



July 7, 2011

ITEM F

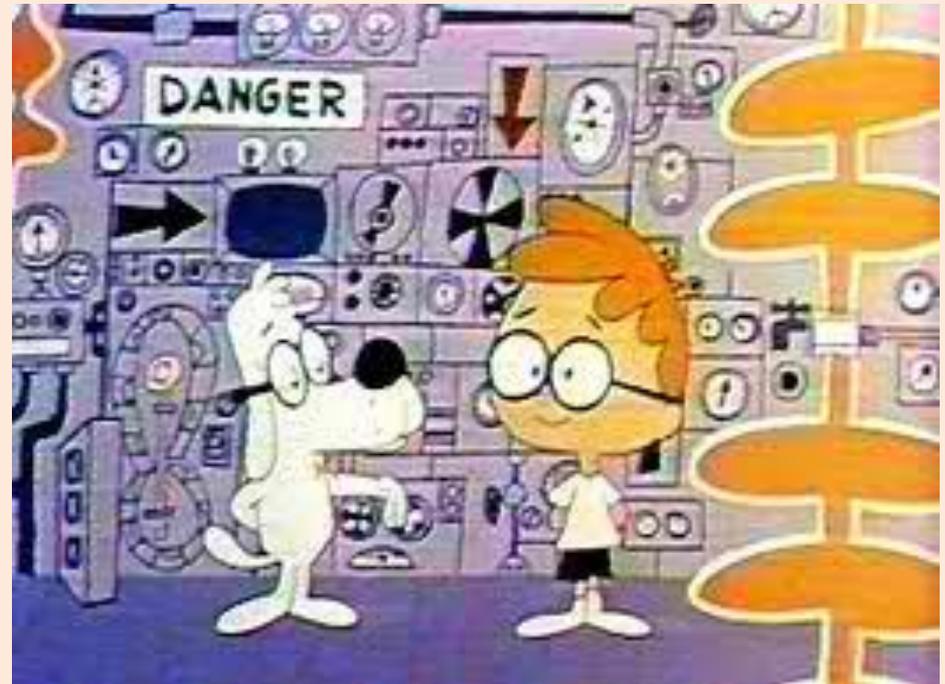


Structural Steel Topping Out - June 8, 2011

The WABAC Machine



Mr. Peabody and Sherman





October 2006



WEST-TECH

San Diego International Airport
The Green Build
Moving Forward. Soaring Higher.
July 8, 2009
SAN_ORG

July 8, 2009



October 2010



December 2010

And then came the floods!



12/22/2010



January 2011



March 2011



April 2011



May 2011



June 2011

Airside

Apron Paving – North Apron

- All unsuitable material removed and replaced.
- Grading and soil compaction complete
- All Cement Treated Permeable Base (CTPB) poured.
- Econocrete (light weight concrete) being placed.

Blast Fence

- Drilled foundations complete
- Blast fence construction underway

Temporary Parking Lot

- Opened April 18, 2011



Blast Fence

Temporary Parking Lot



Landside

Design

- Civil design reached 100%
- Smart Curb design achieved 100%

East Side Utilities

- Hydronic system cold/hot water piping re-routed
- Electric & communications infrastructure 90% complete
- Storm drain system 40% complete

T2 East

- Closed the T2 Parking Lot on April 18, 2011
- Completed the T2E Pedestrian Bridge wall closure

Landside

Cast in Drilled Hole (CIDH) Piles

- Completed 12 of 26 CIDH caisson foundations
 - 7 feet in diameter
 - 100 feet deep
 - 18 tons of reinforcing steel (each)

Pre-Cast Concrete Piles

- Began driving the 50 foot precast piles for roadway bridge ramp structures
 - All 212 piles will be predrilled 40 feet
 - Last 10 feet will be driven to reduce noise and vibration

Spruance Road

- Completed the storm drain and water line



Hydronics Pipe Vault

CIDH Auguring





Hoisting the Rebar Cage



Caisson Rebar Cages

Terminal

Design

- Completed T2W construction drawings
- Submitted Baggage Handling System (BHS) 70% design to the TSA

Structural Steel

- Set the last major beam at the June 8, 2011 “Topping Out” ceremony
- Metal decking and miscellaneous steel erection ongoing

Mechanical/Electrical/Plumbing/Special Systems

- Underground plumbing - 90% complete
- Underground electrical conduit - 75% complete

Terminal

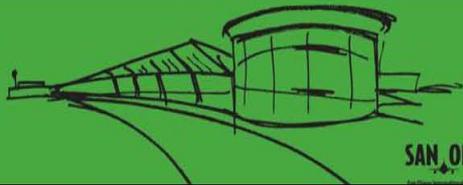
Concrete & Foundations

- Completed all foundation work for the new terminal
- Completed the new concrete baggage tunnel structure
- Terminal project stats:
 - Installed 703 of 1,120 tons of reinforcing steel
 - Poured 7,611 of 20,000 cubic yards of concrete

San Diego International Airport

The Green Build

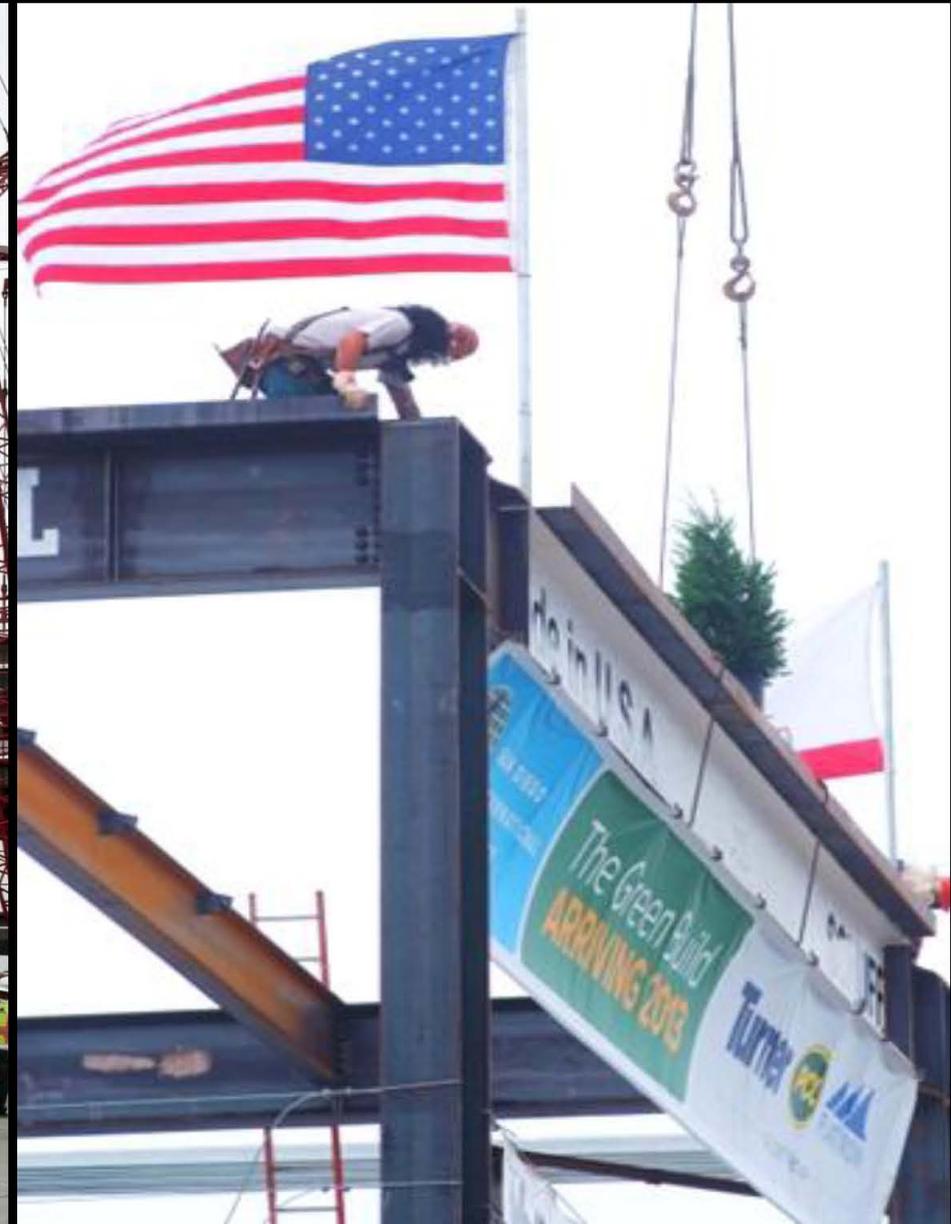
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Topping Out Ceremony

June 8, 2011





LEED SILVER CERTIFICATION

- Landside and Terminal Projects on target to achieve LEED Silver certification.



Construction Status At-a-Glance

100

90

80

70

60

50

40

30

20

10

0

 **Planned**

 **Actual**

20%

19%

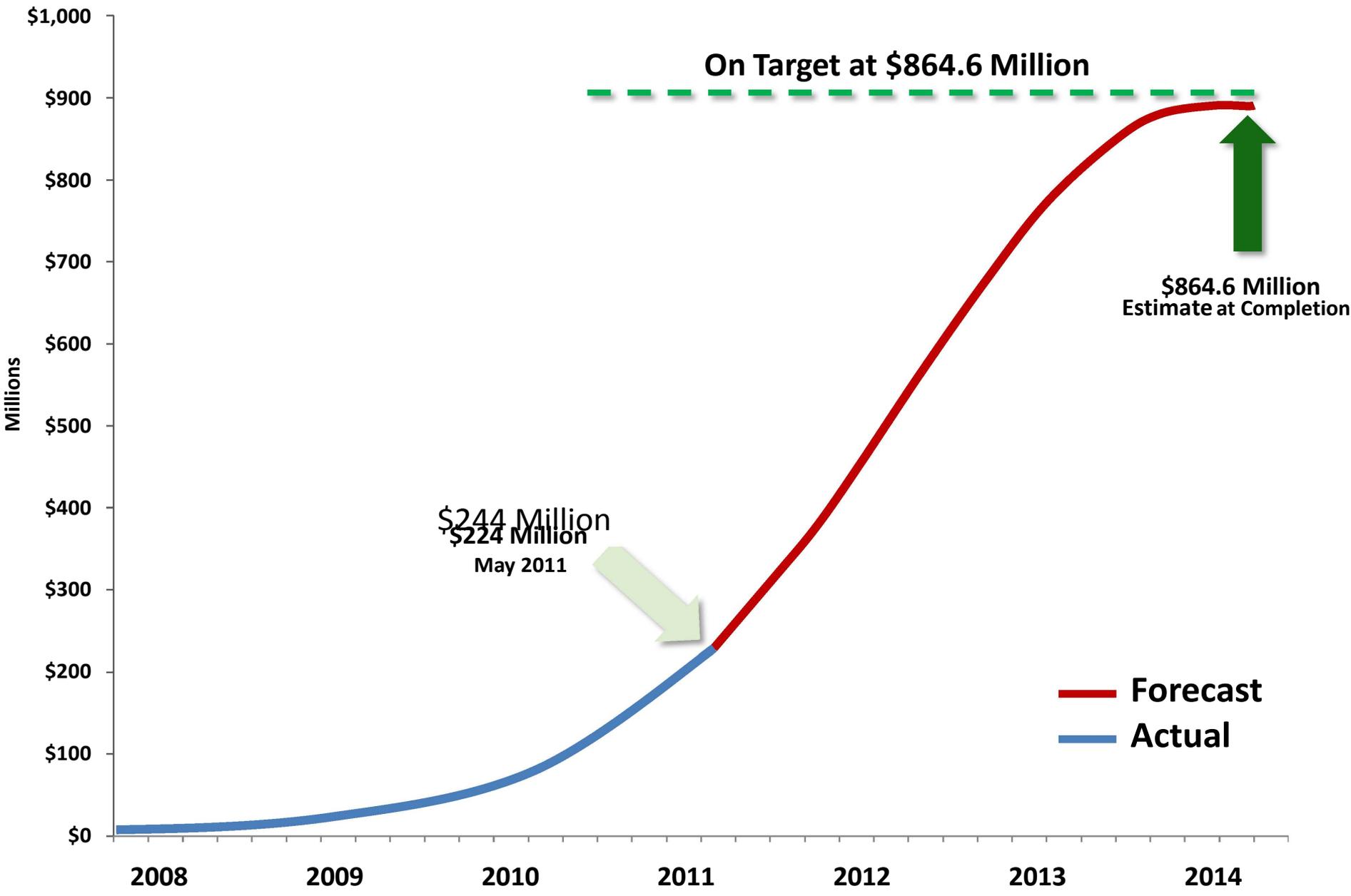
9%

11%

C1 - Airside/Terminal

C2 - Landside





On Target at \$864.6 Million

**\$864.6 Million
Estimate at Completion**

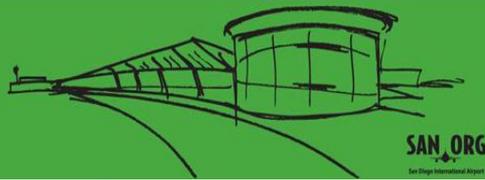
**\$244 Million
\$224 Million
May 2011**

Forecast
Actual

A large commercial airplane is shown from a low-angle, rear perspective, flying over a landscape of power lines. The sky is a warm, orange-red color, suggesting a sunset or sunrise. The power lines and towers are silhouetted against the bright sky. The airplane's wings, engines, and landing gear are clearly visible.

Guaranteed Maximum Price Contract Negotiations

G M P



- **November 2007 to February 2008**

Prequalification of design & construction firms for various delivery methods

- **June 5, 2008**

Board approved the design-build delivery methodology

- **June 2008 to October 2008**

Qualifications Based Selection (QBS):

- Similar airport experience
- Financial strength of proposers

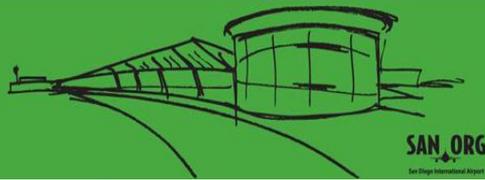
- **October 2008 to April 2009**

Design-Build Agreements negotiated with the two selected firms (a seven month process)

- **April 9, 2009**

Agreements approved by the Board

- Turner/PCL/Flatiron - Airside and Terminal (Contract 1)
- Kiewit/Sundt - Landside (Contract 2)



- **April 2009 to July 2009**

Budget setting process began

- Preliminary estimates developed by the joint venture partners based on program criteria documents
- Plan of Finance created by Finance

- **July 9, 2009**

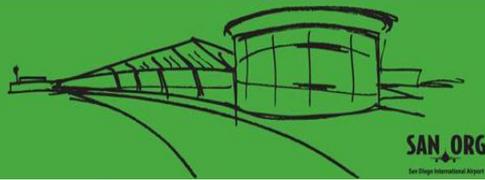
Board approved the Green Build budget and schedule

- **June 3, 2010**

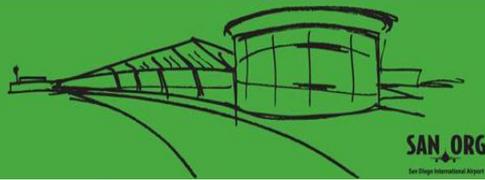
Board approved the budgets for Contract 1 and 2

- **November 4, 2010**

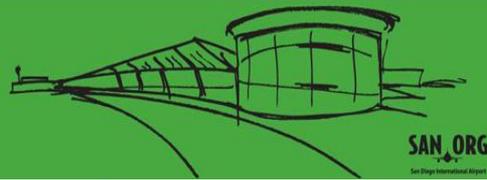
Board reaffirmed the program and contract budgets and schedule



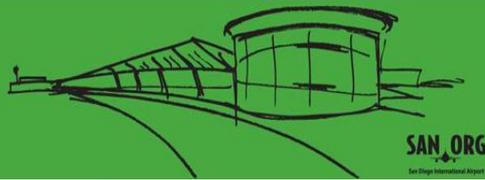
- **The Green Build began as a progressive design-build contracting work effort:**
 - Task Authorizations (TAs) for design & management services
 - Work Authorizations (WAs) for construction
- **This approach offered the Authority no near-term price or schedule certainty so a new contracting strategy was pursued**
- **September 2010**
Commenced discussions with both JVs aimed at converting the contract to a traditional GMP
- **April 7, 2011**
Board approved the required GMP Amendment to the contract as contemplated by the contract



- **With the JV's "buy-in" negotiating teams were mobilized:**
 - The JVs' Teams included:
 - Senior management
 - Field supervision
 - Estimators
 - The Authority's Team included:
 - Authority Program management staff
 - Independent cost estimators from USCost & Faithful+Gould
 - Construction experts from Gilbane Building Company
 - An independent construction audit firm



- **GMP negotiation durations:**
 - Airside (Contract 1) - 3-1/2 months
 - Baggage Handling System (Contract 1) - 5 months
 - Terminal (Contract 1) - 7 months
 - Landside (Contract 2) - 7 months
- **The negotiation of the GMPs represented a very large, protracted and intense people effort:**
 - Contract 1 - Approximately 35 people contributed
 - Contract 2 - Approximately 25 people were involved



A Collaborative People Effort

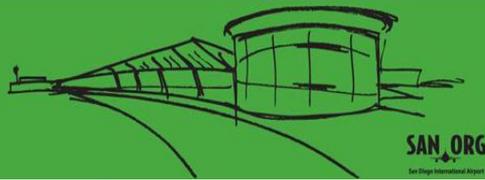


Turner



A Joint Venture





- **The original budgets were set in mid-2010 at the schematic design level (approximately 15% to 30%)**
- **The GMPs include the scope that was identified and estimated at that time**
- **The final GMPs include previously un-budgeted scope discovered during the evolution of design:**
 - Rezoning the existing T2W concourse fire alarm system
 - Extending the 12 KV system
 - Central Utility Plant modifications
 - Concession demolition and support



- **GMPs Incorporate:**
 - All previous TAs and WAs
 - Hard bid contracts received to date; e.g. structural steel
 - Negotiated value for all work remaining to be bid
 - Continuation of small and local business efforts
- **The Design-Build GMP Amendment assures an “open book” accounting so any unused funds are recovered by the Authority at the end of the Program**



The Long Uphill Battle is Won!

