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25-2082-4

ESTIMATING APPROACH

As a vertically integrated design-builder, our estimating and design departments are aligned so that there is constant coordination and feedback between the parties. The Project Executive coordinates with the Subcontractor partners and our in-house Architects/Engineers to provide swift responses to potential value-engineered options. With the design and estimating departments under one roof, both parties can communicate easily, and each understands the potential impacts of design changes. This results in additional savings for the Owner and helps avoid late design cost impacts.

Utilizing our experience from over 350 design-build parking garages, our estimating approach has become a repeat process resulting in extremely accurate estimates and guaranteed upfront pricing before the Owner expends large sums of money. Every project we complete provides another data point for us to track project costs and update typical unit rates. Through this constant real-world feedback and communication with our Subcontractor partners, we have the ability to pass along a lower cost to the Owner without any change orders.

PROCUREMENT

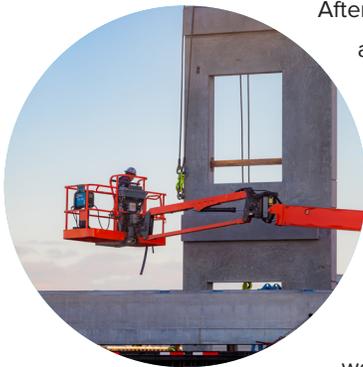
When gathering bids from subcontractors, we utilize source lists such as ABC and Bluebook as well as our in-house list of prequalified subcontractors.

After a brief introductory conversation and the receipt of drawings, the contractor typically has about two weeks to complete a response for their scope of work. FINFROCK also strives to positively impact the local economy of all the projects we work on. To accomplish this goal, we like to partner and create new relationships with local subcontractors.

allow us to track our subcontractor partners. We put all new prospective trade partners through a prequalification process before being contracted on a project. Their information is stored and utilized by the preconstruction and project management teams when they are requesting bids from subcontractors.

FINFROCK also utilizes a project management software program, PMWeb, to track all information about our completed projects, including the subcontractors that worked on each project. With both of these systems in place, our preconstruction and project management teams have the ability to readily target prequalified subcontractors who are the best fit for the project.

FINFROCK has multiple in-house systems that



SCHEDULE & BUDGET OVERVIEW

As a fully integrated design, construction, and engineering firm, FINFROCK starts every project well before we know it exists. Our approach is to establish a plan of action early, coordinate with the surrounding businesses, the public, and all authorities having jurisdiction, and supervise/manage our trades to ensure proper execution of the plan. Additionally, FINFROCK will develop a logistics plan with The City of Fort Lauderdale to ensure the plan does not disrupt any ongoing services and coordinate with all of the aspects of the adjacent facilities.

FINFROCK'S project delivery method enables superior cost and schedule control throughout the design and construction phases of each project – no one else can deliver a final product faster.

Our ability to overlap schedules in each discipline shortens the duration of the entire project. Overlapping permit drawings, construction drawings, precast shop drawings, and the precast concrete manufacturing process helps to compress the overall upfront schedule.

HOW FINFROCK REDUCES SCHEDULE DURATIONS/BUDGETS:

- In-house design and construction means questions during all phases receive a rapid response
- 3D modeling
- Lump sum contracts eliminate contractor-initiated change orders and resulting delays
- Scheduling and most critical path items are managed in-house
- PieceTracker® software manages completion of the structure in real time
- Tracks every component through its entire lifecycle
- Eliminates wasted time
- Maximizes accountability
- Prevents and solves problems
- FINFROCK directed precast/prestressed concrete manufacturing allows:
- Manufacturing to begin before full completion of design documents
- Off-site manufacturing of the structure simultaneously with site work
- Computer-aided manufacturing which shortens production time
- Integration of subtrades into the structural components, which can reduce scope or eliminate some trades
- Structural erection, vertically by zones from foundation to roof, to speed sub-trade completion with earlier access than in other building system types

Our vertically integrated and repeat processes allow us to manage and perform at an accelerated speed. Because of this, many of our team members are able to efficiently work concurrently on multiple projects. We have dedicated teams who specifically work only on our parking garage projects, and we are able to design and build garages at a much more efficient rate.

Once the Design-Build Agreement is executed, FINFROCK will immediately mobilize its design teams to begin developing the Permit Drawings. This includes the Civil Site Plan, which will be expedited to start the Fort Lauderdale DRC review process as soon as possible and enable the subsequent Building Permit Drawing submittal. The proposed schedule – provided below – includes a 80-business-day allowance for the City of Fort Lauderdale DRC Site Plan Review. Following DRC approval, the Building Permit drawings will be submitted with a separate 100-business-day review period allocated which will coincide with the Broward County ERP Modification Review. To avoid any downtime during the City's review process, the FINFROCK Design Team will begin precast shop drawings and precast production early. This approach allows precast erection to start immediately after construction mobilization and foundations, supporting a total onsite duration of under eight months.

Activity ID	Activity Name	Original Duration	Start	Finish	Calendar Grid																																	
					D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	
FINISHES					95	07-Dec-26	20-Apr-27																															
07-910	Caulk Exterior Joints	45	07-Dec-26	09-Feb-27																																		
07-900	Caulk Deck Joints	50	07-Dec-26	16-Feb-27																																		
09-212	Paint Exterior & Stairwells	40	29-Dec-26	23-Feb-27																																		
09-232	Install Exterior Metals	50	10-Feb-27	20-Apr-27																																		
32-172	Install Pavement Markings at Garage	25	17-Mar-27	20-Apr-27																																		
COMPLETION					10	23-Apr-27	07-May-27																															
99-000	Subcontractor's Targeted Substantial Completic	0		23-Apr-27																																		
99-001	Final Inspections (MEPFP, Fire & Building)	10	26-Apr-27	07-May-27																																		
99-004	Substantial Completion/CO	0		07-May-27																																		

█ Actual Work
 █ Critical Remaining Work
 █ Erection bar
█ Remaining Work
 ◆ Milestone

TASK filters: In Progress, Not Started.

CONSTRUCTION APPROACH

Throughout our 80 years of delivering structures out of precast concrete, FINFROCK has continuously refined and improved the precast system. Delivering structures out of precast concrete provides a reduced onsite footprint and accelerated construction schedule due to the continuous overlap of phases and flow of manufacturing.

FINFROCK closely monitors all aspects of project performance, with particular emphasis on quality, safety, and schedule performance. All project managers have access online to project status data. Project teams are selected based on the professional education, training, experience, and work commitment of the individual team participants that match specific project requirements, budgets, and schedules. Regular project meetings and project milestones are established at the beginning of each project with the Owner. The project manager is responsible for executing the project plan and has the authority to commit the necessary staff resources to meet these commitments.

Our Superintendent's role is to provide clear direction to on-site vendors and subcontractors, set the sequence and flow for the projection, communicate and coordinate the daily activities with the Owner's project personnel, and ensure delivery of the project on time and within budget constraints. Throughout the project, there will be regular site visits from the FINFROCK project manager, general superintendent, quality control, and safety manager.



For this project, a FINFROCK superintendent will remain onsite during the entire duration of the project. FINFROCK guarantees a superintendent with the dedication and experience aligned most to this specific project. The superintendent will provide full-time supervision of all onsite personnel to ensure quality and safety requirements are consistently met.

Our vertically integrated and repeat processes allow us to manage and perform at an accelerated speed. We have dedicated teams who specifically work only on our parking garage projects, and we are able to design and build garages at a much more efficient rate. FINFROCK would be delighted to have the opportunity to show The City of Fort Lauderdale our unique design-build process and how efficient and cost-effective it can be by helping to successfully deliver the Federal Courthouse Parking Garage.

The following logistics plan outlines FINFROCK's approach to Maintenance of Traffic (MOT) and site operations for the project. Construction mobilization will begin entirely within Parcel "A," with precast components delivered from an offsite trailer storage area to maximize onsite efficiency during erection. The garage will be built starting at the northwest stair and elevator tower and progressing south toward SE 11th Street. Depending on the timing of powerline relocation discussed in the Variances section, the crane will complete precast erection from either the Service Courtyard or SE 11th Street. Once the crane is removed, the interior exfiltration system will be installed beneath the precast, ensuring protection of the structure during this phase.

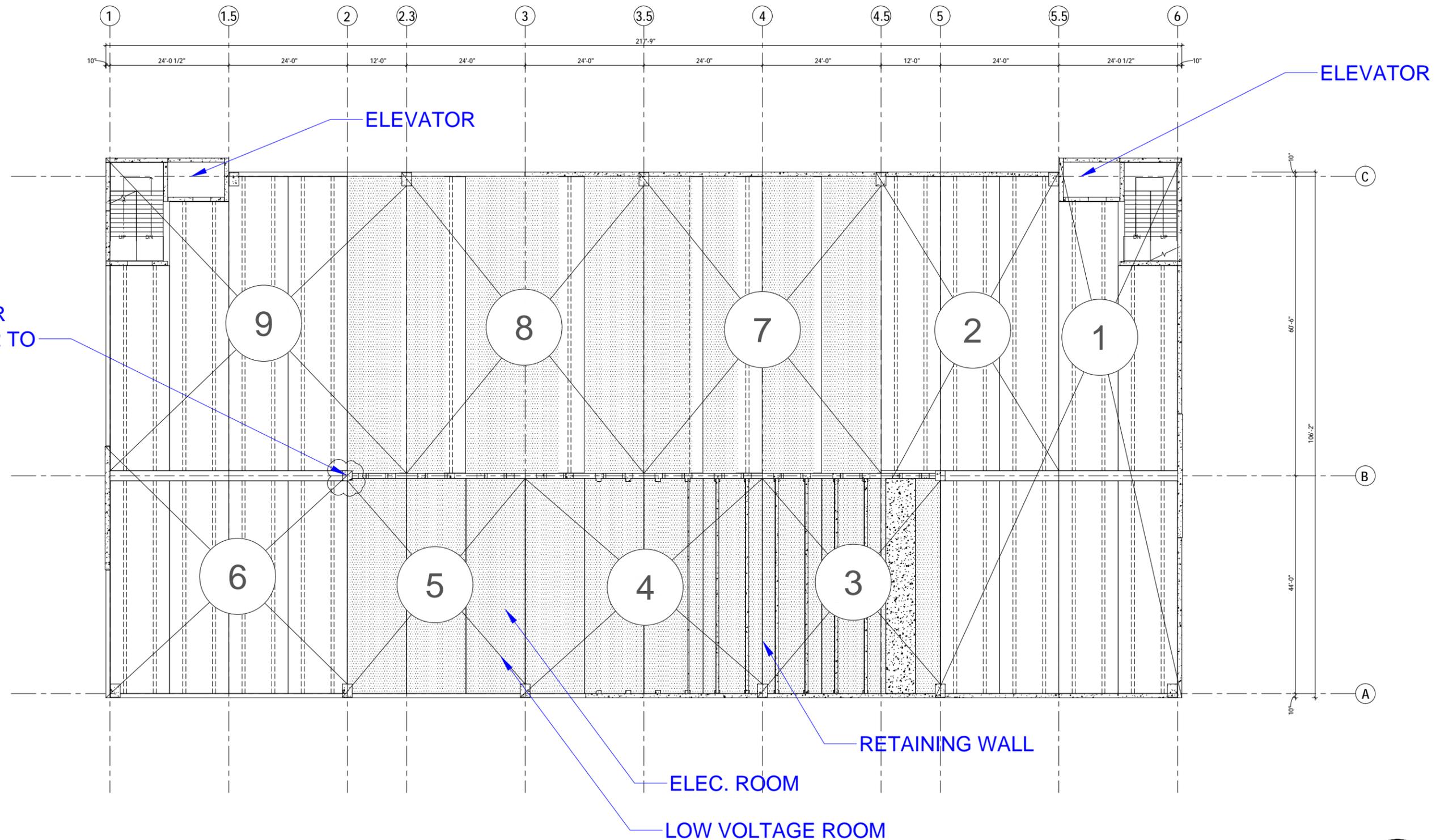


FORT LAUDERDALE COURTHOUSE PG.

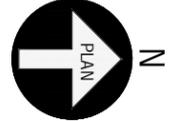
SITE LOGISTICS PLAN

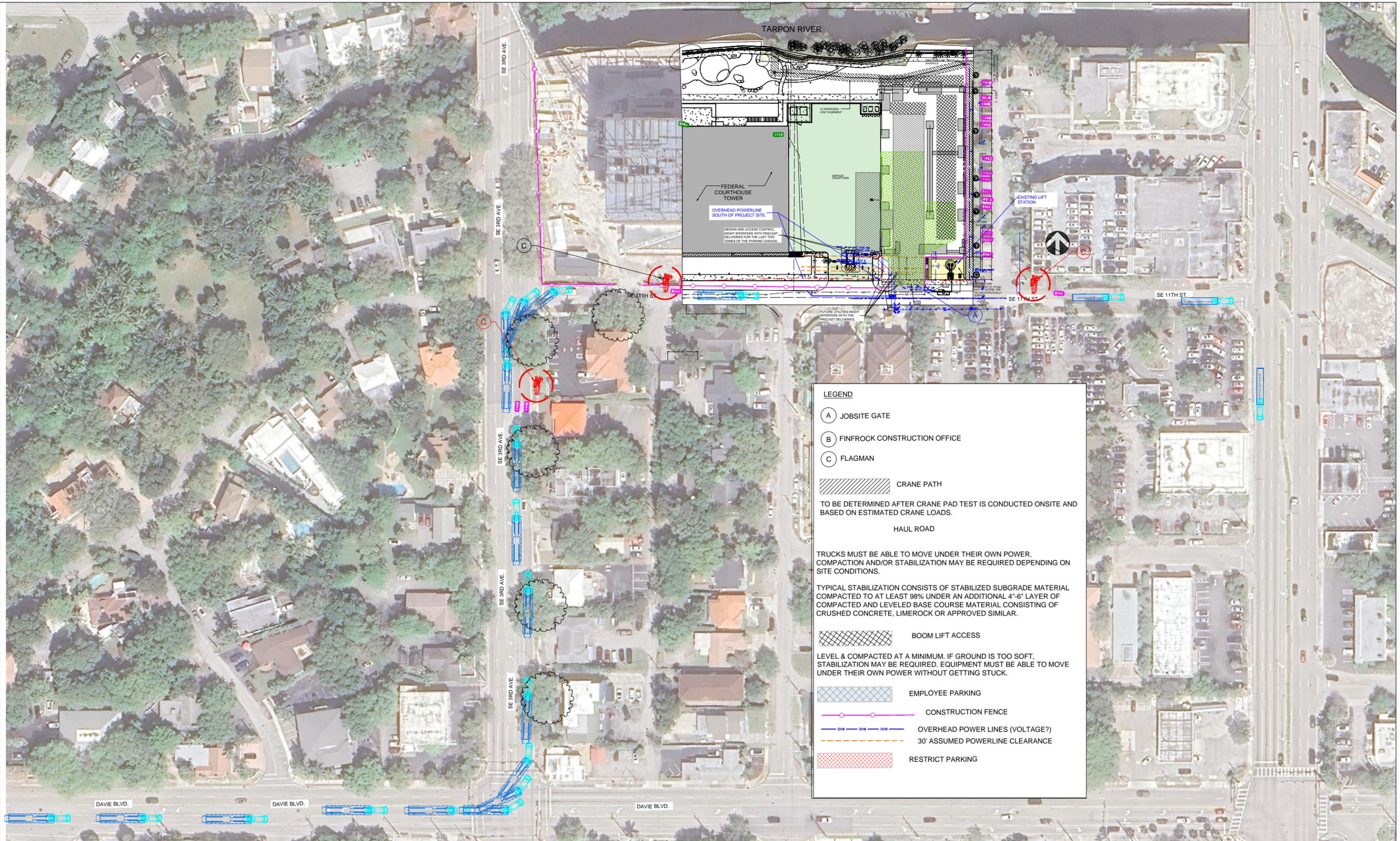
OPTION 2

Sheet List Table	
Sheet Number	Sheet Title
SL-2	ZONE CHART
SL-3	MAIN PRECAST TRUCK ROUTE
SL-4	SITE STABILIZATION & BACKFILL PLAN
SL-5	CRAWLER CRANE MOBILIZATION
SL-6	ZONE 1
SL-7	ZONE 2
SL-8	ZONE 3
SL-9	ZONE 4
SL-10	ZONE 5
SL-11	ZONE 6
SL-12	ZONE 7
SL-13	ZONE 8
SL-14	ZONE 9
SL-15	CRANE DEMOBILIZATION



LEVEL 4 FLOOR PLAN





TARPON RIVER

LEGEND

- (A) JOBSITE GATE
- (B) FINFROCK CONSTRUCTION OFFICE
- (C) FLAGMAN

CRANE PATH
TO BE DETERMINED AFTER CRANE PAD TEST IS CONDUCTED ONSITE AND BASED ON ESTIMATED CRANE LOADS.

HAUL ROAD

TRUCKS MUST BE ABLE TO MOVE UNDER THEIR OWN POWER. COMPACTION AND/OR STABILIZATION MAY BE REQUIRED DEPENDING ON SITE CONDITIONS.

TYPICAL STABILIZATION CONSISTS OF STABILIZED SUBGRADE MATERIAL COMPACTED TO AT LEAST 98% UNDER AN ADDITIONAL 4"-6" LAYER OF COMPACTED AND LEVELED BASE COURSE MATERIAL CONSISTING OF CRUSHED CONCRETE, LIMEROCK OR APPROVED SIMILAR.

BOOM LIFT ACCESS
LEVEL & COMPACTED AT A MINIMUM. IF GROUND IS TOO SOFT, STABILIZATION MAY BE REQUIRED. EQUIPMENT MUST BE ABLE TO MOVE UNDER THEIR OWN POWER WITHOUT GETTING STUCK.

EMPLOYEE PARKING

CONSTRUCTION FENCE

OVERHEAD POWER LINES (VOLTAGE?)

30' ASSUMED POWERLINE CLEARANCE

