINAL F 2.0
 Level: SECTOR 2
 Lighting Study - Normal Mode
 Miami, FL

Scale: 1/8" = 1'-0"
 Date: 04/19/2011

<p>Sheet No: L1.2</p>	<p>Scale: 3/32" = 1"</p>
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Lighting Dynamics Inc. is a professional lighting design firm specializing in commercial, institutional, and residential lighting design. We provide a full range of services from conceptual design to construction administration. Our team has extensive experience in a wide variety of project types and we are committed to providing our clients with the highest quality of service and design.

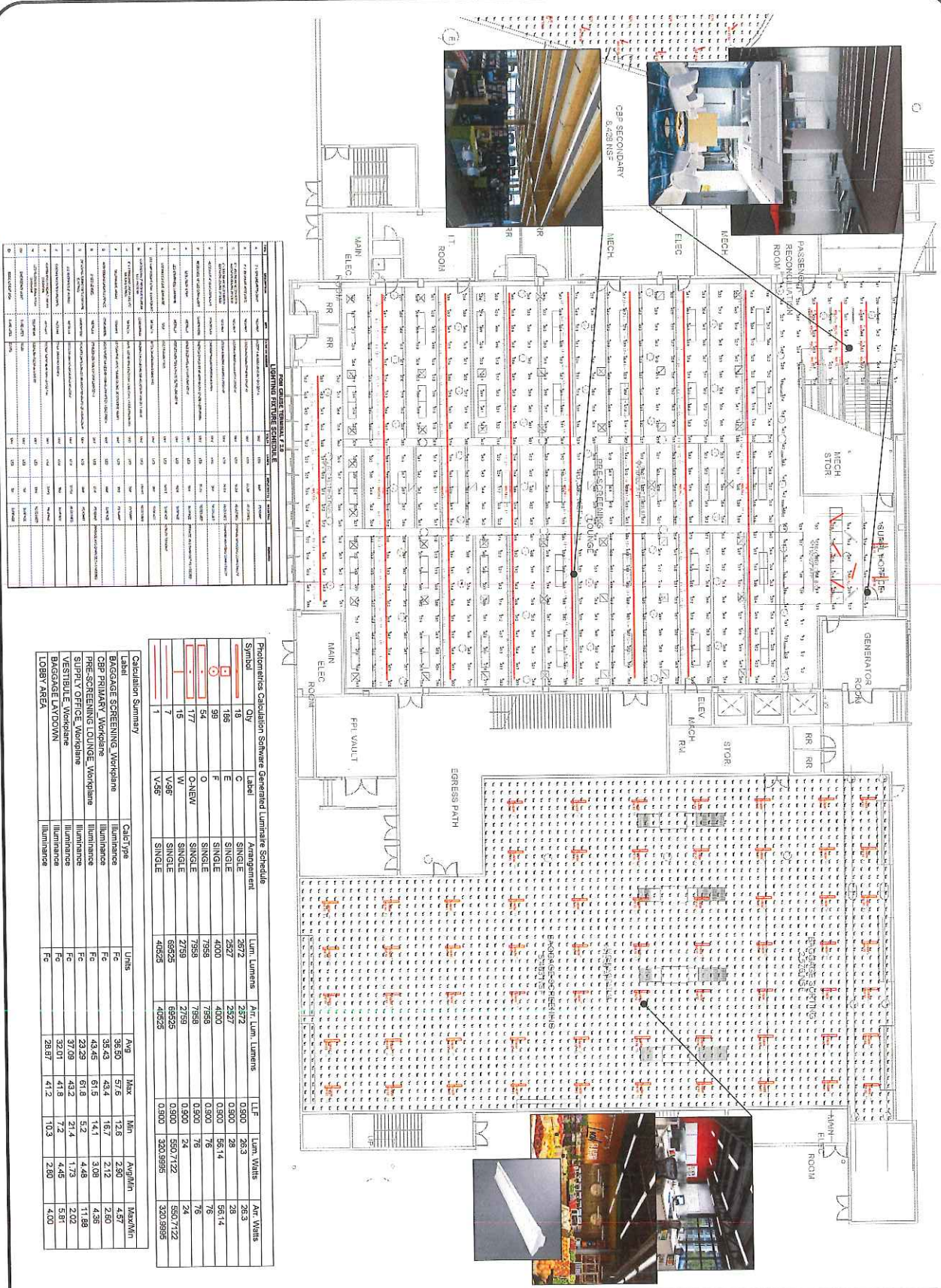
NOTES

1	PHOTOMETRIC STUDY	02/27/11
2	REVISIONS	07/17/11
3	REVISIONS	08/15/11
4	UPDATES	08/24/11
5	REVISIONS	08/24/11
6	REVISIONS	08/24/11
7	REVISIONS	08/24/11
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49	REVISIONS	08/24/11
50	REVISIONS	08/24/11

Lighting Dynamics, Inc.
 7333 West Commercial Blvd.
 Tampa, FL 33331
 (813) 944-0288
 www.lightingdynamics.com

Level 1.3
 POM TERMINAL F 2.0
 Lighting Study - Normal Mode
 Miami, FL

Project No.	327
Revision	1
Date	08/19/11
Scale	3/27" = 1'
Sheet No.	38 / 48



Lighting fixture schedule

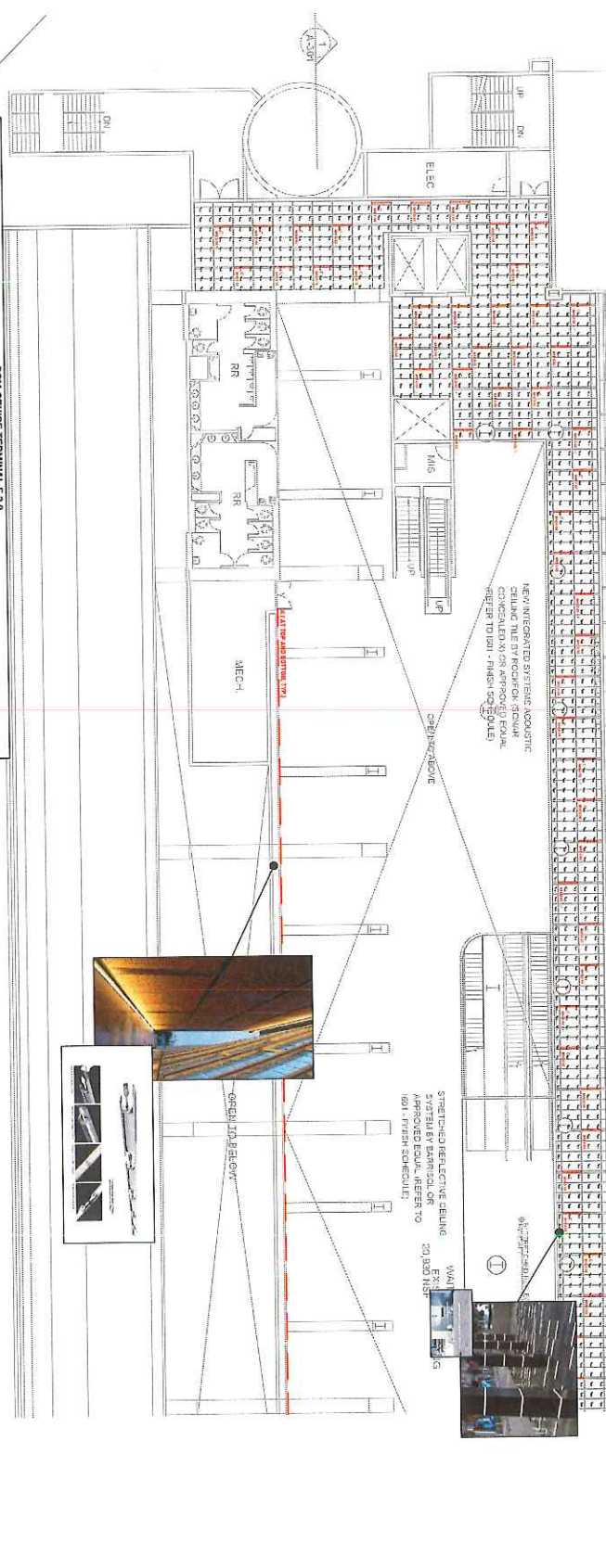
ID	SYMBOL	DESCRIPTION	WATTAGE	HEIGHT	SPACING	CONTROL	REMARKS
1	OV	OVERHEAD VOLTAGE	100	10	10	ON	
2	OV	OVERHEAD VOLTAGE	100	10	10	ON	
3	OV	OVERHEAD VOLTAGE	100	10	10	ON	
4	OV	OVERHEAD VOLTAGE	100	10	10	ON	
5	OV	OVERHEAD VOLTAGE	100	10	10	ON	
6	OV	OVERHEAD VOLTAGE	100	10	10	ON	
7	OV	OVERHEAD VOLTAGE	100	10	10	ON	
8	OV	OVERHEAD VOLTAGE	100	10	10	ON	
9	OV	OVERHEAD VOLTAGE	100	10	10	ON	
10	OV	OVERHEAD VOLTAGE	100	10	10	ON	
11	OV	OVERHEAD VOLTAGE	100	10	10	ON	
12	OV	OVERHEAD VOLTAGE	100	10	10	ON	
13	OV	OVERHEAD VOLTAGE	100	10	10	ON	
14	OV	OVERHEAD VOLTAGE	100	10	10	ON	
15	OV	OVERHEAD VOLTAGE	100	10	10	ON	
16	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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18	OV	OVERHEAD VOLTAGE	100	10	10	ON	
19	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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21	OV	OVERHEAD VOLTAGE	100	10	10	ON	
22	OV	OVERHEAD VOLTAGE	100	10	10	ON	
23	OV	OVERHEAD VOLTAGE	100	10	10	ON	
24	OV	OVERHEAD VOLTAGE	100	10	10	ON	
25	OV	OVERHEAD VOLTAGE	100	10	10	ON	
26	OV	OVERHEAD VOLTAGE	100	10	10	ON	
27	OV	OVERHEAD VOLTAGE	100	10	10	ON	
28	OV	OVERHEAD VOLTAGE	100	10	10	ON	
29	OV	OVERHEAD VOLTAGE	100	10	10	ON	
30	OV	OVERHEAD VOLTAGE	100	10	10	ON	
31	OV	OVERHEAD VOLTAGE	100	10	10	ON	
32	OV	OVERHEAD VOLTAGE	100	10	10	ON	
33	OV	OVERHEAD VOLTAGE	100	10	10	ON	
34	OV	OVERHEAD VOLTAGE	100	10	10	ON	
35	OV	OVERHEAD VOLTAGE	100	10	10	ON	
36	OV	OVERHEAD VOLTAGE	100	10	10	ON	
37	OV	OVERHEAD VOLTAGE	100	10	10	ON	
38	OV	OVERHEAD VOLTAGE	100	10	10	ON	
39	OV	OVERHEAD VOLTAGE	100	10	10	ON	
40	OV	OVERHEAD VOLTAGE	100	10	10	ON	
41	OV	OVERHEAD VOLTAGE	100	10	10	ON	
42	OV	OVERHEAD VOLTAGE	100	10	10	ON	
43	OV	OVERHEAD VOLTAGE	100	10	10	ON	
44	OV	OVERHEAD VOLTAGE	100	10	10	ON	
45	OV	OVERHEAD VOLTAGE	100	10	10	ON	
46	OV	OVERHEAD VOLTAGE	100	10	10	ON	
47	OV	OVERHEAD VOLTAGE	100	10	10	ON	
48	OV	OVERHEAD VOLTAGE	100	10	10	ON	
49	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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61	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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63	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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69	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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72	OV	OVERHEAD VOLTAGE	100	10	10	ON	
73	OV	OVERHEAD VOLTAGE	100	10	10	ON	
74	OV	OVERHEAD VOLTAGE	100	10	10	ON	
75	OV	OVERHEAD VOLTAGE	100	10	10	ON	
76	OV	OVERHEAD VOLTAGE	100	10	10	ON	
77	OV	OVERHEAD VOLTAGE	100	10	10	ON	
78	OV	OVERHEAD VOLTAGE	100	10	10	ON	
79	OV	OVERHEAD VOLTAGE	100	10	10	ON	
80	OV	OVERHEAD VOLTAGE	100	10	10	ON	
81	OV	OVERHEAD VOLTAGE	100	10	10	ON	
82	OV	OVERHEAD VOLTAGE	100	10	10	ON	
83	OV	OVERHEAD VOLTAGE	100	10	10	ON	
84	OV	OVERHEAD VOLTAGE	100	10	10	ON	
85	OV	OVERHEAD VOLTAGE	100	10	10	ON	
86	OV	OVERHEAD VOLTAGE	100	10	10	ON	
87	OV	OVERHEAD VOLTAGE	100	10	10	ON	
88	OV	OVERHEAD VOLTAGE	100	10	10	ON	
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94	OV	OVERHEAD VOLTAGE	100	10	10	ON	
95	OV	OVERHEAD VOLTAGE	100	10	10	ON	
96	OV	OVERHEAD VOLTAGE	100	10	10	ON	
97	OV	OVERHEAD VOLTAGE	100	10	10	ON	
98	OV	OVERHEAD VOLTAGE	100	10	10	ON	
99	OV	OVERHEAD VOLTAGE	100	10	10	ON	
100	OV	OVERHEAD VOLTAGE	100	10	10	ON	

Photometric Calculation Software Generated Luminaire Schedule

Symbol	Qty	Label	Lum. Lumens	Avg. Lum. Lumens	LF	Lum. Waits	Avg. Waits
OV	2372	SINGLE	2372	2372	0.900	28.3	28.3
E	2527	SINGLE	2527	2527	0.900	28	28
E	4000	SINGLE	4000	4000	0.900	56.14	56.14
O	758	SINGLE	758	758	0.900	76	76
OV	2759	SINGLE	2759	2759	0.900	76	76
OV	6525	SINGLE	6525	6525	0.900	50.7122	50.7122
OV	4925	SINGLE	4925	4925	0.900	320.9955	320.9955

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
BAGGAGE SCREENING Workplane	Pc	fc	38.50	57.6	18.9	2.02	4.87
CBP PRIMARY Workplane	Pc	fc	35.43	52.4	16.7	2.12	2.95
PRE-SCREENING LOUNGE Workplane	Pc	fc	43.46	61.9	14.1	3.06	4.36
SUPPLY OFFICE Workplane	Pc	fc	23.28	42.3	8.2	4.48	11.88
VESTIBULE Workplane	Pc	fc	32.01	41.8	17.4	1.73	2.02
BAGGAGE LAYDOWN	Pc	fc	28.87	41.2	10.3	4.45	5.81
LOBBY AREA	Pc	fc				2.60	4.00



POM CRUISE TERMINAL F-2.0 LIGHTING FIXTURE SCHEDULE

ITEM	DESCRIPTION	QTY	MANUFACTURER	MODEL	WATTAGE	NOTES
A	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
B	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
C	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
D	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
E	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
F	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
G	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
H	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
I	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
J	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
K	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
L	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
M	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
N	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
O	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
P	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
Q	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
R	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
S	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
T	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
U	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
V	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
W	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
X	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
Y	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED
Z	2.4' x 4.8' RECESSED	104	LED	120V	100	RECESSED

Photometric Calculation Software Generated Luminance Schedule

Symbol	QTY	Label	Arrangement	Lum. Lumens	Avg. Lum. Lumens	LF	Lum. Watts	Avg. Watts
BB	117	C	SINGLE	2237	2237	0.800	18.8	18.8
MM	14	M	SINGLE	2000	2000	0.800	17.22	17.22
SS	16	S-NEW	SINGLE	6187	6187	0.800	54.93	54.93

Calculation Summary

Label	Cele Type	Units	Avg	Max	Min	Avg/Min	Max/Min
CORRIDOR FLOOR	ILLUMINANCE	FC	18.26	29.1	6.0	3.04	4.95
GREEN LOUNGE WORKAREA	ILLUMINANCE	FC	63.12	76.9	32.0	1.97	2.47
ESCALATORS & STAIR LANDING WORKAREA	ILLUMINANCE	FC	35.32	79.0	10.0	3.53	7.90
STAIRS & ESCALATORS AREAL STAIRS	ILLUMINANCE	FC	23.90	45.0	10.0	2.39	4.50
VIP SCREENING WORKAREA	ILLUMINANCE	FC	39.66	71.7	8.0	4.96	8.96

PROJECT INFORMATION

PROJECT: POM CRUISE TERMINAL F-2.0
 DATE: 06/06/19
 DRAWING NO: 2025-1-11
 SHEET NO: 81 OF 81

CLIENT INFORMATION

CLIENT: BSA

DESIGNER INFORMATION

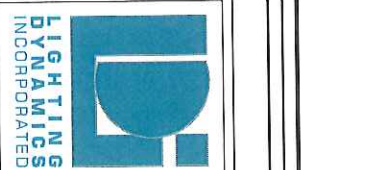
PROJECT: POM CRUISE TERMINAL F-2.0
 LEVEL: 2 SECTOR 1
 LIGHTING STUDY - NORMAL MODE
 MIAMI, FL

DESIGNER CONTACT

LIGHTING DYNAMICS, INC.
 7335 West Commercial Blvd.
 Tampa, FL 33635
 (813) 944-4285
 www.lightingdynamics.com

REVISIONS

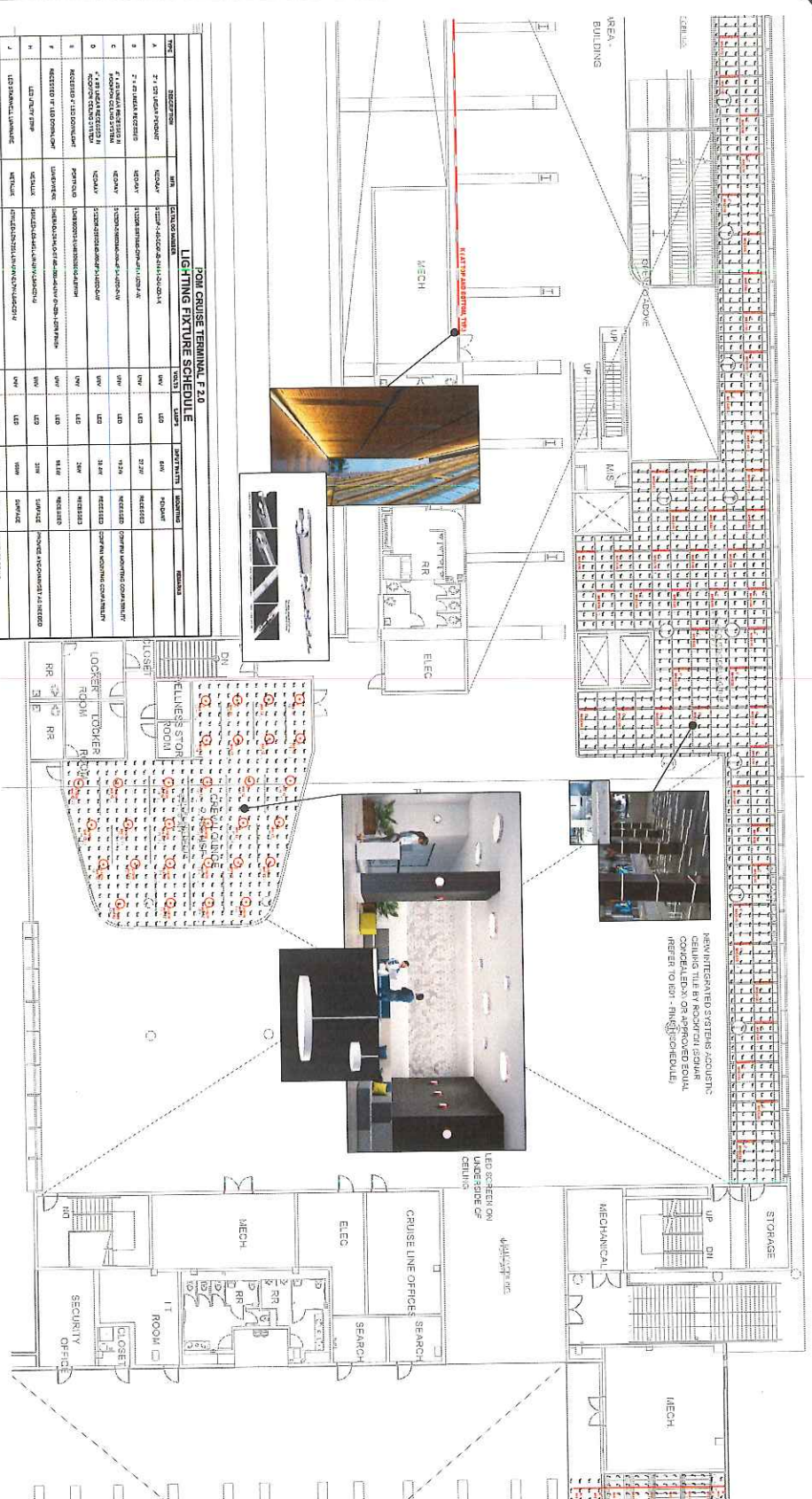
No.	Description	Date
1	ISSUED FOR PERMIT	06/06/19
2	REVISED	07/23/19
3	REVISED	08/07/19
4	REVISED	08/27/19



Lighting Dynamics Incorporated is a professional lighting design firm. We provide lighting design services for a wide range of commercial and residential projects. Our services include lighting design, lighting calculations, lighting layouts, and lighting specifications. We are committed to providing high-quality lighting solutions that meet the needs of our clients.

NOTES

1. SEE LIGHTING SCHEDULE FOR FIXTURE SCHEDULE.
2. SEE LIGHTING SCHEDULE FOR FIXTURE SCHEDULE.
3. SEE LIGHTING SCHEDULE FOR FIXTURE SCHEDULE.
4. SEE LIGHTING SCHEDULE FOR FIXTURE SCHEDULE.



POI CRUISE TERMINAL F.20 LIGHTING FIXTURE SCHEDULE

NO.	DESCRIPTION	SYM.	CLASS. OR SYSTEM	MANUFACTURE	TYPE	HEIGHT	WATTAGE	REMARKS
1	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
2	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
3	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
4	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
5	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
6	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
7	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
8	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
9	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
10	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
11	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
12	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
13	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
14	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
15	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
16	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
17	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
18	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
19	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
20	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
21	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
22	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
23	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
24	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
25	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
26	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
27	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
28	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
29	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
30	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
31	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
32	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
33	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
34	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
35	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
36	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
37	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
38	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
39	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
40	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
41	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
42	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
43	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
44	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
45	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
46	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
47	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
48	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
49	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
50	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
51	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
52	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
53	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
54	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
55	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
56	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
57	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
58	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
59	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
60	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
61	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
62	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
63	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
64	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
65	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
66	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
67	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
68	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
69	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
70	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
71	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
72	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
73	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
74	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
75	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
76	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
77	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
78	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
79	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
80	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
81	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
82	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
83	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
84	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
85	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
86	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
87	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
88	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
89	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
90	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
91	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
92	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
93	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
94	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
95	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
96	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
97	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
98	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
99	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED
100	27" x 36" LED ACRYLIC RECESSED	REDAV	RECESSED	PHILIPS	LD	27"	30W	RECESSED

Photometric Calculation Software Generated Luminaire Schedule

Qty	Label	Arrangement	Lum. Lumens	Avg. Lum. Lumens	LLF	Lum. Watts	Art. Watts
89	C	SINGLE	2237	2237	0.900	18.8	79.9
117	M	SINGLE	2000	2000	1.122	17.22	77.22
14	S	SINGLE	6187	6187	0.900	54.93	54.93
16	S-NEW	SINGLE	6187	6187	0.900	54.93	54.93

Calculation Summary

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
CORRIDOR Floor	ILLUMINANCE	Fc	18.28	29.1	6.0	3.04	5.65
CORRIDOR WALL	ILLUMINANCE	Fc	63.12	78.9	32.0	1.97	3.42
ESCALATOR & STAIR LANDING, Workplane	ILLUMINANCE	Fc	35.32	79.0	10.0	3.53	7.90
STAIRS & ESCALATORS AREA, STAIRS	ILLUMINANCE	Fc	23.80	45.0	10.0	2.38	4.50
VIP SCREENING Workplane	ILLUMINANCE	Fc	39.85	71.7	8.0	4.98	8.98

LIGHTING DYNAMICS, INC.
7833 West Commercial Blvd.
Tampa, FL 33634
(813) 444-0286
www.lightingdynamics.com

POI TERMINAL F.20
LEVEL 2 SECTOR 2
Main Floor - Normal Mode
MIRAL F.20
DATE: 08/18/19

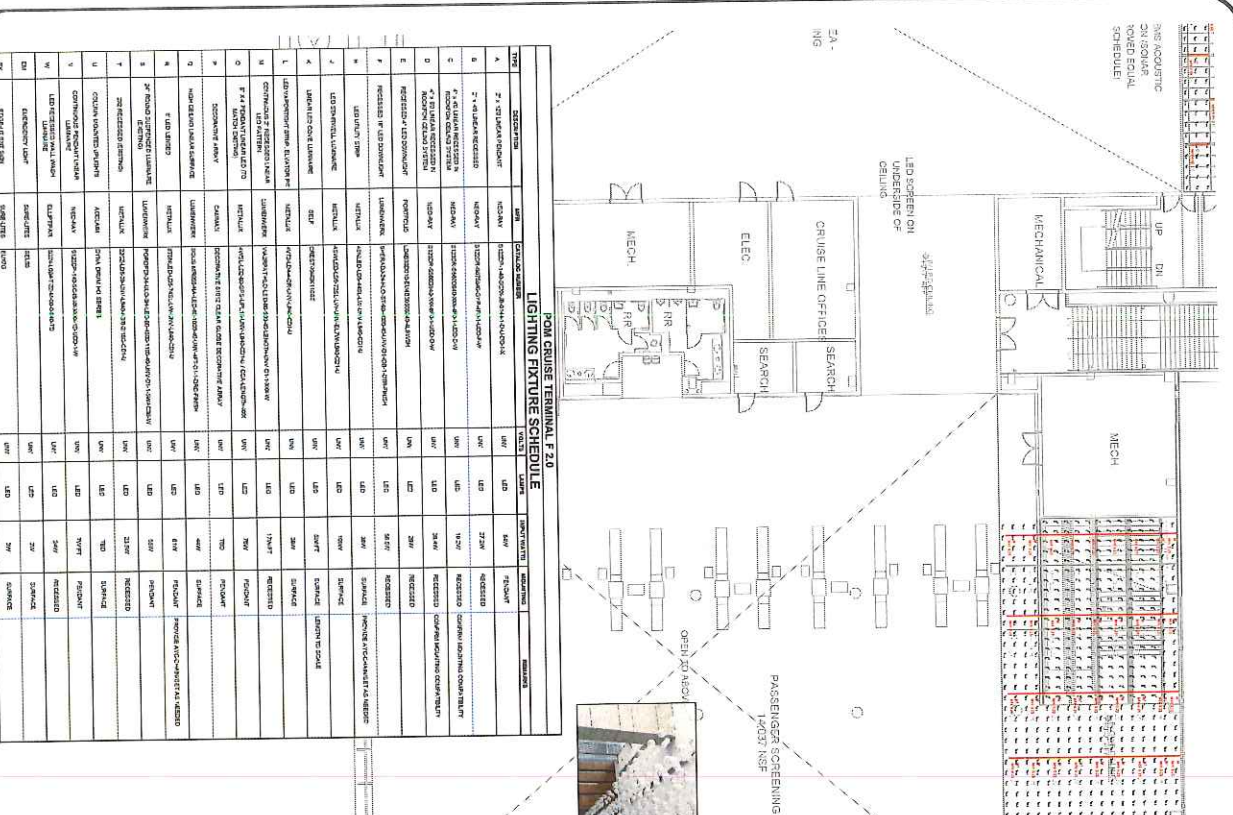
L2.2
DATE: 08/18/19
DRAWN BY: SR/KM

NOTES

- UNPLANNED USES
- REVISIONS
- PHOTOGRAPHIC STUDY
- REVISIONS

LIGHTING DYNAMICS INCORPORATED

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NO.	DESCRIPTION	QTY	MANUFACTURER	TYPE	WATTAGE	HEIGHT	NOTES
1	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
2	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
3	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
4	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
5	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
6	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
7	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
8	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
9	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
10	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
11	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
12	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
13	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
14	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
15	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	
16	27" SQUARE RECESSED	152	OSRAM	LED	30W	5'-0"	

Label	QTY	Label	Arrangement	Lum. Lumens	Avg. Lum. Lumens	L.F.	Lum. Watts	Avg. Watts
99	C	SINGLE	SINGLE	2237	2237	0.900	18.8	18.8
117	M	SINGLE	SINGLE	2000	2000	17.22	17.22	17.22
14	S	SINGLE	SINGLE	6187	6187	54.93	54.93	54.93
16	S-NEW	SINGLE	SINGLE	6187	6187	54.93	54.93	54.93

Label	Calc. Type	Units	Avg.	Max.	Min.	Avg/Min	Max/Min
CORRIDOR Floor	ILLUMINANCE	Fc	18.28	29.1	6.0	3.04	4.85
CREWLOUNGE Workplane	ILLUMINANCE	Fc	63.12	78.9	32.0	2.47	2.47
ESCALATOR & STAIR LANDING Workplane	ILLUMINANCE	Fc	35.32	79.0	10.0	3.53	7.90
STAIRS & ESCALATORS AREA STEPS	ILLUMINANCE	Fc	23.50	45.0	10.0	2.35	4.50
VIP SCREENING Workplane	ILLUMINANCE	Fc	38.88	71.7	8.0	4.86	8.96

PROJ. NO.: 17-0003
 LEVEL: 2 SECTOR: 3
 DRAWING: Lighting Study - Normal Mode
 DATE: 08/14/19

Lighting Dynamics, Inc.
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 Fort Worth, TX 76102
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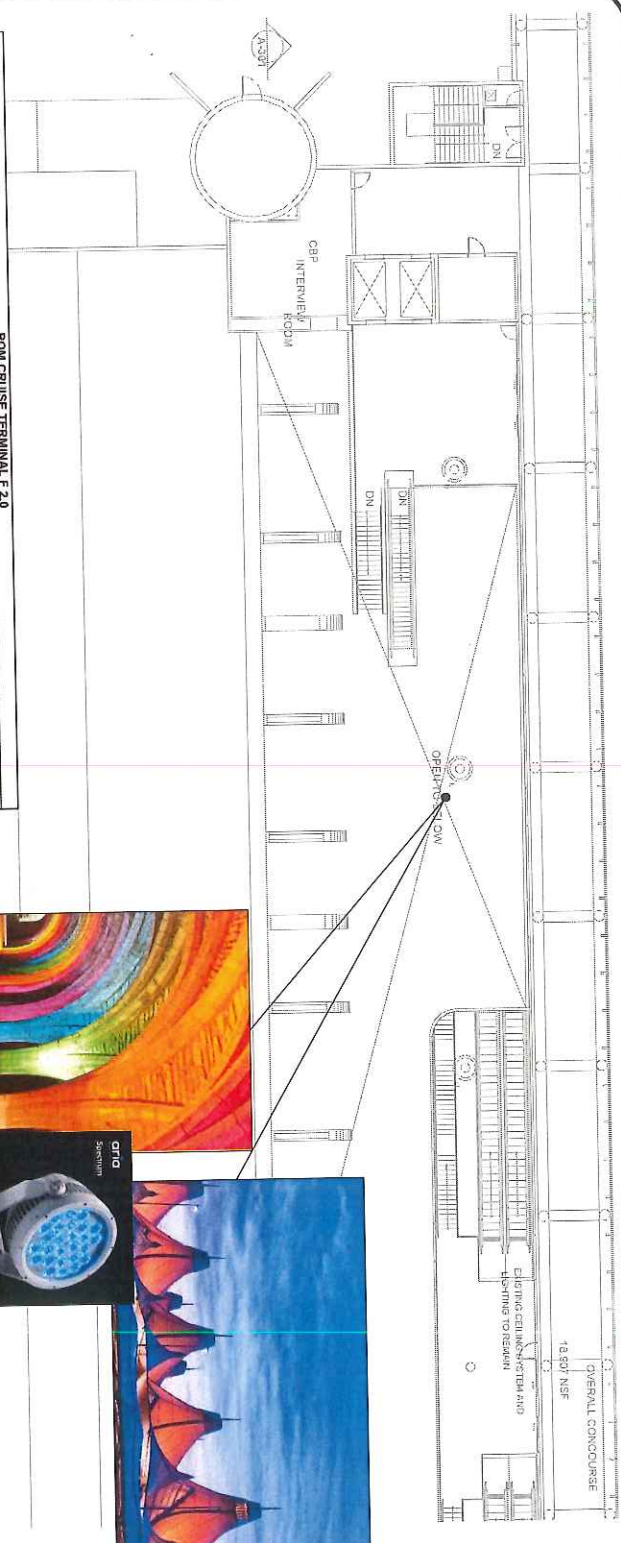
NOTES

1. REVISED FOR 08/14/19
2. REVISIONS 08/14/19
3. REVISIONS 07/18/19
4. PHOTOGRAPHIC STUDY 08/27/19

No. _____
 Revisions _____
 Date _____

LIGHTING DYNAMICS
INCORPORATED

Project Description: Lighting Study for the Pom Cruise Terminal F 2.0. This drawing shows the proposed lighting fixture layout for the Level 2 Sector 3. The fixtures are shown in red and yellow. The drawing is a plan view of the terminal floor. The fixtures are arranged in a grid pattern. The fixtures are labeled with their quantity and arrangement. The drawing is a technical drawing of a lighting plan.



POM CRUISE TERMINAL F 20
LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	TYPE	CONTROL SYSTEM	WATTAGE	FUNCTION	REMARKS
A	2' x 4' LED RECESSED	RECESSED	0-10V DIMMING	27.2W	RECESSED	
B	2' x 4' LED RECESSED	RECESSED	0-10V DIMMING	27.2W	RECESSED	
C	4' x 8' LED RECESSED	RECESSED	0-10V DIMMING	54.4W	RECESSED	
D	4' x 8' LED RECESSED	RECESSED	0-10V DIMMING	54.4W	RECESSED	
E	RECESSED	RECESSED	0-10V DIMMING	54.4W	RECESSED	
F	RECESSED	RECESSED	0-10V DIMMING	54.4W	RECESSED	
G	RECESSED	RECESSED	0-10V DIMMING	54.4W	RECESSED	
H	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
I	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
J	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
K	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
L	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
M	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
N	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
O	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
P	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
Q	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
R	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
S	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
T	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
U	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
V	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
W	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	
X	LED DOWN LIGHT	RECESSED	0-10V DIMMING	30W	RECESSED	



Proportions Calculation Software Generated Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum. Lumens	Avg. Lum. Lumens	UF	Lum. Util.	Avg. Util.
1	1	A-48	SINGLE	28024	28024	0.850	238.7728	339.2785
2	1	A-72	SINGLE	34974	34974	0.850	318.2554	379.2654
3	1	A-108	SINGLE	52464	52464	0.850	479.2453	579.2751
4	1	O	SINGLE	78228	78228	0.850	719.2151	879.2151
5	1	V-48	SINGLE	4000	4000	0.800	48.39334	48.39334
6	1	V-72	SINGLE	5724	5724	0.800	44.1	44.1
7	1	V-108	SINGLE	8124	8124	0.800	48.34482	48.34482
8	1	V-144	SINGLE	10824	10824	0.800	282.9857	282.9857
9	1	V-180	SINGLE	13524	13524	0.800	368.8648	368.8648
10	1	V-216	SINGLE	16224	16224	0.800	458.8271	458.8271
11	1	V-252	SINGLE	18924	18924	0.800	488.8271	488.8271
12	1	V-288	SINGLE	21624	21624	0.800	580.7128	580.7128
13	1	V-324	SINGLE	24324	24324	0.800	586.8547	586.8547
14	1	V-360	SINGLE	27024	27024	0.800	619.8268	619.8268

Calculation Summary

Label	Quantity	Avg. Util.	Max	Min	Avg/Min	Max/Min
ADDITIONAL WORKING AREA WORKPLANE	41.60	55.0	7.4	5.49	7.49	10.49
ENCLOSURE WORKPLANE	28.92	55.6	5.6	5.46	2.82	2.82
LOUNGE AREA AT ESCALATORS	26.03	33.0	12.6	1.89	2.82	4.57
LOUNGE AREA AT ESCALATORS	36.14	52.0	11.4	3.89	4.57	4.57
LOUNGE Area	42.93	52.6	11.8	4.13	6.73	9.25
PASSENGER SCREENING AREA WORKPLANE	38.73	54.9	8.9	6.73	9.25	9.25

NOTES

- REVISIONS
- REVISIONS
- REVISIONS
- REVISIONS

DATE: 08/16/19

SCALE: 1/8" = 1'-0"

LIGHTING DYNAMICS INC.
7855 West Commercial Blvd.
Barron, WI 53001
(920) 944-0286
www.lightingdynamics.com

POM TERMINAL F 20
LIGHTING STUDY - Normal Mode
Miami, FL

DATE: 08/16/19

PROJECT: 202-1

LIGHTING DYNAMICS INCORPORATED



POM CRUISE TERMINAL F 2.0 LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	MODEL NUMBER	WATTAGE	SPACING	REMARKS
A	2' x 4' RECESSED	OSRAM	OSRAM	150W	24" x 36"	RECESSED
B	2' x 4' RECESSED	OSRAM	OSRAM	150W	24" x 36"	RECESSED
C	4' x 8' RECESSED	OSRAM	OSRAM	300W	48" x 72"	RECESSED
D	4' x 8' RECESSED	OSRAM	OSRAM	300W	48" x 72"	RECESSED
E	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
F	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
G	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
H	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
I	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
J	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
K	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
L	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
M	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
N	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
O	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
P	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
Q	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
R	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
S	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
T	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
U	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
V	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
W	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
X	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
Y	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED
Z	RECESSED 4' x 8' DOWNLIGHT	OSRAM	OSRAM	300W	48" x 72"	RECESSED

Photometric Calculation Software Generated Luminaire Schedule

Symbol	Label	Arrangement	Lum. Lumens	Art. Lum. Lumens	UGF	Lum. Width	Art. Width
1	A-36	SINGLE	29324	29324	0.900	339.2765	339.2765
2	A-48	SINGLE	34724	34724	0.900	319.2654	319.2654
3	A-72	SINGLE	52124	52124	0.900	479.2463	479.2463
4	A-108	SINGLE	78224	78224	0.900	719.2181	719.2181
5	A-144	SINGLE	104324	104324	0.900	959.1941	959.1941
6	A-180	SINGLE	130424	130424	0.900	1199.1701	1199.1701
7	A-216	SINGLE	156524	156524	0.900	1439.1461	1439.1461
8	A-252	SINGLE	182624	182624	0.900	1679.1221	1679.1221
9	A-288	SINGLE	208724	208724	0.900	1919.0981	1919.0981
10	A-324	SINGLE	234824	234824	0.900	2159.0741	2159.0741
11	A-360	SINGLE	260924	260924	0.900	2399.0501	2399.0501
12	A-396	SINGLE	287024	287024	0.900	2639.0261	2639.0261
13	A-432	SINGLE	313124	313124	0.900	2879.0021	2879.0021
14	A-468	SINGLE	339224	339224	0.900	3119.0001	3119.0001
15	A-504	SINGLE	365324	365324	0.900	3359.0001	3359.0001
16	A-540	SINGLE	391424	391424	0.900	3599.0001	3599.0001
17	A-576	SINGLE	417524	417524	0.900	3839.0001	3839.0001
18	A-612	SINGLE	443624	443624	0.900	4079.0001	4079.0001
19	A-648	SINGLE	469724	469724	0.900	4319.0001	4319.0001
20	A-684	SINGLE	495824	495824	0.900	4559.0001	4559.0001
21	A-720	SINGLE	521924	521924	0.900	4799.0001	4799.0001
22	A-756	SINGLE	548024	548024	0.900	5039.0001	5039.0001
23	A-792	SINGLE	574124	574124	0.900	5279.0001	5279.0001
24	A-828	SINGLE	600224	600224	0.900	5519.0001	5519.0001
25	A-864	SINGLE	626324	626324	0.900	5759.0001	5759.0001
26	A-900	SINGLE	652424	652424	0.900	5999.0001	5999.0001
27	A-936	SINGLE	678524	678524	0.900	6239.0001	6239.0001
28	A-972	SINGLE	704624	704624	0.900	6479.0001	6479.0001
29	A-1008	SINGLE	730724	730724	0.900	6719.0001	6719.0001
30	A-1044	SINGLE	756824	756824	0.900	6959.0001	6959.0001

Calculation Summary

Label	Area	Unit	Avg	Max	Min	Avg/Min	Max/Min
ADDITIONAL WAITING AREA, Workplane	40.80	Fc	55.0	7.4	5.48	7.43	10.48
ADDITIONAL WAITING AREA, Workplane	28.82	Fc	55.6	5.3	5.46	7.62	10.48
ELEVATOR LOBBY, Workplane	35.03	Fc	33.0	12.8	1.99	2.82	4.25
LOBBY AREA, Workplane	35.14	Fc	33.0	11.8	3.08	4.27	4.27
PASSING SCREENING AREA, Workplane	42.83	Fc	35.5	5.3	5.3	5.25	5.25

LIGHTING DYNAMICS INCORPORATED

1785 West Commercial Blvd., Tallahassee, FL 32301
 Phone: (904) 944-0286
 Website: www.lightingdynamics.com

PROJECT: POM CRUISE TERMINAL F 2.0
 DATE: 08/18/10
 DRAWING: 302-1-1
 SHEET: SR/RI

L3.2

NOTES

- REVISIONS
- REVISIONS
- REVISIONS
- PROTECTIVE STUDY (08/27/10)

DATE: 08/18/10

REVISIONS

NO.	DATE	DESCRIPTION
1	08/18/10	PROTECTIVE STUDY
2	08/27/10	REVISIONS
3	08/27/10	REVISIONS
4	08/27/10	REVISIONS

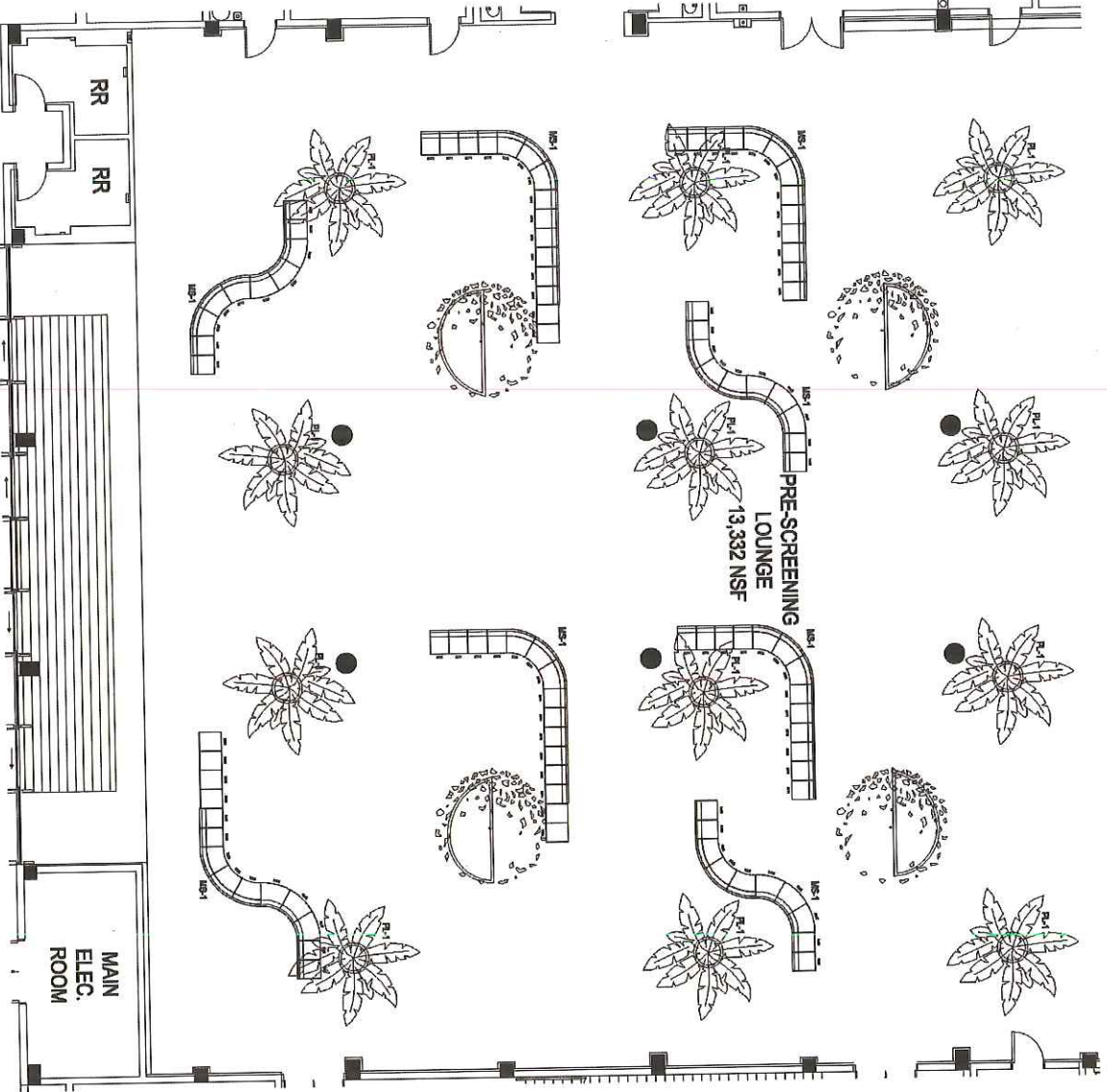
LIGHTING DYNAMICS, INC.
 1785 West Commercial Blvd., Tallahassee, FL 32301
 Phone: (904) 944-0286
 Website: www.lightingdynamics.com

POM CRUISE TERMINAL F 2.0
 LEVEL 3 SECTOR 2
 Lighting Study - Normal Mode
 Miami, FL
 TITLE: PERIODIC REVIEW

PORTMIAMI
CRUISE TERMINAL F 2.0
DESIGN CRITERIA - PROPOSED FURNITURE

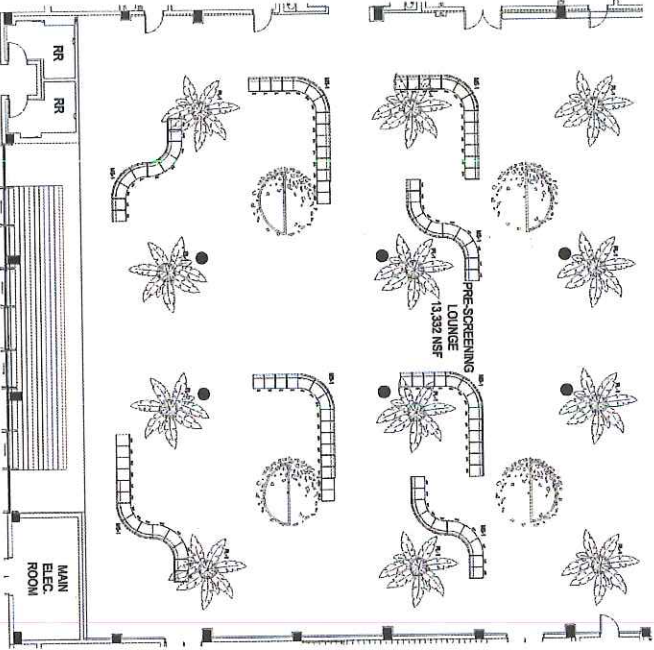
PRADERE OFFICE PRODUCTS
7655 W. 20TH AVE.
HALEAH, FL 33014
Ileana Pradere
305.213.8286
ileana@pradereoffice.com



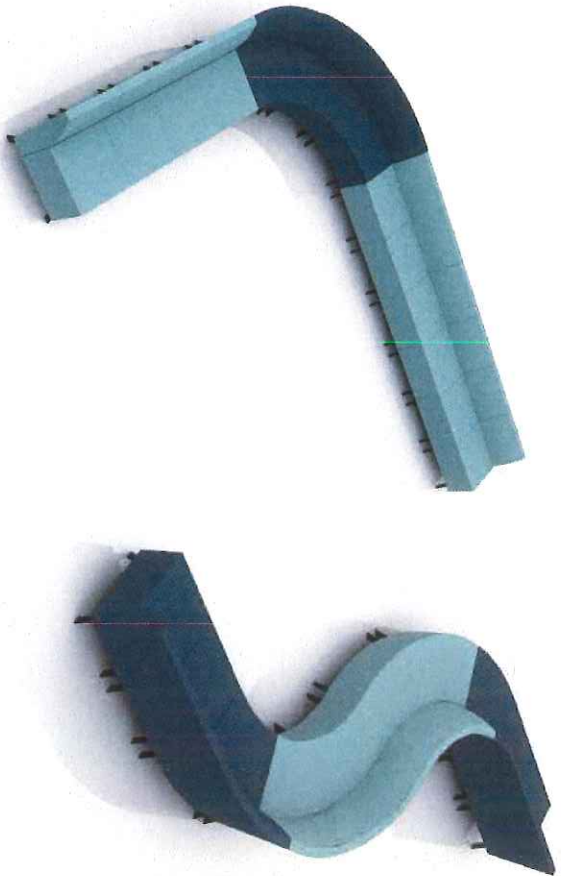


Pre-Screening Lounge

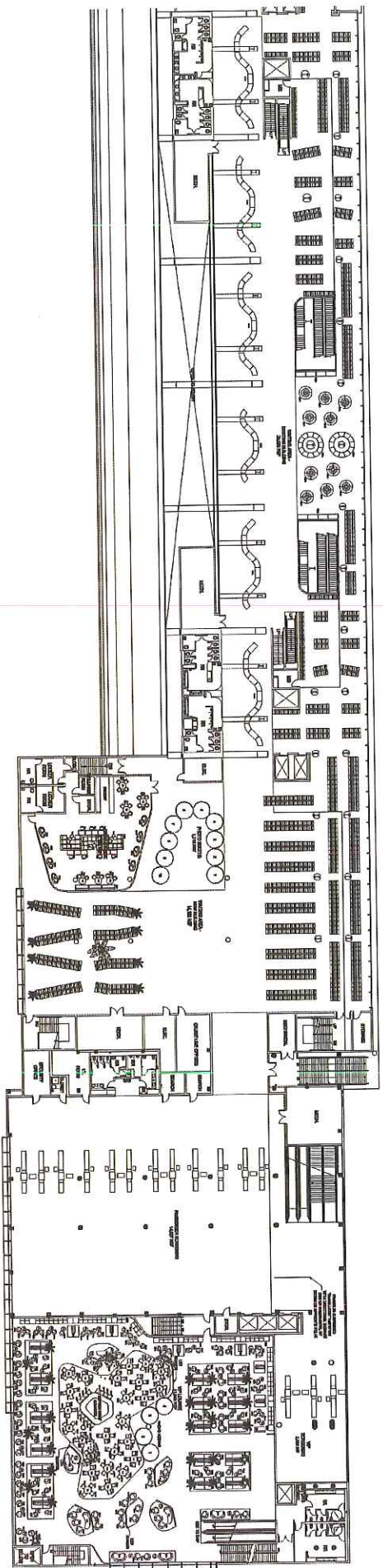
Nevins - Benningford Series



Arcadia - Achella



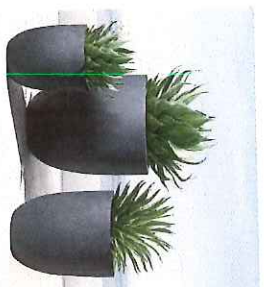
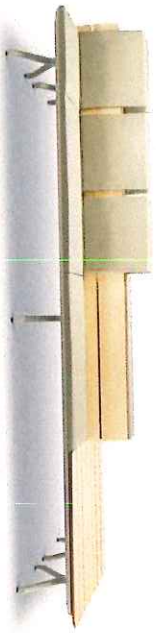
Carnival Cruise - Port Miami Terminal F 2.0



Waiting Area

Carnival Cruise – Port Miami Terminal F 2.0

Figueras - Landscape

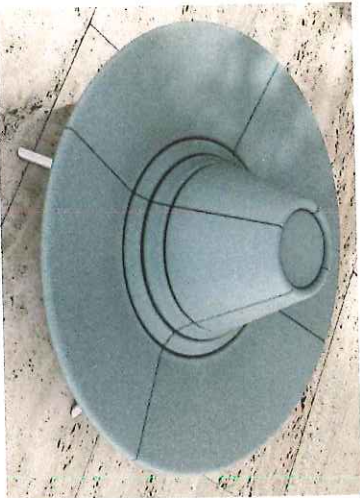


Miramar Planter

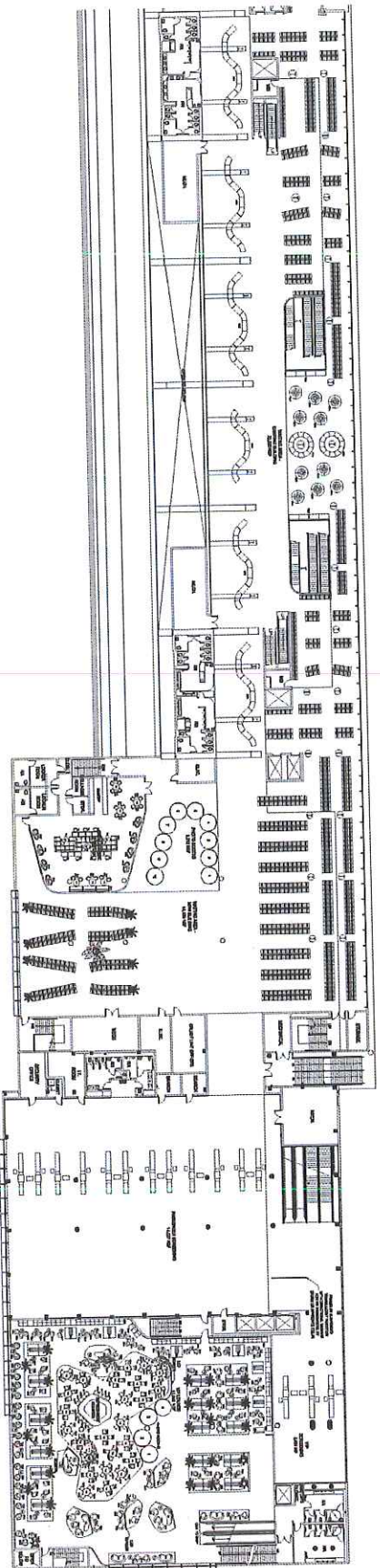
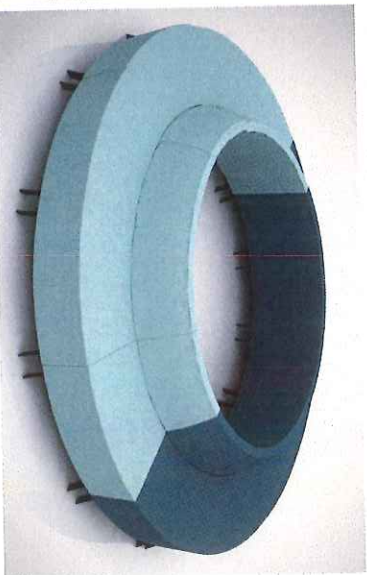
Segis - Longway

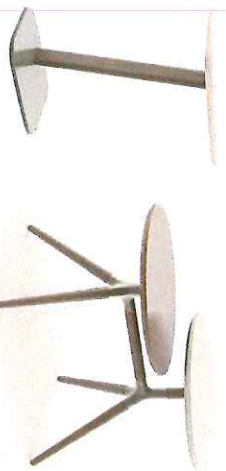
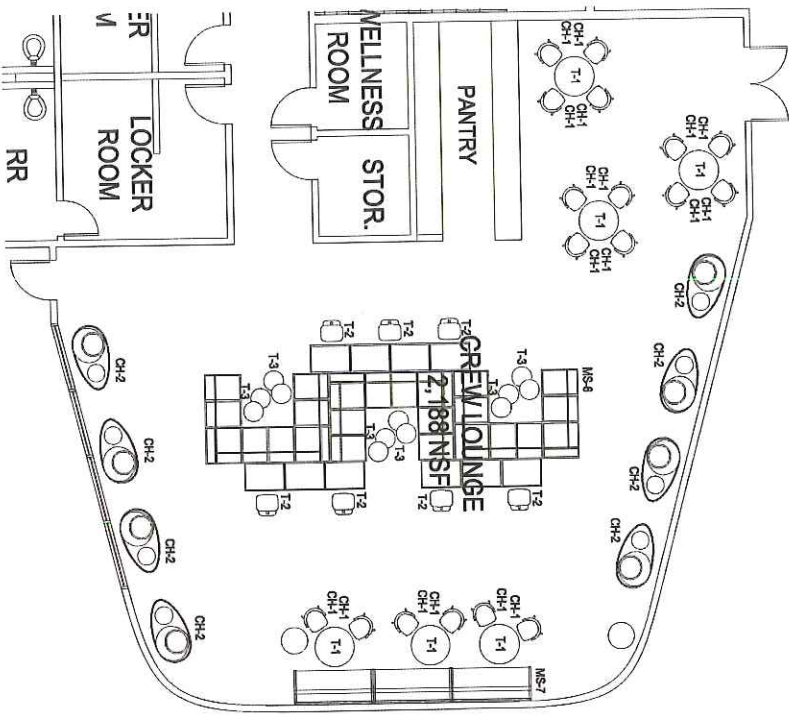


Segis - River Pods

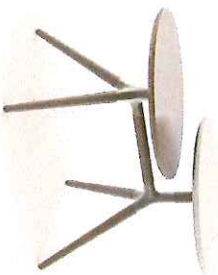


Arcadia - Achella

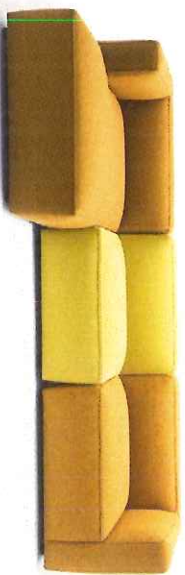




OFS - Heya



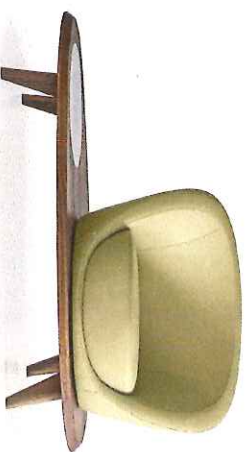
OFS - Roo



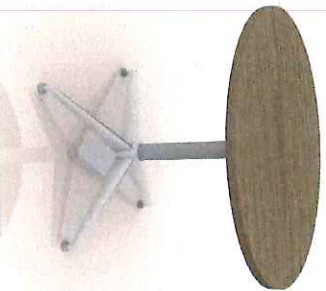
Andreu World - Dado



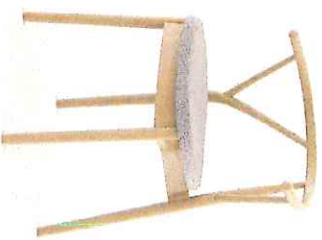
OFS - Neom



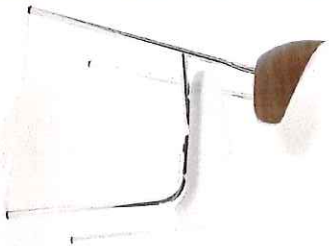
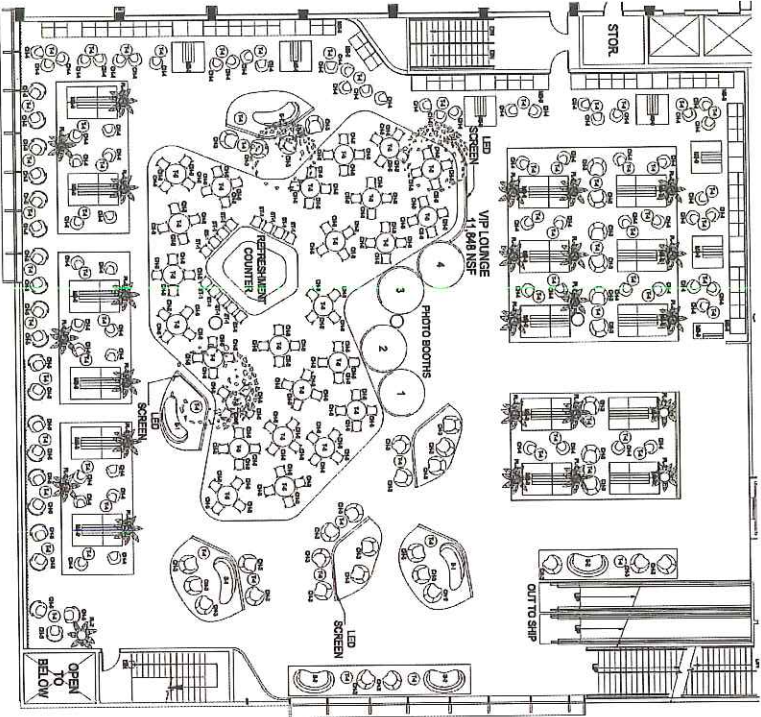
Bernhardt - Lily Pad



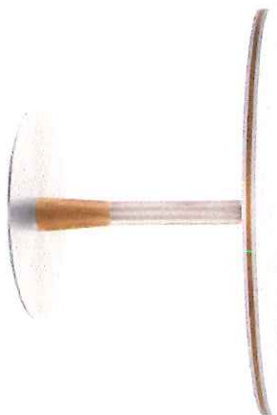
OFS - Applause



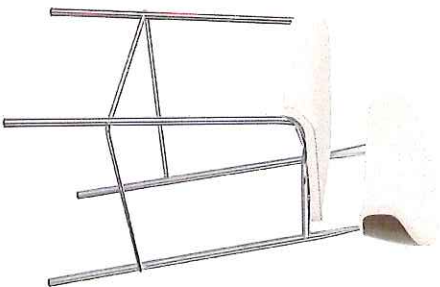
OFS - Yelily



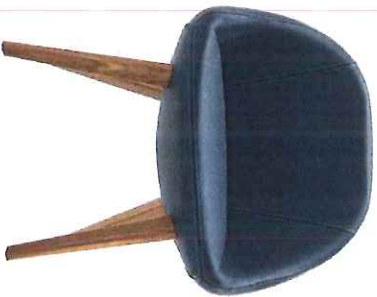
OFS - Bistro



WCI - Kone



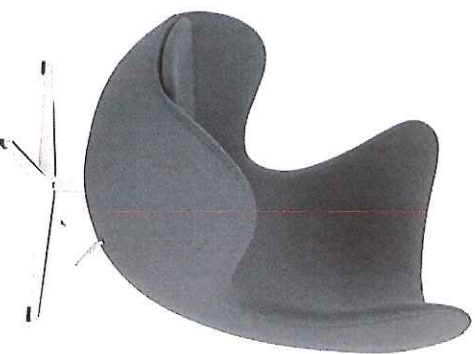
OFS - Bistro (Stool)



sandler - Club



Andreu World - Reverse



Egg - Chair

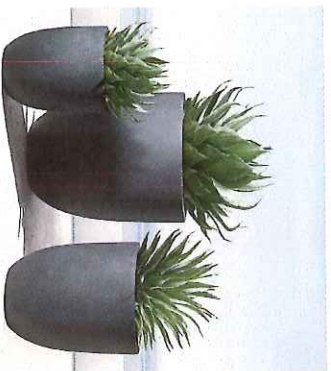


office products

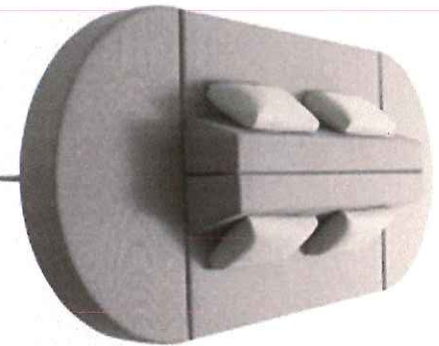
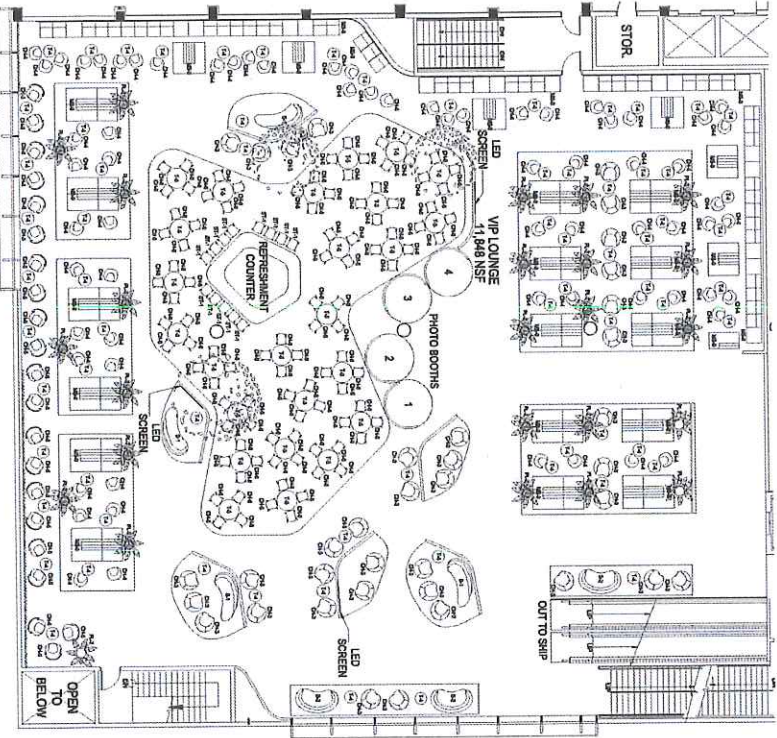
VIP Lounge (cont.)



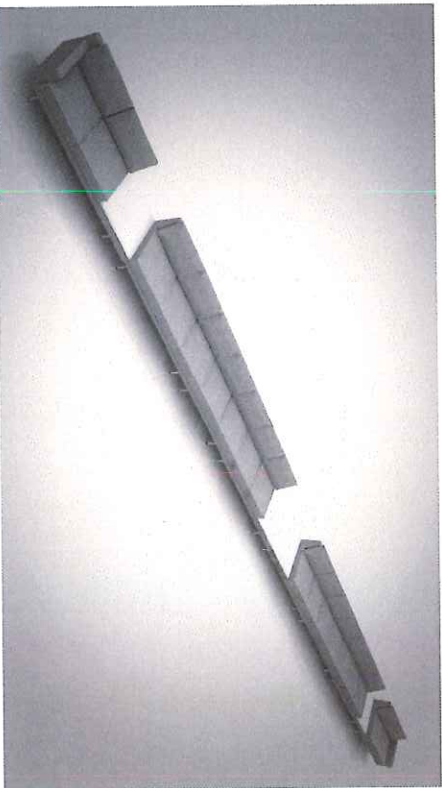
Sandler - Lumca



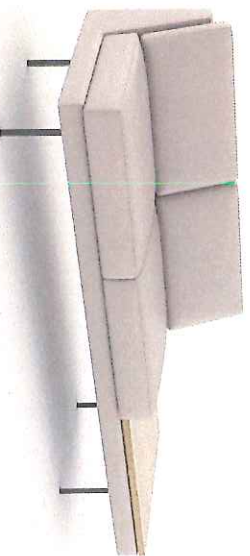
Carnival Cruise – Port Miami Terminal F 2.0



Sandler - Teritis



Miramar Planter



ORS - Rowen





MEMORANDUM
(Revised)

TO: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

DATE: September 19, 2019

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Special Item No.8

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) ____, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Special Item No. 8
9-19-19

RESOLUTION NO. _____

RESOLUTION APPROVING A PREFERENTIAL BERTHING RIGHTS AGREEMENT (AGREEMENT) BETWEEN THE COUNTY AND CARNIVAL CORPORATION (CARNIVAL) GRANTING CARNIVAL PREFERENTIAL BERTHING RIGHTS AT CRUISE TERMINAL F FOR AN INITIAL TERM OF TWENTY (20) YEARS FROM THE DATE OF SUBSTANTIAL COMPLETION OF THE CRUISE TERMINAL F IMPROVEMENTS, WITH ANTICIPATED REVENUES TO THE COUNTY OF \$428,851,177.00 IN UNITARY FEE PAYMENTS OVER THE INITIAL TERM, REQUIRING THE COUNTY TO ENTER INTO A DESIGN-BUILD AGREEMENT FOR IMPROVEMENTS TO CRUISE TERMINAL F AT A COST OF APPROXIMATELY \$195,000,000.00, WITH ANY COST OVERRUNS TO BE BORNE BY THE COUNTY UNLESS CAUSED BY CARNIVAL REQUESTS, AND WITH REQUIRED REIMBURSEMENT PAYMENTS FROM CARNIVAL TO THE COUNTY OF \$120,342,980.00, REQUIRING THE COUNTY TO MAKE ADDITIONAL IMPROVEMENTS TO CRUISE TERMINALS D AND E BY OCTOBER 31, 2026, UNLESS TWO (2) YEARS' NOTICE IS SOONER PROVIDED BY CARNIVAL, AND AMENDING THE EXISTING PREFERENTIAL BERTHING RIGHTS AGREEMENT CONCERNING CRUISE TERMINALS D AND E TO MODIFY THE MANNER OF INCENTIVE PAYMENTS TO CARNIVAL; AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO SOLICIT AND AWARD A DESIGN-BUILD CONTRACT FOR IMPROVEMENTS TO CRUISE TERMINALS D, E AND F PURSUANT TO SECTION 2-8.2.15 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; WAIVING THE REQUIREMENTS OF RESOLUTION NO. R-130-06; AND AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE THE AGREEMENT AND, UPON THE APPROVAL AND FULL EXECUTION OF AGREEMENTS WHEREIN MSC CRUISES S.A. AND VIRGIN CRUISES INTERMEDIATE LIMITED UNCONDITIONALLY RELINQUISH ANY PREFERENTIAL BERTHING RIGHTS AT CRUISE TERMINAL F ON OR BEFORE OCTOBER 31, 2022, AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE THE AGREEMENT FOR AND ON BEHALF OF THE COUNTY AND TO EXERCISE ALL RIGHTS CONTAINED THEREIN

WHEREAS, this Board desires to accomplish the objectives set forth in the accompanying memorandum,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board:

Section 1. Approves a preferential berthing rights agreement (the “Agreement”) between the County and Carnival Corporation (“Carnival”), in substantially the form attached to the accompanying memorandum, granting Carnival preferential berthing rights a Cruise Terminal F with an initial term of twenty (20) years from the date of substantial completion of the Cruise Terminal F improvements, plus two (2) optional renewal terms exercisable by Carnival of seven (7) years each, with anticipated revenues to the County of \$428,851,177.00 in unitary fee payments over the initial term; requiring the County to enter into a design-build agreement for improvements to Cruise Terminal F at an estimated cost of approximately \$195,000,000.00, with any cost overruns (unless caused by Carnival requests) to be borne by the County, and with required reimbursement payments from Carnival to the County of \$120,342,980.00; requiring the County to make additional improvements to Cruise Terminals D and E by October 31, 2026, unless two (2) years’ notice is sooner provided by Carnival; and amending the existing preferential berthing rights agreement approved by this Board pursuant to Resolution No. R-1196-98 (and as amended by Resolution Nos. R-697-10, R-343-11, and R-160-15) to modify the manner of incentive payments to Carnival.

Section 2. Authorizes the County Mayor or County Mayor’s designee to solicit and award a design-build contract for improvements to Cruise Terminals D, E and F pursuant to PortMiami Expedite and Acceleration Ordinance in Section 2-8.2.15 of the Code of Miami-Dade County Florida. their placement on an agenda of the Board.

Section 3. For the reasons stated in the accompanying memorandum and in the best interests of the County, waives the requirement of Resolution No. R-130-06 that the Agreement be executed prior to its placement on an agenda of the Board.

Section 4. Authorizes the County Mayor or the County Mayor's designee to take all actions necessary to effectuate the Agreement and, upon the approval and full execution of agreements wherein MSC Cruises S.A. and Virgin Cruises Intermediate Limited unconditionally relinquish any preferential berthing rights at Cruise Terminal F on or before October 31, 2022, authorizes the County Mayor or the County Mayor's designee to execute the Agreement for and on behalf of the County and to exercise all rights contained therein.

The foregoing resolution was offered by Commissioner _____,
who moved its adoption. The motion was seconded by Commissioner _____ and
upon being put to a vote, the vote was as follows:

Audrey M. Edmonson, Chairwoman

Rebeca Sosa, Vice Chairwoman

Esteban L. Bovo, Jr.

Jose "Pepe" Diaz

Eileen Higgins

Joe A. Martinez

Dennis C. Moss

Xavier L. Suarez

Daniella Levine Cava

Sally A. Heyman

Barbara J. Jordan

Jean Monestime

Sen. Javier D. Souto

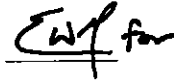
The Chairperson thereupon declared this resolution duly passed and adopted this 19th day of September, 2019. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: _____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.



Miguel A. Gonzalez