

Memorandum



Date: September 11, 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(E)

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 (NTD)

Contractual Issues

- Parsons-Odebrecht Joint Venture (POJV). There are no contractual issues to report.
- MCM-Dragados Joint Venture (MDJV). There are no contractual issues to report.

Construction Issues

NTD Program Workforce

- NTD POJV workforce reported 838 workers for the month of July 2008.
- NTD MDJV has approximately 75 workers at the jobsite.
- Overall workforce at the NTD, including all contractors (Siemens, Sumitomo Corporation of America [SCOA], Marks Brothers, etc), is a little more than 1,100 workers.

Managing General Contractor (MGC) Baseline Schedule

- The mitigated re-baseline schedule was submitted by POJV on June 13, was reviewed by the NTD team and returned for comments. It was resubmitted on June 27. The revised baseline schedule was approved as noted on July 22, 2008.

A-B Infill

- Work is progressing well and according to schedule. Curtain wall installation has begun as anticipated. Pre-cast panels have been installed already.
- Automated People Mover (APM) roofing metal structure framing work is progressing well in both A-B infill stations.

B-C Infill

- Annex #3 is still in the process of achieving substantial completion. Ongoing weekly focus meetings with POJV are still being held to devise the best alternative to complete the work and close this Annex.

- Previous concerns regarding Baggage Handling System (BHS) Areas 1, 2 and 3 have been coordinated with POJV and mitigated to avoid delays to Siemens. Central and West security matrices have been completed and 11 Explosion Detection System (EDS). Explosion Detection System (EDS) have been installed.
- The 756E B-C ticket counter work regarding installation of the induction belts steel plates has been resolved and plates have been ordered and are being installed.
- Interior finishes are progressing well on concourse and third levels; however ramp level still has not progressed as anticipated. POJV has been directed to accelerate the work and efforts.

C-D Infill

- Stage one of the C-D Infill was successfully opened a few days ahead of schedule. A media event was held on August 7 as this project phasing delivers a major milestone in terms of new facilities at the NTD.
- Target date for opening the interim C-D checkpoint was scheduled for August 22, 2008 when the full opening of the NTD "stage one" phase of work that will combine existing checkpoints C and D into an interim one is anticipated.
- 739I D-Remodel Ramp Level Improvements work phase 1 was completed ahead of the schedule. AA ramp offices and break room have been relocated and are fully operational.
- 739C D-Remodel work kick-off meeting was held August 14, 2008. Submittals and coordination issues are progressing according to schedule. Concession work for La Carreta restaurant has begun and it is expected to open by May 2009.
- 740A FIS work is progressing extremely well, with interior metal framing ahead of schedule. The key scope of work will be terrazzo flooring. Mechanical Electrical Plumbing (MEP) installation has begun, and the project is on schedule.
- C-D Interim Checkpoint has achieved substantial completion and x-ray machines and other Transportation Security Administration (TSA) equipment is currently being installed as scheduled.
- Annex #4 has been substantially completed and is in the process of being closed out. Closing documents have been routed for approvals. NTD team is still awaiting final missing close out documents from POJV
- Annex # 5 Gate Control Tower: Final punch list items and plaster restoration is progressing well.

NON-POJV WORK

Concourse D Extension

- Construction documents to execute the remaining work to complete the D-Extension project are currently undergoing mandatory reviews and it is anticipated to go for advertisement by the first week of September 2008.
- The Temporary Certificate of Occupancy (TCO) has been renewed and approved by the Board of Rules and Appeals (BORA).

Terminal Wide Improvements

- Maintenance of Traffic (MOT) was successfully submitted and approved.
- Baseline schedule submitted was returned to contractor for corrections as incomplete. Contractor resubmitted it on July 28, 2008. NTD accepted as noted schedule letter was issued on August 1, 2008. MDJV has responded that it will have all comments incorporated by August 15, 2008.
- Work is progressing well.

Regional Commuter Facility (RCF)

- Project is still under the cone of silence.

Baggage Handling System (BHS)

- Work is progressing well. The 11 Explosion Detection System (EDS) machines have been successfully installed in the West and Central Matrices.
- Installation of conveyor work is also progressing well.

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- MDAD continues mitigation efforts related to any impacts to Siemens work, in particular the ticket counters and other areas.
- Progress meetings with TSA headquarters are ongoing to ensure compliance with the most recent Baggage Screening Investment Study (BSIS) screening procedures.

Automated People Mover (APM)

- Guide way system for the APM is almost 98% complete.
- Work is progressing well and according to the revised schedule.
- Electrification of the rail system was successfully obtained, and the trains were to undergo preventive maintenance by the end of August.

Civil Work

- Design documents for civil work for the apron area at the RCF were 100% delivered by the end of June 2008.
- Aircraft Hydrant Fueling Completion. Pricing has been received from Marks Brothers and reviewed by US Cost. The cost is within 3% of the estimate. MDAD has begun Change Order process.

Construction Phasing/Scoping

- The landside access road work was completed and it is now fully operational.
- A new phasing initiative regarding opening gates has been devised to reduce costs and mitigate and reduce delay exposures. This was part of the mitigated re-baseline schedule effort.
- The NTD team is currently working to open two additional gates (D-29 and D-30) early, by December 15, 2008, to accommodate American Airlines' request to provide more gates to accommodate the increased end-of-the-year travel demand.
- No additional phasing issues to report.

SOUTH TERMINAL PROGRAM

Construction Status

- The remaining airline to be relocated, Aero Mexico, is scheduled to move in late January 2009, although all facilities are currently available and ready for their relocation.
- Punch list inspections continue to progress. B312A Concourse J is 97% complete. Approximately 88% of the punch list items in South Terminal (B313A & A155A/S) have been completed. Of the remaining Open Items, POJV has identified approximately 100 items which they have classified as 'disputed'.
- 66 new MDAD work orders have been prepared during the period with an estimated value of \$890K through the project's process for identifying and monitoring Non-POJV (CM) work remaining on the South Terminal Program. To date, 156 MDAD work orders have been prepared with an estimated value of \$2.8M. This work is being performed by MDAD direct hire staff and MDAD Maintenance Contractors.
- Annexes 1, 2, 4, 5, 8, 9, 12, 14, 16, 17, 18 & 19 have been issued substantial completion status. Annexes 6, 7 & 20 are pending substantial completion.

Current Issues

- The contractor has not submitted an updated South Terminal Overall Progress Schedule (OPS) in 9 months; however, this schedule submission is essentially a commercial entitlement schedule.
- In February, POJV transmitted its proposed final claim submission including certification under Ordinance 99-152 (Miami-Dade County False Claims Ordinance) a total of \$42.5 million. On May 13 and 16, 2008 POJV forwarded claim supplements to its February submission certifying \$65 Million, a \$22.5 Million increase. DAC, supported by the scheduling consultants the Kenrich

Group, completed a review of this revised submission and provided a presentation to MDAD / County Attorney's Office. Negotiations are due to begin in late August 2008.

- There are approximately 60 MDAD/AE related open items identified by the Authorities Having Jurisdiction (building Department, Fire Department, DERM) which are requirements for obtaining permanent Certificates of Occupancy. During the reporting period, approximately 25 items were issued for action through the Non-POJV work order process noted above.
- There are approximately 75 items which correlate to de-scoped or 3rd party (Airlines, TSA, Customs & Border Patrol) requests. During the reporting period, approximately 45 items were issued for action through the Non-POJV work order process noted above.

Summary

18 airlines have been relocated into the South Terminal concourses H & J to date. Focus is continuing in order to complete the remaining portions of the facility for Substantial Completion. Contractor must provide further emphasis on their subcontractors, with staffing being an essential requirement to complete all remaining finish work. An internal work order process is in place to manage the completion of outstanding items not currently in POJV's scope.



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