



Agenda
Indianapolis Airport Authority
April 18, 2014
8:30 AM

I. Call to Order

II. Approval of Minutes of the Pre-Board and Regular Meeting of March 21, 2014

III. Ordinances, Resolutions and Public Hearings

Introduction of **General Ordinance No. 3-2014** concerning the Indianapolis Airport Authority Work Permit Policy.

IV. Board Reports

President's Report

V. Official Actions

Consider for approval the individual items listed on the IAA General Agenda dated April 18, 2014.

VI. Staff Reports

Executive Director Report

VII. Other Reports/Update

VIII. Board Communications

Next Meeting: Friday, May 16, 2014 @ 8:30 a.m.

IX. Adjourn

MINUTES
Board of Directors Meeting
Indianapolis Airport Authority

The Regular Meeting of the Indianapolis Airport Authority Board was called to order at 8:46 a.m., March 21, 2014, in the Airport's Board Room at Indianapolis International Airport.

Present at commencement of the meeting and comprising a quorum were:

Michael W. Wells, President
Kelly J. Flynn, Vice President
Alfred Bennett, Secretary
Jean Wojtowicz, Member
Jack T. Morton, Jr., Member
David C. Lewis, Member
Karen Caswelch, Member
Steve C. Dillinger, Member
Lynn T. Gordon, Advisory Member

Rex M. Joseph, IAA Board Counsel

IAA executive staff attending:

Robert A. Duncan, Executive Director
Mike Medvescek, Sr. Director of Operations
Marsha Stone, Sr. Director of Commercial Enterprise
Joseph Heerens, General Counsel
Shannetta Griffin, Sr. Director of Planning & Development
Robert Thomson, Sr. Director of Finance
Jamie Leap, Sr. Administrative Assistant/Recording Secretary

APPROVAL OF MINUTES

Upon a motion by Mr. Lewis, seconded by Mr. Flynn and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of February 21, 2014.

ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS

Mr. Joseph Heerens, IAA's General Counsel, provided a brief presentation on proposed General Ordinance No. 2-2014 regarding certain revisions to, and modifications of, the IAA's Smoking Ordinance, after which President Wells opened the public hearing and asked if there were any comments or testimony. There being none, Mr. Wells closed the public hearing, after which a vote was taken and General Ordinance No. 2-2014 was unanimously approved by the IAA Board.

President Wells next described Resolution No. 3-2014, concerning certain Indianapolis Airport Authority NFL Assurances. Upon a motion by Mr. Flynn, seconded by Mr. Bennett and unanimously passed, approval was given to Resolution No. 3-2014.

President Wells next described Resolution No. 4-2014, concerning the 2nd Amendment of the IMC Lease Agreement with the Greater Indianapolis Foreign Trade Zone, Inc. Upon a motion by Mr. Morton, seconded by Ms. Caswelch and unanimously passed, approval was given to Resolution No. 4-2014.

BOARD REPORTS

President's Report

None.

OFFICIAL ACTIONS

INTRODUCTION AND APPROVAL OF THE INDIANAPOLIS AIRPORT AUTHORITY'S GENERAL AGENDA, DATED March 21, 2014: President Wells introduced and then verbally described each of the individual items listed on the General Agenda, after which he asked for separate motions of approval, as follows:

BP2014-03-1. Upon a motion by Mr. Flynn, seconded by Ms. Wojtowicz and unanimously passed, approval was given to BP2014-03-1.

BP2014-03-2. Upon a motion by Mr. Morton, seconded by Ms. Caswelch and unanimously passed, approval was given to BP2014-03-2.

BP2014-03-3. Upon a motion by Ms. Wojtowicz, seconded by Mr. Flynn and unanimously passed, approval was given to BP2014-03-3.

BP2014-03-4. Upon a motion by Ms. Wojtowicz, seconded by Ms. Caswelch and unanimously passed, approval was given to BP2014-03-4.

BP2014-03-5. Upon a motion by Mr. Bennett, seconded by Mr. Flynn and unanimously passed, approval was given to BP2014-03-5.

BP2014-03-6. Upon a motion by Mr. Lewis, seconded by Mr. Morton and unanimously passed, approval was given to BP2014-03-6.

STAFF REPORTS

Executive Director Report

Mr. Duncan first introduced Ms. Shannetta Griffin, IAA's Sr. Director of Planning & Development, who announced that the IAA was honored recently with an award from the American Council of Engineering Companies in connection with IAA's Rehabilitation of Runway 5R 23L and Taxiway November.

Mr. Duncan next reported that several IAA teams participated in the annual Police & Fire Awards held on February 26, 2014 and were recognized for their lifesaving efforts. Mr. Flynn expressed his appreciation to the IAA teams and requested that in the future IAA Board member be notified of this kind of event so they may have an opportunity to attend and show their support.

Mr. Duncan next congratulated Ms. Marianne Gates, IAA Guest Services, for her recent nomination for the Rose Awards, which were held on March 12, 2014.

ADJOURNMENT

President Wells announced that the next IAA Board meeting is scheduled for April 18, 2014.

There being no further business, the meeting was adjourned at 9:01 a.m.

INDIANAPOLIS AIRPORT AUTHORITY*

Michael W. Wells, President

Alfred R. Bennett, Secretary

Date: _____

*Signed under authority of IAA Board Resolution #6-2013



BOARD MEMO – WORK PERMIT PROCESS

To: IAA Board of Directors

From: Shannetta Griffin, Sr. Director of Planning & Development
Joseph Heerens, General Counsel

Date: March 31, 2014

Board Date: April 18, 2014

Subject: Introduction: General Ordinance #3-2014 (Work Permit Process)

Background

In 2005, the Indianapolis Airport Authority (“IAA”) adopted a Work Permit Ordinance (General Ordinance No. 1-2005), which set forth the process for securing a work permit prior to commencing any construction, remodeling, additions, alterations, utility work, safety, environmental, or security work on property owned or leased by the IAA (the “2005 Ordinance”). The 2005 Ordinance established a uniform process and procedure for the review and approval of such work.

In an effort to address certain changes that have occurred since 2005, the IAA proposes to adopt a new “work permit” ordinance (the “2014 Ordinance”) which will differ from the 2005 Ordinance in the following material ways:

- (i) Specifies that for emergency repairs or replacements requiring immediate attention, the entity initiating the work must prepare and submit a Work Permit Application by not later than 5:00 p.m. of the next business day (Monday-Friday);
- (ii) Requires written confirmation from both the FAA and IAA with respect to any required utility locates, prior to the issuance of any Permit;
- (iii) Provides that the IAA Work Permit Committee shall have the right and discretion to modify, alter and/or waive any of the requirements for any Work Permit Application, provided that the reasons therefor are properly documented by IAA;
- (iv) Adds a new penalty of \$100 per day, if a Work Permit is not displayed at the work site as required by the Ordinance;
- (v) Increases the current penalty from \$100 per day, up to \$500 per day, if a person or entity performs work on IAA-owned or leased property without a Work Permit; and

- (vi) Adds a new enforcement section which permits the Ordinance to be enforced by not only the IAA's Building Inspector, but also the IAA's Executive Director, the IAA's Senior Director of Planning & Development, and such other IAA personnel as may be designated, from time to time, by the IAA's Executive Director.

For ease of reference, attached hereto is a copy of the proposed 2014 Ordinance. In addition, IAA has developed a "Work Permit Application" and a "Work Permit Policy" which are consistent with the proposed 2014 Ordinance, and will be part of the overall work permit process and procedures at the IAA.

Pursuant to statutory requirements, the proposed 2014 Ordinance will be *introduced* at the public meeting of the IAA Board scheduled for April 18, 2014. Thereafter, the next step in the statutory process will be for the 2014 Ordinance to receive a *final hearing* at a subsequent public meeting of the IAA's Board, where the general public may testify and offer their comments. That public hearing is scheduled to occur on May 16, 2014.

Also, the public notices regarding the proposed 2014 Ordinance (which are necessary for this step in the process) have been timely published in the newspapers, as required by applicable law.

Diversity Participation

Not applicable.

Schedule

April 18, 2014

Introduction of General Ordinance No. 3-2014

May 16, 2014

Public Hearing/Consideration for Adoption of said Ordinance

GENERAL ORDINANCE 3-2014

WHEREAS, tenants, licensees, concessionaires, and other persons and entities, desire, from time to time, to construct, install, remodel, alter, renovate, modify and remove buildings, facilities, utilities and other structures (hereinafter sometimes referred to individually and/or collectively as the “Work”) at airports or other property owned or operated by the Indianapolis Airport Authority (the “IAA”);

WHEREAS, the IAA’s Board previously adopted General Ordinance No. 1-2005, which established a uniform procedure for the review and approval of such Work by the IAA prior to the commencement thereof (the “2005 Work Permit Ordinance”); and

WHEREAS, the IAA now desires to repeal the 2005 Work Permit Ordinance and to replace it with this General Ordinance 3-2014 (the “Ordinance”).

NOW, THEREFORE, BE IT ORDAINED by the Board of the Indianapolis Airport Authority, as follows:

SECTION 1 – WORK PERMIT

Any and all construction, remodeling, additions, alterations, utility work, safety, environmental or security work, of any kind or nature whatsoever, on property owned or leased by the IAA, shall require a “work permit” issued by the IAA (the “Permit”). However, with respect to emergency repairs (*e.g.*, major equipment replacements or repairs requiring immediate attention), the Work Permit Application (the “Application”) shall be submitted to the IAA by no later than 5:00 p.m. of the next business day

(Monday-Friday). A Permit will be issued only to the entity, or authorized representative thereof, initiating the Work (the "Authorized Entity/Representative").

SECTION 2 – TIME AND PLACE OF FILING

Except for an emergency situation as described in Section 1 of this Ordinance, the Authorized Entity/Representative must submit the Application (along with detailed plans therefor) to the IAA prior to the commencement of any construction or other activities in connection therewith. All Applications must be filed with the IAA at the specific street address, and/or email address, as designated, from time to time, by IAA.

SECTION 3 – REQUIRED INFORMATION

The Application must contain the following mandatory or required information, or else it may be rejected as incomplete and/or not considered by the IAA's Work Permit Committee:

- (a) Specific location and limits of proposed activity, with a brief detailed description of the Work;
- (b) Anticipated start and completion dates (or as outlined in a detailed schedule);
- (c) If pertinent (or required by IAA), detailed plans and specifications stamped by an Engineer/Architect licensed to practice in the State of Indiana, and other documents that may be deemed appropriate by the IAA;
- (d) Name, address, and telephone number for each contact person for the entity performing the Work;

- (e) Estimated cost of the Work;
- (f) If any portion of the project requires access into a “secured area”, a detailed project security plan (the “Security Plan”) must be submitted and approved by the IAA Work Permit Committee. At a minimum, the Security Plan must include the name of the security company providing the escort, the number of workers involved, the number of security personnel that will be used, and the point of entry into the “secured area”. All workers must be aware of, and abide by, the “6 to 1” ratio, 500 foot, in line-of-sight rule, where one security guard can escort up to six (6) workers so long as those workers are in line-of-sight of said guard and within a 500 foot radius of him/her. Larger projects that require posting of guards can be referenced per project specification requirements;
- (g) All information and/or questions on the Work Permit Checklist must be provided and/or answered, respectively, as it pertains to the proposed project;
- (h) Excavations, trenching, and borings shall require additional utility locates not only from IAA but also from Federal Aviation Administration (“FAA”), in addition to what is required by Indiana law. Written confirmation, from both FAA and IAA, shall be mandatory prior to issuing any Permit. Site plans must be sent, electronically, to the persons and/or entities designated, from time to time, by the IAA; and

(i) Evidence of the existence and maintenance of insurance coverage (and in such amounts), as required by Indiana law and/or as specified by the IAA (all of which must be acceptable to the IAA in its sole judgment and/or discretion). Proof of said insurance coverage shall be provided to the IAA by the Authorized Entity/Representative *via* a “Certificate of Insurance” which shall designate the “Indianapolis Airport Authority” as an “additional insured” thereunder.

Notwithstanding anything herein to the contrary, the IAA Work Permit Committee shall have the right and discretion, at all times, to modify, alter and/or waive any of the foregoing requirements with respect to any Application.

SECTION 4 – REVIEW OF APPLICATION; ISSUANCE OF PERMIT

After the Application (and all of the required information) has been received by the IAA, the IAA Work Permit Committee will review and approve, or disapprove, said Application; and no application may be approved absent a quorum of the IAA Work Permit Committee. If, after review by the IAA Work Permit Committee, the Application (and proposed Work) meets all of the IAA’s rules, regulations and requirements; does not violate the integrity, function or capacity of existing IAA systems or property; and is not contrary to the best interests of the IAA, its airport(s) or the general public; then, in such event, a Permit shall be issued by the IAA.

SECTION 5 – DISPLAY OF PERMIT

After issuance, the Permit must be displayed in a prominent and highly visible location at the worksite. Failure to properly display a Permit may result in the issuance

by the IAA of a civil penalty of One Hundred Dollars (\$100.00) per day for each day (or portion thereof) of such violation.

SECTION 6 – FAILURE TO OBTAIN PERMIT

Failure to obtain a Permit will result in suspension of work in progress by issuance of a “Stop Work Order” enforceable by the IAA, and may also result in the issuance by the IAA of a civil penalty of Five Hundred Dollars (\$500.00) per day for each day (or portion thereof) that any Work was performed without a Permit.

SECTION 7 – INSPECTIONS

The IAA’s Building Inspector will make periodic, as well as scheduled, inspections of the Work being performed under the Permit.

If the Building Inspector should observe any environmental issues or violations, unsafe practices/conditions, violations of the IAA’s rules and regulations, work not in compliance with plans and specifications, or lack of sufficient notice for inspections, then the IAA shall have the right to order an immediate suspension of said Work; and the Work shall not resume until and unless the cause of the suspension has been resolved to the IAA’s satisfaction.

During final inspection, if it is found that the Work, or any part thereof, was completed contrary to, or inconsistent with, the information set forth or supplied in the Application, or if the Work has damaged and/or compromised any property or systems owned or operated by the IAA, then, in such event, the Authorized

Entity/Representative shall be directly responsible, and liable, for promptly rectifying and correcting the situation to the satisfaction of, and at no cost to, the IAA.

SECTION 8 – ENFORCEMENT

This Ordinance shall be enforced by the following IAA personnel, who are hereby authorized and empowered to issue citations for the violation hereof: (i) IAA’s Building Inspector; (ii) IAA’s Executive Director; (iii) IAA’s Senior Director of Planning & Development; and (iv) such other IAA personnel as may be designated, from time to time, by IAA’s Executive Director.

SECTION 9 – GENERAL PROVISIONS

A Permit issued by the IAA shall: (i) be in addition to any and all other permits, licenses, certificates, approvals, etc., that may be required by local, state, and/or federal governmental authorities or agencies, or by a lease or other contract with the IAA; (ii) not supersede or pre-empt any requirement of another government authority or agency, nor shall it relieve the Authorized Entity/Representative from complying with, and fulfilling, all of the applicable requirements thereof; and (iii) not be deemed, construed or considered, to any extent, as approval of a project, or work in connection therewith, for fitness for a particular use, structural integrity, suitability of purpose, or otherwise.

SECTION 10 – REPEAL

The 2005 Work Permit Ordinance is hereby repealed for the period from and after the Effective Date.

SECTION 11 – EFFECTIVE DATE

Notwithstanding anything herein to the contrary, this Ordinance will be effective from and after June 1, 2014 (the “Effective Date”).

ADOPTED on this _____ day of _____, 2014.

INDIANAPOLIS AIRPORT AUTHORITY *

By: _____

By: _____

* Signed under authority of IAA Board Resolution #6-2013

IAA Board Meeting
General Agenda
April 18, 2014

General:

BP2014-04-1 Consider for approval the Independent Accountants' Report and Financial Statements of the Indianapolis Airport Authority for the years ending December 31, 2013 and 2012 as reviewed and recommended by the Finance and Audit Committee

Capital Program:

BP2014-04-2 Consider for approval submitting a request for bids to replace a 2002 model year, front line, 3000 gallon ARFF Vehicle with a high reach extendable turret

BP2014-04-3 Consider for approval Change Order No. 3 with Graves Plumbing Co., Inc. for Stormwater and Deicing Control & Capacity Phase 1A at Indianapolis International Airport, Project # I-12-009, in an amount not-to-exceed \$127,960.90. DBE 0%, MBE 0%, and WBE 14.64% (Protection Plus)

BP2014-04-4 Consider for approval Plans and Specifications for Project # I-14-003, Rehabilitate Runway 5L-23R and Taxiway A at Indianapolis International Airport, as prepared by CHA Consulting, Inc., and authorize the public bidding process

BP2014-04-5 Consider for approval an award of contract for Rehabilitate Taxiway D, Project # I-14-001, to Milestone Contractors, L.P. in an amount not-to-exceed \$3,870,000.00 plus a 3% construction reserve of \$116,100.00 for a total not-to-exceed amount of \$3,986,100.00. Milestone Contractors, L.P. was the lowest responsive and responsible bidder. DBE 9.08% (The Hoosier Co., Inc., Indiana Sign & Barricade, Inc., C.E. Hughes Milling Inc., A.J.'s Tool Rental, Inc., Oatts Trucking, Inc., CMG Trucking), MBE 12.36% (Fox Contractors Corporation, Oatts Trucking, Inc., CMG Trucking, Harmon Construction, Inc.), WBE 8.25% (Protection Plus, The Hoosier Co., Inc., Indiana Sign & Barricade, Inc., C.E. Hughes Milling Inc., A.J.'s Tool Rental, Inc.), and VBE 0.00%

BP2014-04-6 Consider for approval the Delegation of Authority to the IAA Executive Director to approve and execute a contract for construction services to the lowest responsive and responsible quoter for Rehabilitate Taxiway B – Phase 1B

BP2014-04-7

Consider for approval Plans and Specifications for Project # C-13-039, Runway 7-25 & Taxiway A Extension Phase III at Indianapolis Regional Airport, as prepared by Crawford, Murphy & Tilly, Inc., and authorize the public bidding process

BP2014-04-8

Consider for approval an award of contract for Structural Slab Replacement at Indianapolis Downtown Heliport, Project # H-13-036, to Gibraltar Construction Corporation in an amount not-to-exceed \$673,600.00 plus a 3% construction reserve of \$20,208.00 for a total of \$693,808.00. Gibraltar Construction Corporation was the lowest responsive and responsible bidder. DBE 6.83% (Circle City Rebar, LLC, Kopetsky Tri-Ax, Inc.), MBE 8.24% (Circle City Rebar, LLC, Harmon Steel, Inc.), WBE 9.89% (Area Wide Electric, Inc., AJ's Tool Rental, Inc., Kopetsky Tri-Ax, Inc., Someday is Today), and VBE 0.00%



BOARD MEMO - 2013 AUDITED FINANCIAL STATEMENTS

To: IAA Board of Directors
From: Robert Thomson, Sr. Director of Finance
Date: April 4, 2014
Board Date: April 18, 2014
Subject: 2013 Audited Financial Statements

Background

Please accept the attached drafts, presented with an unmodified opinion, of the Independent Accountant's Report on Financial Statements and Supplementary Information for the Indianapolis Airport Authority for the years ending December 31, 2013 and 2012, as performed by the Authority's independent accounting firm, BKD, LLP. Also included is the draft audit management letter which is a required communication. Finalized reports that include the opinion date will be available the morning of the board meeting.

On April 4, 2014 the Authority's Finance and Audit Committee reviewed the statements and approved the recommendation for approval to the full Indianapolis Airport Authority Board.

Recommendation

The IAA Staff recommends the Board consider for approval the Independent Accountants' Report and Financial Statements of the Indianapolis Airport Authority for the years ending December 31, 2013 and 2012 as reviewed and recommended by the Finance and Audit Committee.



BOARD MEMO – ARFF REPLACEMENT

To: IAA Board of Directors

From: Michael Medvescek, Sr. Director of Operations

Date: March 27, 2014

Board Date: April 18, 2014

Subject: ARFF (Aircraft Rescue Firefighting Vehicle) Replacement

Background

An ARFF (Aircraft Rescue and Fire Fighting) Vehicle is a specialized truck that carries large amounts of water, foam and dry chemical fire extinguishing agents. Unlike other fire trucks, it is designed to fight hydrocarbon fuel fires. It has off road capabilities, as well as the ability to apply fire-fighting agents while the vehicle is in motion.

The Federal Aviation Administration (FAA), in 14 Code of Federal Regulations Part 139, requires an airport to be indexed based on the length and number of regularly scheduled passenger flights. This index then outlines the minimum numbers of firefighting equipment and amount of extinguishing agent that an airport is required to provide. If the airport is not able to supply this fire coverage the air carrier operations is limited. Due to airport growth, the Indianapolis Airport purchased a fourth ARFF Vehicle in 2001, and kept a reserve, allowing the Airport's index to rise without emergency purchases of additional equipment.

This project is to replace a front line, 3000 gallon ARFF Truck with a high reach extendable turret delivered in 2002. A replacement plan was developed that spread the purchasing of ARFF Vehicles over a 10-year period. It was noted in the 2012 FAA Part 139 Inspection as an item recommended for replacement and funding is now available to implement this recommendation.

This project would include the purchase of a similar vehicle that meets the newest FAA, Department of Transportation (DOT) and Environmental Protection Agency (EPA) motor vehicle standards. The current vehicle has systems that no longer have parts available and was not designed with backup systems that would allow the vehicle to remain in-service by FAA standards. The current vehicle would be disposed of through the IAA online auction process.

Scope

This project proposes to replace a front line ARFF vehicle with a 3000-gallon water capacity, 420-gallon foam concentrate capacity, 500 pounds of dry chemical firefighting agent, an extendable reach waterway and off road capabilities.

The proposed completion of the project would be within 365 days of the Notice to Proceed (NTP). Airport Operations will oversee the completion of the project for its duration.

Budget

This project is included in the approved 2014 Capital Budget at \$1,000,000 and funding for this project is anticipated to be 75% Airport Improvement Program (AIP) grant funding from the FAA and 25% airport cash funded.

This project is being undertaken to replace existing equipment that is integral to the continued operation of the airport and is anticipated to be seventy-five percent (75%) funded with federal grants. As a result of the critical nature of the replacement and the anticipated grant funding, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Board approves advertisement	April 18, 2014
Open bids	May 20, 2014
Board approves contract	June 20, 2014
Vehicle delivered	Up to 365 days after NTP

Supplier Diversity Participation

The Director of Supplier Diversity concluded that there is no D/M/W/VBE participation available for this project.

Recommendation

The IAA Staff recommends the Board consider for approval submitting a request for bids to replace a 2002 model year, front line, 3000 gallon ARFF Vehicle with a high reach extendable turret.



BOARD MEMO – CHANGE ORDER

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: March 25, 2014

Board Date: April 18, 2014

Subject: Approval of Change Order No. 3 with Graves Plumbing Co., Inc. for Stormwater & Deicing Control & Capacity Phase 1A – First Stage, Project # I-12-009

Background

This project is part of the on-going Deicing Control Facilities Improvements to maintain stormwater and deicing control facilities in good working order as required by the Indianapolis Airport Authority's (IAA) National Pollution Discharge Elimination System (NPDES) permit. It consists of two (2) main components, improvements to the Seerley Creek lift station facility including new pumps, controls and metering units and the addition of a new control structure serving the Eagle Hub. The professional services and original construction contracts have received 75% FAA grant funding and the change order is also anticipated to be 75% FAA grant funded.

This project was approved for implementation by the Senior Management Team on November 17, 2011.

On July 20, 2012, the Board approved plans and specifications for CIP/Project # I-12-009 – Stormwater and Deicing Control & Capacity Improvements – Phase 1A and authorized the public bidding process.

On August 23, 2012, the IAA staff received five (5) bids. In order to align the work with the project budget and grant funding, the project consisted of a base bid and one alternate bid item for the new control structure at the Eagle Hub. The contract was awarded to Graves Plumbing Co., Inc., the lowest responsive and responsible bidder in the amount of \$1,020,019.00 for the base bid plus Alternate 1.

Change Order Summary

Contract changes fall under one (1) of three (3) categories: Errors/Omissions, Unforeseen Circumstances, or additional Owner requested scope. Typically, the cost of an error is paid by the designer since this requires redo of work that has been completed. Omissions are items that are corrected before work is done on that item and the designers are typically charged up to 15% of the cost of that item since the item has to be negotiated with the contractor. Unforeseen circumstances are items that could not have been anticipated by the designer and are not charged against the

designer. This change order addresses four (4) items that include one (1) additional owner requested scope and three (3) unforeseen conditions:

Revise Electrical Service at Eagle Hub (Owner Request)	\$ 124,327.84
New handrails at meter vault (Unforeseen Condition)	1,522.50
Revise electrical to overhead hoist (Unforeseen Condition)	1,422.56
Adjustment of escort hours (Unforeseen Condition)	688.00
Total Change Order Number 3	<u>\$ 127,960.90</u>

The revision to the electrical service at Eagle Hub consisted of a new transformer (provided and set by IPL), a new concrete duct bank containing spares for future projects, and revisions to disconnects and panels serving the new control structure pumps. This change was requested by the Owner to accommodate future stormwater control projects planned for drainage areas around Eagle Hub. Performing the work as part of this project is more economic than coming back in the future and removing and replacing the Eagle Hub service with larger infrastructure. The new handrails at the Seerley Basin meter vault are needed to address a safety concern that was present after the vault was installed on the sloped sides of the basin. The revisions to the electrical feeds to the overhead hoist used for moving pumps at the Seerley Basin was due to incompatibility between the select hoist, the existing service to Seerley and identified panel feeds for the hoist. The adjustment to escort hours is due to actual effort needed to complete the project.

The previously approved Change Order No. 1, within the 3% construction reserve, addressed site drainage issues near Seerley Basin. Change Order No. 2, within the 3% construction reserve, added epoxy flooring at the Seerley pump building, added some bollards to site and addressed some minor basin liner issues.

Revised Construction Amount

Original Construction Contract Amount		\$ 1,020,019.00
Previous Change Orders	(2.54% of contract)	25,914.50
Current Change Order No. 3	(12.54% of contract)	127,960.90
New Construction Contract Total		<u>\$ 1,173,894.40</u>

Project Budget

Design & Soft Costs		\$ 155,000.00
Construction Contract Amount		1,020,019.00
Previous Change Orders		25,914.50
Current Change Order No. 3 (12.54%)		127,960.90
Revised Total Anticipated Project Cost		<u>\$ 1,328,894.40</u>

The revised contract with the Change Order included is within the project budget of \$4,765,000.00 in the approved 2014 Capital Budget. This project budget also includes the Phase 1A – Second Stage project redirecting water from the Seerley to Mars Basin.

Schedule

The contract term will be extended by Change Order No. 3 to May 31, 2014 to allow for completion of change order items, final commissioning and training, and spring site restoration.

Supplier Diversity Participation

If the change order is approved by the Board, the supplier diversity participation on this project will change as follows:

Change Order # 3

FIRM	AMOUNT			%		
	DBE	MBE	WBE	DBE	MBE	WBE
Protection Plus	\$0	\$0	\$18,688	0%	0%	14.64%
Totals	\$0	\$0	\$18,688	0%	0%	14.64%

Construction Contract

FIRM	CLASSIFICATION	ORIGINAL AMOUNT	ORIGINAL %	AFTER CO 3 AMOUNT	AFTER CO 3 %
Langham Logistics	DBE	\$ 92,000	9.02%	\$ 92,000	7.84%
PKS Construction, Inc.	MBE	180,700	17.72%	180,700	15.39%
Protection Plus	WBE	0	0.00%	18,688	1.59%
Totals	DBE	\$ 92,000	9.02%	\$ 92,000	7.84%
	MBE	\$180,700	17.72%	\$180,700	15.39%
	WBE	\$ 0	0.00%	\$ 18,688	1.59%

Recommendation

The IAA staff has reviewed this Change Order and recommends that the Board consider for approval Change Order No. 3 with Graves Plumbing Co., Inc. for Stormwater and Deicing Control & Capacity Phase 1A at Indianapolis International Airport, Project # I-12-009, in an amount not-to-exceed \$127,960.90. DBE 0%, MBE 0%, and WBE 14.64% (Protection Plus).



BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: March 19, 2014

Board Date: April 18, 2014

Subject: Approval of Plans and Specifications for Project # I-14-003, Rehabilitate Runway 5L-23R and Taxiway A at Indianapolis International Airport, and Authorize the Public Bidding Process

Background

Runway 5L-23R at Indianapolis International Airport (IND) (see attached exhibit) was constructed in 1996 and localized rehabilitation was completed in 2002 and 2008. The results of a 2012 IND Airfield Pavement Evaluation and Management Plan indicated additional rehabilitation is needed in localized areas on the runway.

Taxiway A, between Runway 14-32 and Taxiway A-5, was constructed in 1985 and localized rehabilitation was completed in 2007. Taxiway A, between Taxiway A-5 and A-7, was constructed in 1992 and Taxiway A, between Taxiway A-7 and A-12, was constructed in 1996 and localized rehabilitation was completed in 2003 and 2007. The results of a 2012 IND Airfield Pavement Evaluation and Management Plan indicated rehabilitation is needed in localized areas on Taxiway A.

Originally presented in two (2) projects in the approved 2014 Capital Improvement Program (CIP), Rehabilitate Runway 5L-23R and Rehabilitate Taxiway A were combined into one (1) project. Taxiway A was split out of the Rehabilitate Taxiway A and D project. Combining the Rehabilitate Runway 5L-23R and Taxiway A into one (1) project will give IAA staff more control over construction activities and also help streamline communication with key IND tenants. Additionally, the IAA should benefit from economy of scale by combining the projects, both in the design and construction phases. The quantities for each will be tracked separately for Federal Aviation Administration (FAA) grant funding purposes.

This project was approved for implementation by the Senior Management Team on August 26, 2013.

Scope

The scope of work includes crack repair, spall repair, joint sealing and panel replacement for concrete pavements on Runway 5L-23R and Taxiway A at IND as shown on the attached exhibit.

Budget

The construction package is estimated between \$1,000,000 and \$5,000,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

This project is included in the approved 2014 Capital Budget as Rehabilitate Runway 5L-23R and Taxiway A and funding for this project is anticipated to be 75% Airport Improvement Program (AIP) grant funding from the Federal Aviation Administration (FAA) and 25% airport cash funded.

This project is being undertaken to rehabilitate existing infrastructure that is integral to the continued safe operation of the airport. As a result of the critical nature of the rehabilitation and the anticipated grant funding, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Advertisement of Opportunity to Bid: April 24, 2014 and May 1, 2014
Pre-Bid Meeting: May 1, 2014 3:00 pm Building 60, Conference Room 1
Bid Opening: May 22, 2014 11:00 am Building 60, Conference Room 1

Est. Bid Award (Board Meeting): June 20, 2014

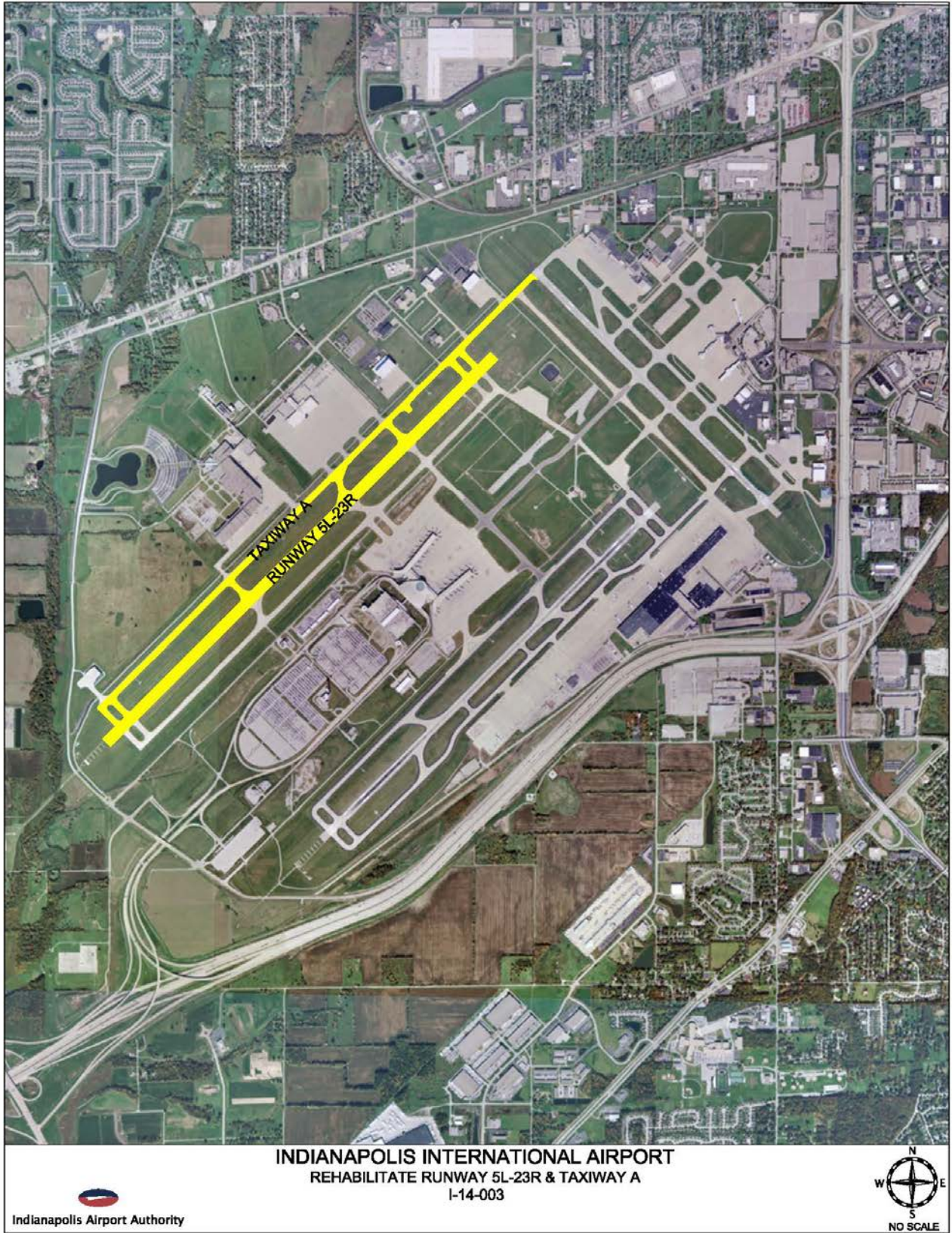
Contract award anticipated June 2014 and the substantial completion date is expected to be October 2014.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:
DBE 14%, MBE 20%, WBE 10%, and VBE 3%

Recommendation

The IAA staff recommends that the Board consider for approval Plans and Specifications for Project # I-14-003, Rehabilitate Runway 5L-23R and Taxiway A at Indianapolis International Airport, as prepared by CHA Consulting, Inc., and authorize the public bidding process.





BOARD MEMORANDUM – BID AWARD

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: March 19, 2014

Board Date: April 18, 2014

Subject: Award of CIP/Project # I-14-001 to Milestone Contractors, L.P. for Rehabilitate Taxiway D at Indianapolis International Airport

Background

Taxiway D at Indianapolis International Airport (IND) (see attached exhibit) was constructed in 1989 and rehabilitated in 2003. The results of a 2012 IND Airfield Pavement Evaluation and Management Plan indicated rehabilitation is needed in localized areas on the taxiway. Localized rehabilitation of Taxiway D was performed in 2013 between Runway 14-32 and Taxiway D-1. The limited 2013 Taxiway D work was performed as a part of Rehabilitate Runway 5R-23L and Taxiway N project in anticipation of Taxiway D work in 2014 to provide airfield connectivity for aircraft needing access from the northwest side of the airfield. This project will complete pavement rehabilitation work on Taxiway D to extend the useful life of the pavements that are 20+ years old.

This project was approved for implementation by the Senior Management Team on August 26, 2013. Originally presented as part of a larger, single project for both Taxiways A & D in the approved 2013 Capital Improvement Program (CIP), this project was extracted as a standalone project for purposes of operational coordination. Executing this project as a standalone will provide the IAA staff more control over construction activities to minimize impacts on tenants. The Senior Management Team approved increasing the project budget to \$4,817,300.00 on April 8, 2014 to accomplish all the necessary rehabilitation scope.

On February 21, 2014, the Board approved plans and specifications for CIP/Project # I-14-001 – Rehabilitate Taxiway D and authorized the public bidding process.

On April 3, 2014, the IAA staff received four (4) bids. The project contained a base bid and no alternates. The bids received ranged from \$3,870,000.00 to \$5,056,000.00.

Milestone Contractors, L.P. was the lowest responsive and responsible bidder in the amount of \$3,870,000.00.

In addition to the contract amount, IAA is requesting a construction reserve of 3% of the total contract amount for this project. A construction reserve of 3% has been previously approved by the Board on other projects and successfully implemented to ensure timely approval of minor changes necessary due to unforeseen conditions and circumstances. There are sufficient dollars within this project's budget to accommodate the funding of the 3% contingency for construction reserve. Any change orders exceeding the contract and construction reserve will be submitted to the Board for approval.

Other approved contracts for this project are a professional service contract with Butler, Fairman and Seufert, Inc. (BF&S) approved by the Executive Director on November 25, 2013 for field investigation and initial design and by the Board on December 20, 2013 for preliminary and final design and construction administration. BF&S was selected through a qualifications based request for proposals per Federal Aviation Administration (FAA) requirements. A second amendment to the design contract for supplemental inspection services will also be presented to the Board in May 2014. The supplemental inspection services are needed to augment IAA staff with the continuous work periods on weekends from 8 am Friday morning to 5 pm Monday afternoon by the contractor and the multiple construction tasks including both asphalt and concrete paving that will occur on the weekends.

An additional professional services contract for this project within the Executive Director's authority is expected to be executed in May 2014 with Earth Exploration, Inc. for materials testing for quality control oversight to ensure the contractor is providing materials per the specifications. Earth Exploration, Inc. was selected from Statements of Qualifications and their past experience with airfield projects at Indianapolis International Airport.

Scope

The scope of this project includes crack repair, joint sealing and slab replacement for concrete pavements associated with Taxiway D at IND. The project also includes the milling and paving of the asphalt shoulders along Taxiway D up to the hold short lines for Runway 5R-23L.

Budget

This project was included in the approved 2014 Capital Budget. Its budget was increased to \$4,817,300.00 to complete all the necessary rehabilitation work based on current condition. The total bid plus 3% construction reserve is \$3,986,100.00.

Project Costs

Contract Amount (including 3% reserve)	\$ 3,986,100.00
Design & Soft Costs	390,000.00
Materials Testing & Inspection	170,300.00
Contingency (7%)	<u>270,900.00</u>
Total Anticipated Project Costs	\$ 4,817,300.00

The funding for this project is expected to be 75% Airport Improvement Program (AIP) grant funding from the Federal Aviation Administration (FAA) and 25% Airport cash funded.

This project is being undertaken to repair existing infrastructure that is integral to the continued operation of the airport. As a result of the critical nature of the repairs and the anticipated grant funding, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Contract award anticipated April 18, 2014 with a substantial completion date of July 2014.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
Protection Plus	\$ 0	\$ 0	\$158,000	0	0	0	4.08	0
Fox Contractors	0	231,500	0	0	0	5.98	0	0
The Hoosier Co.	70,000	0	70,000	0	1.81	0	1.81	0
Indiana Sign & Barricade	3,500	0	3,500	0	0.09	0	0.09	0
C.E. Hughes Milling	48,000	0	48,000	0	1.24	0	1.24	0
AJ's Tool Rental	40,000	0	40,000	0	1.03	0	1.03	0
Oatts Trucking	100,000	100,000	0	0	2.58	2.58	0	0
CMG Trucking	90,000	90,000	0	0	2.33	2.33	0	0
Harmon Const.	0	57,000	0	0	0	1.47	0	0
Totals	\$351,500	\$478,500	\$319,500	0	9.08	12.36	8.25	0

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Rehabilitate Taxiway D, Project # I-14-001, to Milestone Contractors, L.P. in an amount not-to-exceed \$3,870,000.00 plus a 3% construction reserve of \$116,100.00 for a total not-to-exceed amount of \$3,986,100.00. Milestone Contractors, L.P. was the lowest responsive and responsible bidder. DBE 9.08% (The Hoosier Co., Inc., Indiana Sign & Barricade, Inc., C.E. Hughes Milling Inc., A.J.'s Tool Rental, Inc., Oatts Trucking, Inc., CMG Trucking), MBE 12.36% (Fox Contractors Corporation, Oatts Trucking, Inc., CMG Trucking, Harmon Construction, Inc.), WBE 8.25% (Protection Plus, The Hoosier Co., Inc., Indiana Sign & Barricade, Inc., C.E. Hughes Milling Inc., A.J.'s Tool Rental, Inc.), and VBE 0.00%.



BOARD MEMO – DELEGATION OF AUTHORITY

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: March 18, 2014

Board Date: April 18, 2014

Subject: Delegation of Authority to the IAA Executive Director for the Award of Quote for Rehabilitate Taxiway B – Phase 1B at Indianapolis International Airport

Background

Taxiway B is the south parallel taxiway to Runway 5L-23R at Indianapolis International Airport (IND) and serves the north side of the terminal ramp, see attached exhibit. Taxiway B was constructed in phases between 1996 and 2005. Signs of premature pavement distress prompted the Indianapolis Airport Authority (IAA) to conduct an analysis of the taxiway. The analysis report identified phased reconstruction as the most cost effective method to rectify the distress. The Federal Aviation Administration (FAA) has requested further analysis of the pavements to determine the cause of the distress. IAA contracted with Hanson Professional Services and Roy D. McQueen to further investigate the pavement distress. The IAA is awaiting a report of findings from this investigation and coordination with concrete industry experts.

While pursuing the additional data required by the FAA before they will consider any grant funding for Taxiway B, the IAA has been repairing Taxiway B. These repairs are needed to meet Federal Aviation Regulations (FAR) Part 139 that requires all pavements available to air carriers be maintained in accordance with prescribed standards. In 2012, the IAA repaired select areas (Rehabilitate Taxiway B - Phase 1A) to maintain the integrity of the taxiway. The areas repaired in 2012 are still intact, but additional areas now need repair.

The IAA has four (4) airfield construction projects programmed for IND in 2014. To minimize number of airfield pavements closed at any time, the repairs to Taxiway B need to occur in May before the first major 2014 airfield project starts construction. With the winter weather only recently ending to allow for a detailed inspection of the area of Taxiway B now requiring repair, the IAA staff are recommending the Board consider for approval a Delegation of Authority to the Executive Director to enter into the contract with the successful quoter of Rehabilitate Taxiway B – Phase 1B to allow work to start quickly after receiving quotes. The cost of Phase 1B is anticipated to be between \$50,000 and \$100,000.

On March 24, 2014, Rehabilitate Taxiway B - Phase 1B was approved for implementation by the Senior Management Team. Hanson Professional Services (Hanson) was selected through a qualifications based Request for Proposals to provide professional services for the Rehabilitation of Taxiway B, which is now occurring in phases. Hanson prepared the initial analysis of Taxiway B, the Phase 1A and 1B plans and they are also investigating the cause of the distresses.

Scope

This project will include repair of select areas of Taxiway B with delpatch and/or asphalt patches.

Budget

This project is approved as part of the reforecast 2014 Operating Budget. The funding for this project is expected to be 100% Airport Cash.

This project is being undertaken to repair existing infrastructure that is integral to the continued safe operation of the airport. As a result of the critical nature of the repairs, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

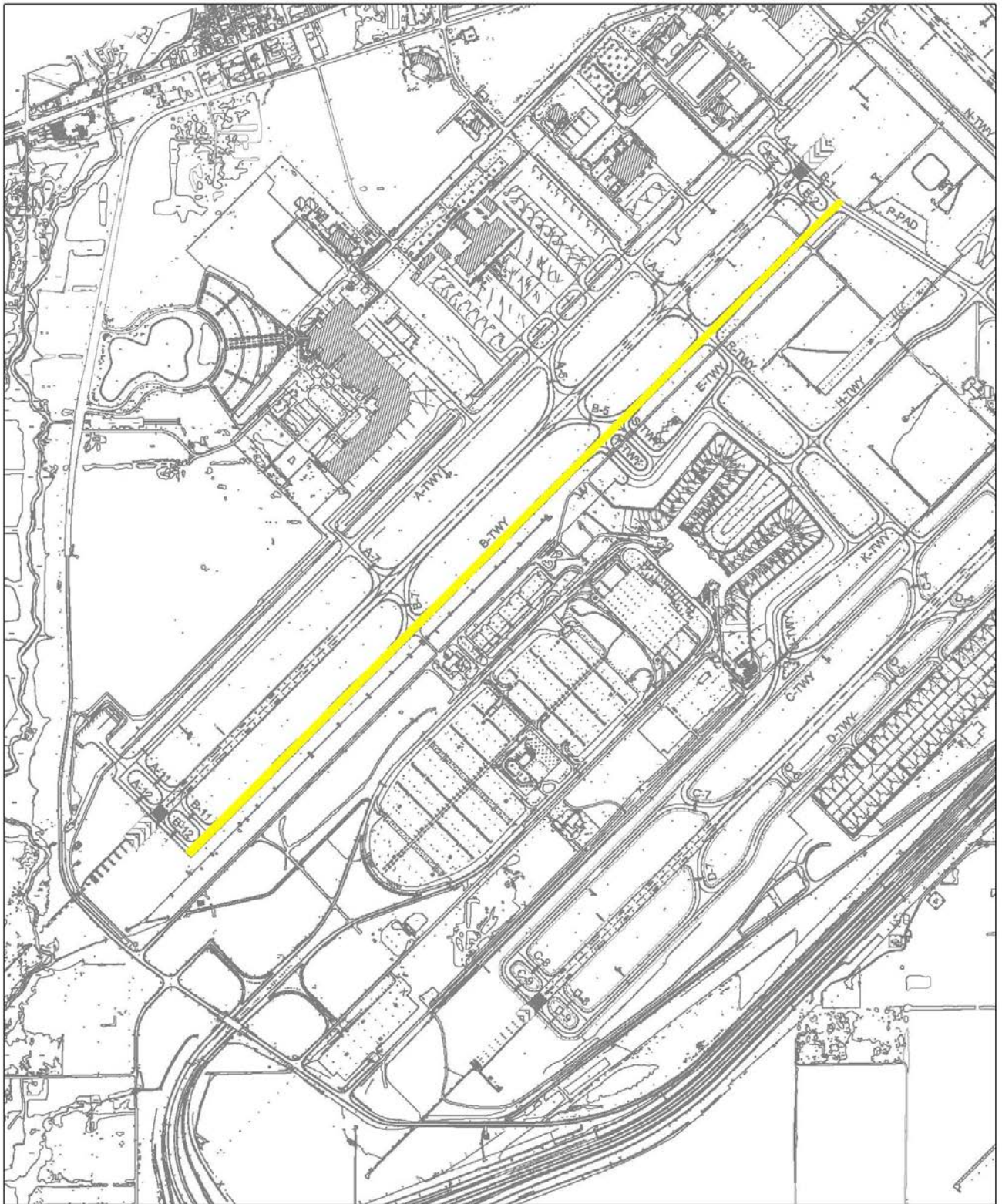
Contract award anticipated after quote opening in late April 2014 with substantial completion in May 2014.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals: DBE 14%, MBE 18%, WBE 5%, and VBE 3%

Recommendation

The IAA Staff recommends the Board consider for approval the Delegation of Authority to the IAA Executive Director to approve and execute a contract for construction services to the lowest responsive and responsible quoter for Rehabilitate Taxiway B – Phase 1B.



INDIANAPOLIS INTERNATIONAL AIRPORT
TAXIWAY "B" (BRAVO)





BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: March 24, 2014

Board Date: April 18, 2014

Subject: Approval of Plans and Specifications for Project # C-13-039, Runway 7-25 & Taxiway A Extension Phase III at Indianapolis Regional Airport, and Authorize the Public Bidding Process

Background

The Runway 7-25 and Taxiway A Extension project at Indianapolis Regional Airport was split into three (3) phases for grant funding. Phase I was for design of the Runway 7-25 and Taxiway A Extension and Localizer Relocation in 2012. Phase II was the Localizer Relocation construction and was completed summer 2013. Phase III is extension of Runway 7-25 and Taxiway A and is programmed for construction in 2014.

Crawford, Murphy & Tilly, Inc. (CMT) was selected to provide professional services for the phased multi-year development program by a qualifications based Request for Proposal (RFP) in 2011.

Phase III of the project was approved for implementation by the Senior Management Team on March 3, 2014 with construction contingent on receipt of grant funding.

Scope

The scope of work includes the extension of Runway 7-25 and Taxiway A 500 feet to the west including earthwork, drainage, grading, asphalt paving, concrete paving, and electrical improvements.

Budget

Total construction package is estimated between \$1,000,000 and \$5,000,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

This project was included in the approved 2013 Capital Budget, however it was pushed to 2014 as grant funding was not received in 2013. Funding for this project is expected to be up to 95% Federal Aviation Association (FAA) grant funds because the original phase was 95% and up to 5% Airport capital improvement funds. The IAA will also be applying for a state grant from INDOT. When there are sufficient monies in the state budget, INDOT provides a grant of up to 2.5% of the funding, potentially reducing the Airport capital improvements funding to as little as 2.5% of the project.

This project will create additional infrastructure (i.e. a longer runway) and is subject to a rate of return calculation under the Authority's hurdle rate policy. The Authority expects to receive grant funding for at least ninety-five percent (95%) of the total costs which greatly reduces the Authority's initial capital investment. The project will enhance the competitiveness of Indianapolis Regional Airport and is expected to generate additional income, primarily in the form of additional fuel flowage fees. Based on the Authority's capital investment and the anticipated incremental fees generated as a result of this project, the internal rate of return is expected to exceed the Authority's 12.5% hurdle rate.

Schedule

Advertisement of Opportunity to Bid: April 22, 2014 and April 29, 2014
Pre-Bid Meeting: April 29, 2014 2:00 pm Building 60, Conference Room 1
Bid Opening: May 15, 2014 10:00 am Building 60, Conference Room 1

Est. Bid Award (Board Meeting): May 16, 2014 (Request for Delegate Authority)

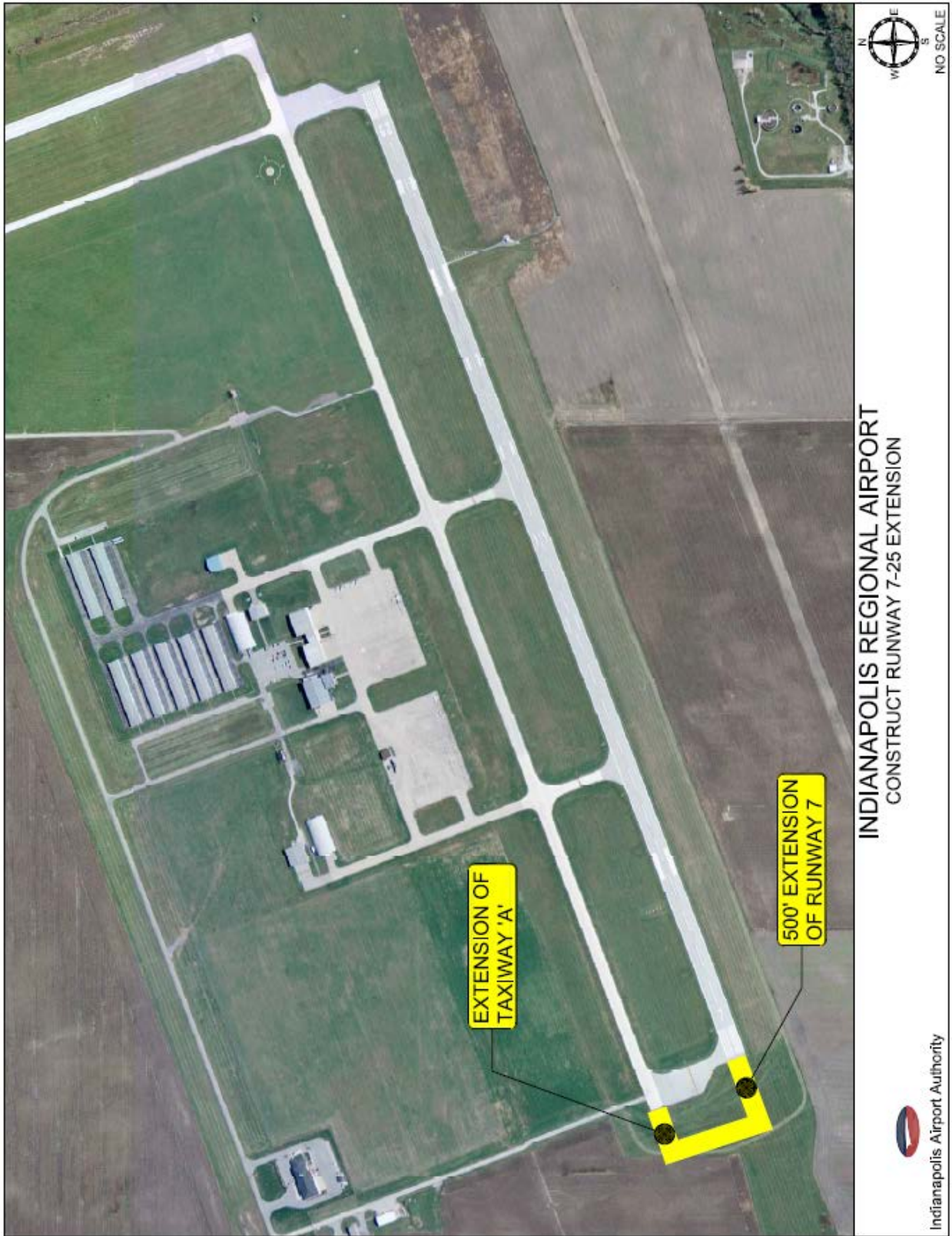
Contract award anticipated May 2014 and the substantial completion date is expected to be October 2014.

Supplier Diversity Participation

The Director of Supplier Diversity established the following participation goals:
DBE 14%, MBE 18%, WBE 5%, and VBE 3%

Recommendation

The IAA staff recommends that the Board consider for approval Plans and Specifications for Project # C-13-039, Runway 7-25 & Taxiway A Extension Phase III at Indianapolis Regional Airport, as prepared by Crawford, Murphy & Tilly, Inc., and authorize the public bidding process.





BOARD MEMORANDUM – BID AWARD

To: IAA Board of Directors

From: Shannetta Griffin, P.E., Sr. Director of Planning & Development

Date: April 11, 2014

Board Date: April 18, 2014

Subject: Award of CIP Project # H-13-036 to Gibraltar Construction Corporation for Structural Slab Replacement at Indianapolis Downtown Heliport

Background

A portion of the apron at the Downtown Heliport is located over the structural slab for the parking garage below. The joints on this portion of the apron were resealed in 2011 but the condition of the underlying structural slab indicates that the apron slab and the supporting structures need replacement based on site investigation during design. Regrading of the apron is required to fully address water infiltration issues and deterioration of the existing slab structure.

This project was initially approved for implementation by the Senior Management Team on November 26, 2012. The field investigation during design indicated the need for more extensive rehabilitation than could be accommodated within the original budget. The Senior Management Team approved proceeding with design for the increased scope and bidding of the project on July 1, 2013. On March 24, 2014, the Senior Management Team approved increasing the total project budget to \$1,000,000.00 based on the bid prices received to accommodate the required work, which will be accommodated within the overall 2014 Capital Budget. The project is eligible for grant funding and/or reimbursement with grant funding if not fully funded in 2014.

On January 17, 2014, the Board approved plans and specification for the Downtown Heliport Structural Slab Replacement, and authorized the public bidding process. The bid package for the project contained a single lump sum base bid.

On March 4, 2014, the IAA staff received two (2) bids ranging from \$673,600.00 to \$1,380,000.00. Gibraltar Construction was the lowest responsive and responsible bidder in the amount of \$673,600.00.

In addition to the contract amount, IAA is requesting a construction reserve of 3% of the total contract amount for this project. A construction reserve of 3% has been previously approved by the Board on other projects and successfully implemented to ensure timely approval of minor changes necessary due to unforeseen conditions and

circumstances. There are sufficient dollars within this project's revised budget to accommodate the funding of the 3% contingency for construction reserve. Any change orders exceeding the contract and construction reserve will be submitted to the Board for approval.

Other approved contracts for this project are a professional service contract with CHA Consulting, Inc. (previously R.W. Armstrong & Associates, Inc.) approved by the Executive Director on April 22, 2013 for field investigation and initial design, and by the Executive Director on August 16, 2013 for final design and construction administration. CHA Consulting, Inc. was selected through a qualifications based Request for Proposal per Federal Aviation Administration (FAA) requirements.

Additional professional services contracts for this project within the Executive Director's authority are expected to be executed in May 2014 for materials testing and construction inspection to provide oversight of the construction as internal IAA staff are committed to other projects.

Scope

The scope of work for this project will include: establishment of temporary electrical charging stations for the I.U. Health Life-Line ambulances during the construction period, demolition of the existing Heliport Apron including the top deck and structural support members in the parking garage directly below the slab area being replaced, construction of a new monolithic Apron deck and miscellaneous patching to the adjoining structural elements.

Budget

This contract is within the revised project budget of \$1,000,000.00. The total bid plus 3% construction reserve is \$693,808.00.

Project Costs

Contract Amount (including 3% reserve)	\$ 693,808.00
Design & Soft Costs	154,790.00
Materials Testing & Inspection	71,260.00
Contingency (12%)	<u>80,142.00</u>
Total Anticipated Project Costs	\$1,000,000.00

A total contingency of 15% (3% reserve plus 12%) is being used for this project given the nature of the project, demolition of an existing structure that is over 50 years old and structurally tying back into that same structure has a higher potential for unforeseen conditions.

This project is eligible for up to 90% Airport Improvement Program (AIP) grant funding from the Federal Aviation Administration (FAA). The IAA will also be applying for a state grant from INDOT. When there are sufficient monies in the state budget, INDOT provides a grant of up to 5% of the total project amount receiving AIP grant funds (half

the local share), potentially reducing the Airport capital improvements funding to as low as 5% of the project. The IAA has received AIP grant funds towards the design in the amount of \$187,000.00 and has two (2) years of Non-Primary Entitlement (NPE) AIP grants funds (2013 and 2014 NPEs) to allocate to this project for a total of at least \$487,000.00 AIP grant funding, approximately 50% of the total project cost excluding contingency, and it is also on the FAA's list for potential discretionary funding toward the project in 2014. If the project is not fully grant funded in 2014, the IAA can seek grant reimbursement with future Heliport NPE AIP grant funds.

This project is being undertaken to rehabilitate existing infrastructure that is integral to the continued safe operation of the heliport. As a result of the critical nature of the rehabilitation and the anticipated grant funding, this project is exempt under the Authority's hurdle rate policy and has not been subjected to an internal rate of return calculation.

Schedule

Contract award anticipated April 18, 2014 with a substantial completion date of September 2014.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

FIRM	AMOUNT				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
Area Wide Electric, Inc.	\$ 0	\$ 0	\$45,000	\$0	0.00	0.00	6.68	0.00
Circle City Rebar, LLC	31,000	31,000	0	0	4.60	4.60	0.00	0.00
Harmon Steel, Inc.	0	24,510	0	0	0.00	3.64	0.00	0.00
AJ's Tool Rental, Inc.	0	0	2,600	0	0.00	0.00	0.39	0.00
Kopetsky Tri-Ax, Inc.	15,000	0	15,000	0	2.23	0.00	2.23	0.00
Someday is Today	0	0	4,000	0	0.00	0.00	0.59	0.00
Totals	\$46,000	\$55,510	\$66,600	\$0	6.83	8.24	9.89	0.00

Recommendation

The IAA staff has reviewed the bids and recommends that the Board consider for approval an award of contract for Structural Slab Replacement at Indianapolis Downtown Heliport, Project # H-13-036, to Gibraltar Construction Corporation in an amount not-to-exceed \$673,600.00 plus a 3% construction reserve of \$20,208.00 for a total of \$693,808.00. Gibraltar Construction Corporation was the lowest responsive and responsible bidder. DBE 6.83% (Circle City Rebar, LLC, Kopetsky Tri-Ax, Inc.), MBE 8.24% (Circle City Rebar, LLC, Harmon Steel, Inc.), WBE 9.89% (Area Wide Electric, Inc., AJ's Tool Rental, Inc., Kopetsky Tri-Ax, Inc., Someday is Today), and VBE 0.00%.