

Memorandum



Date: June 11, 2009
To: Honorable Chairman Dorrin D. Rolle
and Members, Airport & Seaport Committee

ASC
Agenda Item No:
7 (E)

From: George M. Burgess
County Manager

Subject: Miami-Dade Aviation Department Capital Improvement Program Report

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 three major components of the CIP: North Terminal Development (NTD) Program, South Terminal Development (STD) Program and the MIA Mover:

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.
- Beauchamp Construction Company (**BCC**). There are no contractual issues to report.
- Marks Brothers Inc. (**MBI**). Change Order for the B-C apron work and fuel work has been signed and executed.
- Sumitomo Corporation of America (**SCOA**). There are no contractual issues to report.
- Siemens Energy & Automation Inc (**SEAI**). There are no contractual issues to report.
- Central Florida Equipment Rental Inc. (**CFERI**). Notice To Proceed issued on May 4.

Construction Issues

POJV WORK

NTD Program Workforce

- NTD POJV manpower reported 820 workers for the month of February 2009.
- North Terminal Improvement (NTI) MDJV has approximately 240 workers at the job site.
- BCC has approximately 110 workers.
- Overall workforce at the NTD, including all contractors (POJV, SEAI, MDJV, BCC, SCOA, Marks Brothers, etc), is a little more than 1,400 workers.

Managing General Contractor (MGC) Baseline Schedule

- The POJV February 2009 schedule update shows a 37-day impact to the A-B Infill project that needs to be mitigated. The NTD team and POJV are working on mitigation and re-sequencing plans; we are confident the delay to the project will be successfully mitigated. There are no delays to the overall program completion date. Program is maintaining schedule.

A-B Infill

- Work is progressing well and according to schedule. Curtain wall installation is almost completed. Pre-cast panels are 100% installed. Interior work is progressing well for the opening of gates in July.
- Automated People Mover (APM) roofing metal structure framing work is progressing well in both of the A-B infill APM stations. Substation B has been turned over to SCOA.
- Gates D-21, D-22, and D-23 are scheduled and on track for opening in July 2009.

B-C Infill

- Annex # 3 has been substantially completed. Close-out documents are being routed for approvals and final signatures.
- Ticket counter area is substantially completed.
- Interior finishes are progressing well on ramp, concourse and third level.
- B-C Infill project is progressing as per schedule. Gates D24 and D25 will open on June 4, 2009. Project is on track and on schedule.

C-D Infill

- All phases of the C-D Infill were successfully opened as scheduled.
- All phases of the interim C-D checkpoint successfully opened as scheduled. Project is complete.
- Annex # 4 has been substantially closed out.
- Annex # 5 Gate Control Tower has been substantially closed out.
- The C-D Infill project achieved substantial completion on November 14, 2008.
- This project is still undergoing closing out procedures. Several sub projects are being routed for final signatures.

Federal Inspection Service (FIS)

- 740A FIS work is still progressing well, with interior metal framing ahead of schedule. Mechanical Electrical Plumbing (MEP) installation is ongoing.
- NTD Team and POJV approved and implemented a plan to enable early access to ramp level in order to begin ramp-level utilities and other work.
- Most issues and design modifications have been agreed to by CBP. We have been able to manage and incorporate empty conduits and rough work for CBP security equipment; however, the program never contemplated providing the equipment that now is mandated by them. We are still identifying funding sources for the security equipment (CCTV, access control, duress system, monitoring, etc.) which was not part of our budget. The rough order of magnitude for this system is close to \$5 million to be funded through federal grant funds.
- Project is progressing well and according to the schedule.

Concourse D Remodel

- 739I D-Remodel Ramp Level Improvements project has been completed and is in the process of being closed out.
- 739C D-Remodel phase 1 and 2 work began October 9, 2008. Submittals and construction issues are progressing according to schedule.
- 739C phase-2 work and re-opening of gates D-31 and D-32 have been accelerated and will re-open on July 2009 rather than the original schedule of September 2009.
- POJV reported that the project is 22 days ahead of schedule and tracking for opening on July 4, 2009.

NON-POJV WORK

Concourse D Extension

- D-Extension completion project is currently under the cone of silence. Bids received were significantly below our estimate and budget. Notice of Intent to Award being routed for signatures.

Project 746I – BC Level 3 Remodel

- Bids received were under budget, project is currently under the cone of silence. Notice of Intent to Award being routed for signatures.

Terminal Wide Improvements

- Demolition work has been completed in phase 1.
- Baseline and mitigated schedule for the 58-day delay due to extended bidding process has been submitted and approved. Phase one is on schedule for completion on July 28, 2009.
- Work is progressing well. We have encountered a number of unforeseen conditions that had to be dealt with and are currently undergoing mitigation negotiations.
- Contingency allowance funds have been reduced due to the project mitigation activities and unforeseen conditions in this 50-plus-year-old part of the terminal.
- Storefront installation started last month and is progressing very well.
- The contractor has been asked to submit a proposal to replace the metal ceiling and stainless steel fascia (as well as all associated MEFP systems) in front of the old ticket counter area which was previously de-scoped from the project; but in re-evaluating the conditions, we all found it would be a detriment to the airport. The condition of existing versus new metal ceiling is just too significant and it must be addressed now as doing the work upon re-opening of the terminal would be too disruptive.

Regional Commuter Facility (RCF)

- Project is progressing well according to schedule.
- All structural work has been completed.
- Most coordination issues have been properly resolved.
- The Contractor (BCC) is performing very well.
- Fuel line under the building was completed three days ahead of schedule.
- Topping off of the facility was achieved on March 30.

Baggage Handling System (BHS)

- Work is progressing and testing is ongoing. All 14 EDS (Explosives Detection System) machines necessary for phase 1 have been successfully installed in the West and Central Matrices.
- Installation of conveyor work is also progressing.
- MDAD continues mitigation efforts related to any impacts to Siemens work, in particular, the changes mandated by TSA and other enhancements to the system required by American Airlines.
- Progress meetings with TSA headquarters are ongoing to ensure compliance with the most recent Baggage Screening Investment Study (BSIS) screening procedures and to ensure a successful testing.
- Phase 1 testing activities have begun; and a 120-day look-ahead schedule has been submitted by Siemens.
- There are some critical issues that need to be resolved as they relate to the phase 1 completion. There is currently a potential impact to delay phase 1 implementation; however the team and the contractor are working on mitigation alternatives.
- The phase 1 completion date has been moved to August 28, 2009. This 30-day delay has been mitigated with the other contractors not to impact the program.
- Daily progress meetings are held to track and ensure the delivery and completion of phase 1 work to enable relocation of AA's ticket counters.
- Siemens has yet to re-submit a revised schedule which incorporates all engineering and manufacturing components for the NTD to evaluate the feasibility of the completion date. The absolute latest that we need the system fully operational and tested is September 30, 2009.

Automated People Mover (APM)

- Guide way system for the APM is 100% complete from Concourse D extension all the way to Concourse A.
- Work is progressing well and according to the revised schedule.
- Sumitomo (SCOA) has begun preventive maintenance for the trains. The first successful dynamic test of the cars was conducted on October 14, 2008.
- NTD team efforts are concentrated in achieving all access dates. POJV is cooperating fully with handoff activities.
- APM substantial completion has been advanced to August 27, 2009, from the original date of December 2009. We are working with SCOA to advance opening of the APM system to coincide with re-opening of Concourse A by the end of June 2010. The latest schedule indicates July 5, 2010, as the substantial completion date. We are still committed to move it to June 30 when Concourse A will re-open.

Civil Work

- A Notice To Proceed (NTP) has been issued for the apron area work at the RCF.
- Change Order for Marks Brothers for the B-C apron has been finalized and executed under the NTD ordinance. This work was critical in order to deliver gates D-24 and D-25 on June 4, 2009.
- Apron work for the early opening of gates D-29 and D-30 was completed as scheduled and the gates were opened on December 15, 2008.

Construction Phasing/Scoping

- The landside access road is fully operational and working successfully.
- The NTD team and POJV have agreed on a plan to open gates D-24 and D-25 on June 4, 2009 (earlier than scheduled). There are a lot of hurdles to overcome to reach this goal, but we feel it is plausible. Plan has been executed and implemented.
- A plan to maintain 42 gates opened for American Airlines beginning June 4, 2009, has been agreed by all parties.
- Concourse A will re-open by the end of June 2010.
- No additional phasing issues to report.

2008 NTD Completed Milestones (most relevant only)

- Concourse D Gate Control Tower completed
- Opened Gates D-37, D-38, D-50, D-29 & D-30 on or before schedule
- Started NTI Project within budget
- 14 CTX machines delivered and installed
- 20 APM Trains delivered and installed
- D-Remodel Ramp project completed
- NTD Construction access road completed
- Interim C-D Checkpoint completed
- RCF awarded under budget
- C-D Infill project 100% completed on schedule
- Reached 59% Overall Program Completion
- NTD Construction expenditures in excess of \$40 million/month

Upcoming 2009 NTD Milestones

- Plan to maintain 42 gates open for AA starting June 4, 2009, is on schedule.
- Total of 7 gates to open in 2009 is on schedule.
- Opening Gates D-24 and D-25 on June 4, 2009, on schedule.
- NTD Phase 1 completion on July 28, 2009, is on schedule.
- Phase 1 of the Baggage Handling System (BHS) operational re-scheduled for August 28, 2009. The NTD Team has mitigated possible impacts known to date.

- AA ticket counter relocation to new ticket counters to begin after August 28, 2009. This move may be impacted due to the potential delays in the BHS.
- NTI phase 1 completion on July 28, 2009, is on schedule.
- Opening Gates D-21, D-22, and D-23 on July 29, 2009 (domestic), September 28, 2009 (international) is on schedule
- Reopening Gates D-31, D-32 on July 9, 2009, is on schedule.
- Concourse D remodel phase 2 completion by July 2009 is ahead of schedule.

SOUTH TERMINAL PROGRAM

MDAD is completing the final closeout of the South Terminal contract. Final close-out items are expected to be presented to the Board for approval by July 2009.

MIA MOVER

The MIA Mover will be a 1.25-mile elevated People Mover system with capacity to transport more than 3,000 passengers per hour. It will link the airport to the Miami Intermodal Center (MIC), a central transportation hub funded by the Florida Department of Transportation. It is anticipated that the MIA Mover will eliminate 30 percent of MIA's daily traffic, saving hundreds of thousands of rental car shuttle trips through the airport's congested roadways. Groundbreaking was held March 2, 2009.

The MIA Mover APM System Project is a Design, Build, Operate, and Maintain (DBOM) Contract with Phase 1 being the Design and Build portion, and Phase 2 being the Operation and Maintenance portion of the Contract. The MIA Mover System is a dual-track elevated guide way approximately 1.27 miles long which will connect MIA with the MIC.

- The Notice-to-Proceed was issued with an effective date of Monday, September 8, 2008.
- The Substantial Completion Date is September 7, 2011, when the system will be operational and transporting passengers.
- The Contract Completion Date is March 2012.
- The Phase 1 (Design and Build) Contract is in the amount of \$259,441,250.00.
- The Amount for Phase 2 (Operation and Maintenance) is \$82,836,782.15
- The Contractor, Parsons Odebrecht Joint Venture, began mobilizing to the site on February 23, 2009.
- The project is divided into Design Units for packaging and construction.
 1. Design Unit 1 is the design and construction of the MIA Station. The Building Permit for the Station foundation and utilities was issued March 4, 2009. The existing trees and shrubs within the footprint of the Station have been relocated. Work is underway to relocating the existing utilities and the installing the auger cast piles for the Station foundations.
 2. Design Unit 2 is the design and construction of the guide way from the MIA Station east to LeJeune Road. The contractor is in the process of installing a chain link fence with vision screen to block the public's view of the construction and relocating the existing trees and shrubs.
 3. Design Unit 3 is the design and construction of the guide way from LeJeune Road to the MIC Station. The design is being finalized and the plans have been submitted for review by MDAD and the FDOT.


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