MIA’s TERMINAL AREA CAPITAL PROGRAM OVERVIEW

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by

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The development of new facilities or the expansion of existing facilities requires several years for implementation, and the pace of demand growth is and continues to outpace the timeline in which new facilities can be established to serve this demand.

MDAD needs to invest in making corrections to deficiencies or distresses in its existing facilities to maximize the ability to use the potential capacity available from the existing terminal building assets and support systems.
Terminal Area Capital Program

- Defines a path to optimize and expand the functionality of existing terminal building assets or modernize the older terminal facilities for the next 20 to 30 years.

- Incrementally phased development plan balancing a long range vision with near term needs:
  - Near to mid-term needs (generally defined as 2015 to 2025)
    - MIA Terminal Optimization Program (TOP) – Two phases
  - Long range vision (mid to long-term needs generally defined as beyond 2025)
    - Predecessor Projects: Concourse D East and West Extensions and the MIA Terminal Hotel Replacement
    - Phase 1: Central Terminal Redevelopment – South
    - Phase 2: Central Terminal Redevelopment – North
  - Project implementation could be accelerated, if necessary, based on the availability of additional funding or increased demand growth beyond what is presently projected or anticipated
MIA’S NEAR TO MID TERM NEEDS
MIA TERMINAL OPTIMIZATION PROGRAM (TOP)
COMPONENTS

• COMPOSED OF FOUR PROGRAMS
  • MIA Central Base Apron and Utilities
  • Concourse “E” Program
  • South Terminal Program
  • Miscellaneous Projects

• IMPLEMENTED IN TWO PHASES
  • TOP Phase 1 – Near Term extends through FY2018
  • TOP Phase 2 – Mid Term spans from FY2019 through FY2025
Terminal Optimization Program
MIA Central Base Apron and Utilities

Phase 1 (MIA Central Base Apron and Utilities)

Phase 2 (MIA Central Base Apron and Utilities)

MIA Central Base Hardstand Apron and Utilities – Phase 1A (Culvert Canal)

MIA Central Base Hardstand Apron and Utilities – Phases 1B, 1C, and 2
This project modifies and expands the existing aircraft parking apron located east of Building 3095 including culverting of Central Base 10A Canal, re-alignment of taxi lanes to provide hardstand aircraft parking, existing building demolition and a replacement AOA gate.
Terminal Optimization Program
Concourse “E” Program

Phase 1 (Concourse ‘E” Program)

Phase 2 (Concourse ‘E” Program)

“A” Satellite 2nd and 3rd Levels Renovation (Projects U010A-U010J)

Satellite “E” Pavement Rehabilitation

Apron “D” – “E” Pavement Rehabilitation

APM Replacement

Lower Concourse “E” Renovations (Projects T072A-T072I)

Concourse “E” FIS Renovations

Concourse “E” to “F” Connector

Apron “E” - “F” Pavement Rehabilitation
Automated People Mover (APM) Replacement (Phase 1)

This project provides for design and construction for a new two-train self propelled APM system to replace the aging and damaged existing APM system for the continued operation of “E” Satellite International Gates.
Lower “E” Renovations
(Phase 1)

This project provides for design and construction of renovations to Lower Concourse “E”.

NEW CEILING AND LIGHTING IN PASSENGERS CIRCULATION AREAS
NEW TERRAZZO IN CIRCULATION AREAS
NEW CARPET IN HOLDROOMS
RELOCATE CONCESSIONS
NEW STAINLESS STEEL COLUMN COVERS AND WAINSCOT
PAINTING THROUGHOUT
“E” Satellite Renovations
Third Level
(Phase 1)

This project will design and construct building code upgrades, security and accessibility improvements to nine gates (Gates E20 through E33), Hold Rooms, 3rd and 2nd main lobbies and 3rd level train lobbies (North South and Center).
"E" Satellite Renovations
Second Level
(Phase 1)

This project consists of building code upgrades, security and accessibility improvements to nine gates (Gates E20 through E33), Hold Rooms, 3rd and 2nd main lobbies and 3rd level train lobbies (North South and Center).
This project rehabilitates the apron pavement surrounding “E” Satellite. The improvements include milling of existing pavement, construction of a new drainage system, installation of asphalt pavement on the taxilanes, concrete pavement in the aircraft parking area and new pavement markings.
This project rehabilitates the apron pavement between Concourses "D" and "E". The improvements include milling of existing pavement, construction of a new drainage system, installation of asphalt pavement on the taxilanes, concrete pavement in the aircraft parking area and new pavement markings.
This project rehabilitates the apron pavement between Concourses “E” and “F”. The improvements include milling of existing pavement, construction of a new drainage system, installation of asphalt pavement on the taxilanes, concrete pavement in the aircraft parking area and new pavement markings.
This project provides for design and construction of a post-security passenger connector between Concourses “E” and “F” to improve and expedite passenger connectivity beyond the security checkpoint.
Concourse “E” FIS Renovation (Phase 2)

This project encompasses the design and construction of renovations to the Concourse “E” FIS.
Terminal Optimization Program
South Terminal Program

Phase 1 South Terminal Program

Phase 2 South Terminal Program

South and Central Terminals Baggage Handling System Enhancement

Concourse “H” Re-Roof

Concourse “H” Headhouse
Gates H15 and H17 Upgrades

Concourse “H” Headhouse
Gates H12 and H14 Upgrades

MIA South Terminal Apron and Utilities
TSA Optimization of South and Central Terminal (Phase 1)

This project will design and construct a new 60,000 s.f. CBIS/CBRA Building to serve the South and Central Terminals. Providing 12 new CTX9800 ISD Units, 59 CBRA stations, 23 sort pier destinations, and BHS sortation configuration improvements. In addition, the project will provide new post security and sterile connectors.
This project will design and construct a new single-ply re-roofing for Concourse “H” and “H” Head House.
South Terminal Apron and Utilities Program (Phase 2)

This project will reconfigure the existing hardstand space in the South Terminal area to increase the number of aircraft hardstands.
This project will design and remodel Gates H12, H14, H15 and H15A to provide vertical connection to international sterile circulation areas in the third floor connecting to the South Terminal FIS Facility and two new passenger loading bridges one with upper deck access for A380 use on Gate H15.
Terminal Optimization Program

Miscellaneous Projects

Phase 1 Miscellaneous Projects

Phase 2 Miscellaneous Projects

Taxiways “T” and “S” Rehabilitation

Ticket Counters Replacement

Airport Operations Center

Terminal Landside Improvements (“D” to “F”)

Fuel Farm Expansion

Employee Parking Garage

Taxi Lot Relocation
MIA Airport Operations Center (Phase 1)

This project will design and construct a new AOC for monitoring, communications, collaboration, and coordination of MIA/MDAD operations, and serve as the primary Command and Control Center for contingency, crisis, and emergency operations.
This project will design and construct a new relocated taxi lot for MIA.
MIA Taxiway “T” & “S” Rehabilitation (Phase 2)

This project rehabilitates Taxiways “S” and “T”. The improvements include milling of existing pavement, construction of a new drainage system, installation of asphalt pavement, installation of new taxiway center and edge lights, and installation of new pavement markings.

Project Cost Estimate: $15.6 M
MIA’S LONG RANGE VISION

- Generally defined as beyond 2025
- Predecessor Projects:
  - Concourse “D” East and West Extensions
  - MIA Hotel Replacement
- Central Terminal Redevelopment
  - Phase 1: 2015 - 2029
  - Phase 2: 2029 - 2036
Terminal Area Long Range Vision

- **Phase 1 – Central Terminal “South” (New Concourse G, Terminal and Apron)**
  - 2025 - 2029

- **Phase 2 – Central Terminal “North” (New Concourse E, Terminal and Apron)**
  - 2029 - 2036

- **“D” West Extension**

- **“D” East Extension**

- **MIA Terminal Hotel Replacement**

**LEGEND**
Represent Predecessor Projects to the Central Terminal Redevelopment Program that may be undertaken at any time, as funding and/or financing become available. These projects are referred to as “predecessors” to denote the need to complete them prior to the commencement of the Central Terminal Redevelopment Program.
Central Terminal Redeveloped – Phase 1 Visualization
Central Terminal Redeveloped – Phase 2 Visualization
Ongoing and Next Steps

• Cost estimates being finalized for each TOP project.
• Funding plan assessment underway to reasonably define viable sources and levels of funding outside of Aviation Revenue Bonds.
• Developing a resource plan (for both MDAD staff and consultants).
THANK YOU