

Date: March 13, 2008

To: Honorable Chairman Jose "Pepe" Diaz
and Members, Airport & Tourism Committee

From: George M. Burgess
County Manager 

Subject: Miami-Dade Aviation Department Capital Improvement Program Report

ATC
Agenda Item No:
7(A)

The Miami-Dade County Board of County Commissioners (BCC) adopted a Master Plan for Miami International Airport (MIA) and approved a \$6.2 billion Capital Improvement Program (CIP). The CIP at MIA includes an expanded and efficient airfield with four runways and several new taxiways, expanded parking, a central collection plaza, additional lanes at upper/lower terminal drives, and enhanced connections to the surrounding expressways and Miami Intermodal Center (MIC)/Rental Car Center. The Terminal is expanding from 3.5 million to 7.4 million square feet with 101 international gates and 26 domestic gates, for a total of 127 gates with 555 ticket counters and 120 Self-Service Devices (SSD). Separate Federal Inspection Services (FIS) locations in North, Central and South Terminals will have the capacity to process 7,400 passengers per hour.

The following is the status of the two major components of the CIP: North Terminal Development (NTD) Program and South Terminal Development (STD) Program:

NORTH TERMINAL PROGRAM

Contractual Issues

- Parsons-Odebrecht Joint Venture (POJV) has signed and executed the majority of Trade contracts. There are no contractual issues as of this report.
- A Notice of Award of Contract was sent to MCM on 02/18/08 for the Terminal Wide Improvement Project. The Overall Program Schedule now anticipates a Notice to Proceed (NTP) to be issued by March 14, 2008.

Construction Issues

POJV Work

- North Terminal Development (NTD) POJV workforce has reported 740 workers for the month of January 2008.
- Overall workforce at the NTD, including all contractors, is more than 800 workers.

MGC Base Line Schedule:

- POJV submitted the MGC (managing general contractor) base line schedule on Wednesday, January the 16. It was reviewed by the NTD Team and returned for corrections. We received a revised version February 19. It is anticipated to have a baseline schedule approved by February 22. POJV has committed to submit their first update by March 6, 2008, which shall provide a true snap shot through January 25, including all work orders, and other extended delays.

A-B Infill:

- Structural and underground utility work is progressing very well according to schedule. Auger piles and caps are 100% completed.

- Mitigation work necessary to offset delays due to demolition of Stair Towers (by Crompton) has been fully executed with POJV.
- Mitigation to accelerate landside access in Concourse A has been completed and the work order fully executed with POJV.
- It is anticipated to convert the A-B worksite from airside to landside on March 1, 2008. This is a very significant step in the North Terminal project.
- Milestone of completing the second floor concrete slab was achieved as of February 6, 2008. Now it is possible to walk from Concourse D extension to existing Concourse A (the full mile walk) with no building interruptions.
- All columns necessary for the three floors have been completed.

B-C Infill:

- Work is progressing as per current schedule. Previous key concerns regarding BHS (baggage handling system) Area 1, 2 and 3 have been coordinated with POJV and mitigated to avoid delays to Siemens.
- Good progress on the ETD room has been maintained, and work is proceeding according to schedule. The room is substantially complete.
- The 756E B-C Ticket counter work is progressing very well.
- TCO for Stair 96 egress passageway was obtained on February 14 as scheduled.
- Mechanical penthouse unity # 21 shell has been completed.

C-D Infill:

- POJV is focusing on the openings of Gates D-37 and D-38, scheduled to be operational in April 2008. We are concerned with progress on remaining work needed for phase 1. POJV insists that they will be able to bring the progress of the work back within schedule.
- 739 D-Remodel Ramp Level Improvements work is proceeding as per the schedule. Mitigation alternatives have been found to allow early access to apron lay-down area prior to relocation of the AA ramp offices and break room.
- 739C D-Remodel work is scheduled to commence around mid 2008. Submittals and coordination issues are progressing according to schedule.
- 740C FIS work is progressing extremely well, with interior metal framing ahead of schedule. The key scope of work will be terrazzo flooring.
- C-D Interim Checkpoint has progressed to the point of issuance of a Work Order, and POJV is currently proceeding with MEP (mechanical electrical plumbing) layout. We continue to track progress.
- Annex # 4 has been substantially completed and it is in the process of being closed out. Still awaiting final completion certificates.
- Annex # 5 Gate Control Tower is currently scheduled to obtain a TCO by the end of February as of the writing of this report. There was malfunctioning HVAC equipment (installed by the previous contractor) that needed replacement. The part has been installed, and test and balance was conducted.

Non-POJV Work

Concourse D Extension:

- Construction Documents to bid the remaining work to complete the D-Extension project are anticipated to be received in early February 2008. 75% documents have been submitted for review and approval
- The Temporary Certificate of Occupancy has been renewed and approved by BORA (Board of Rules and Appeals).

Terminal Wide Improvements:

- The Miami-Dade Board of County Commissioners in their meeting held on February 7 tentatively awarded the contract to MCM-Dragados. A Notice of Award of Contract was sent to MCM and received on February 18.
- After receiving the notice, permit is ready to be pulled by the Contractor and pre-construction conference prepared (date to be announced).

Regional Commuter Facility (RCF):

- 100 % drawings have been submitted, and review comments have been addressed by the A/E.
- The Review Committee made their recommendation on January 23 with a goal of 25% CSBE and 29% CWP.
- A very successful Contractor Outreach Meeting was held and there was a lot of interest with many contractors attending and showing interest to bid this project.

Baggage Handling System:

- Negotiations have progressed well with Siemens for the total cost to complete the project according to the revised schedule. A Change Order is being prepared as of this writing.
- Work is progressing; the central security matrix work encountered a few problems due to field conditions, but other areas were made available to Siemens so they can continue working until these issues get resolved.
- Installation of conveyor work is also progressing well.
- We are currently working to mitigate problems related to any impacts to Siemens work, in particular the ticket counters west of the central security matrix.
- A meeting with TSA headquarters was held February 14 to review the NTD BHS and their new BSIS screening procedures published in October of 2007.

Automated People Mover (APM):

- Change Order # 3 with SCOA is currently undergoing final legal sufficiency review; all outstanding issues have been substantially agreed to by all parties, and it is anticipated that it will be ready for BCC approval around May 2008.
- Work is progressing extremely well and according to the revised schedule.
- Trains are schedule to arrive to the Job site in May 2008. They will be shipped in March 2008. The last exercising of the remaining fleet (not packed for shipment yet) was to occur on February 24. This is four months earlier than the original schedule (September '08).

Civil Work:

- Apron work at Gate D-50 is ahead of schedule, and it is anticipated that the gate will be opened as scheduled in April of 2008. Work inside the building hold rooms and certification of the elevator and escalator is progressing.
- Design documents for civil work for the apron area at the RCF is on schedule for 100 % documents delivered by March 2008.
- C-D Apron completion was scheduled to begin mobilization the last week of February 2008; construction will be phased to accommodate scheduled openings of Gates D-37 and D-38. MOT has been presented and approved by all key players.

- Aircraft Hydrant Fueling completion pricing has been received from Marks Brothers Inc. and it is currently being reviewed by U.S. Cost.
- Concourse A landside access work has been properly procured and work is proceeding. It was anticipated to convert to landside as of March 1, 2008 at the time of this report writing.

Construction Phasing/Scoping

- Concourse A was closed on November the 9, 2007, as scheduled.
- The perimeter AOA (airside operations area) fence was built according to schedule.
- The landside access road work and striping is progressing according to schedule.
- Conversion from airside to landside was anticipated to occur on March 1, 2008.

SOUTH TERMINAL PROGRAM

Construction Status

- Within the South Terminal, 18 of the 19 planned airline relocations into Concourses H & J have been completed to date. All relocations from Concourse A have been completed, which has removed the inter-dependency with the North Terminal construction work. The remaining airline to be relocated, Aero Mexico, is scheduled to move in April 2008.
- Contractor continues to work on the completion of the remaining elevators, escalators and moving walks, AHJ (authorities having jurisdiction) items, Punch List Items, Finishes, H4 Apron Restoration, Commissioning, and Smoke Testing.
- Punch list inspections continue to progress. B312A Concourse J has identified 3,729 total punch list items, all of which have been approved by the A/E. Physical completion/sign-off of these items have been underway for 4.5 months and to date, approximately 3,549 items have been completed/signed off (95%). South Terminal (B313A & A155A/S) has identified approximately +/- 21,600 punch list items, approximately half of which have been approved by the A/Es. The contractor is required by contract to complete all items within 90 days after substantial completion is granted. Additional punch list identification for B313A is still ongoing and we anticipate substantial completion in the next week.
- 38 new work orders have been prepared with an estimated value of \$500K through the newly established process for identifying and monitoring Non-POJV (CM) work remaining on the South Terminal Program.

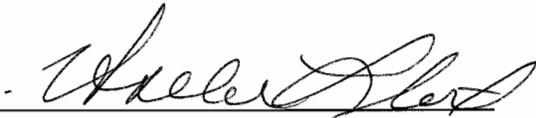
Current Issues

- Significant list of Building and Fire Department comments as well as remaining base contract work is pending in order to maintain TCO status and obtain final COs.
- There remains a concern with the contractors providing proper staffing on the project in order to complete all the remaining work. Some of the sub-contractors as well as POJV are shifting personnel to other airport projects.
- The contractor has not submitted an updated South Terminal Overall Progress Schedule (OPS) in 13 weeks; however, this schedule submission is essentially a commercial entitlement schedule. POJV requested but did not receive substantial completion in late August 2007, which initiated the Punch List process. The POJV Commissioning Schedule, which is currently independent of the OPS submission, reflects approximately 75% completion with a target completion date in April 2008.

- POJV has forwarded to MDAD copies of letters and attachments from its trade contractors regarding claims to POJV for time extensions and additional compensation in the amount of \$135 million for events occurring from May 5, 2006, to present. POJV is required to evaluate its trade contractors' claims and certify to MDAD any resulting claim in accordance with County requirements as soon as possible for resolution. POJV has slipped on their schedule to complete their evaluation from November 2007 to February 29, 2008. POJV is submitting periodic updates on their progress by way of partial claims analysis. MDAD has advised POJV that they will only enter into negotiations upon receiving its certified claim.

Summary

- 18 airlines have been relocated into the South Terminal Concourses H & J to date. Continued focus will be required in order to complete the remaining airline relocations by April 2008, and to complete the remaining portions of the facility for Substantial Completion. Contractor must provide further emphasis on their subcontractors, with productivity and craft staffing being essential requirements to complete all remaining work.



Assistant County Manager