



Agenda  
Indianapolis Airport Authority  
April 17, 2015  
8:30 AM

- I. **Call to Order**
- II. **Approval of Minutes of the Pre-Board and Regular Meeting of March 20, 2015**
- III. **Board Reports**  
President's Report
- IV. **Official Actions**  
Consider, for approval, the individual items listed on the IAA General Agenda, dated April 17, 2015.
- V. **Staff Reports**  
Executive Director Report
- VI. **Other Reports/Update**
- VII. **Board Communications**  
*Next Meeting: Friday, May 15, 2015 @ 8:30 a.m.*
- VIII. **Adjourn**

**MINUTES**  
**Board of Directors Meeting**  
**Indianapolis Airport Authority**

The Regular Meeting of the Indianapolis Airport Authority Board was called to order at 8:43 a.m., March 20, 2015, in the Airport's Board Room at the 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  
Jack T. Morton, Jr., Member  
Steve C. Dillinger, Member  
Jean L. Wojtowicz, Member  
Lynn T. Gordon, Advisory Member

Rex M. Joseph, Jr., IAA Board Counsel

**IAA executive staff attending:**

Mario Rodriguez, 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. Executive Assistant/Recording Secretary

**APPROVAL OF MINUTES**

Upon a motion by Ms. Wojtowicz, seconded by Mr. Flynn and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of February 20, 2015.

**ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS**

President Wells described Resolution No. 8-2015, granting the Executive Director, or his authorized representative, authorization to apply for, and accept, Offers extended to the Indianapolis Airport Authority ("IAA") by the FAA, TSA, and/or INDOT. Upon a motion by Ms. Wojtowicz, seconded by Mr. Bennett and unanimously passed, approval was given to Resolution No. 8-2015.

President Wells next described Resolution No. 9-2015, concerning certain commitments and assurances by the IAA in support of a bid for the 2016 Copa America Centenario Soccer Championship. Upon a motion by Mr. Flynn, seconded by Mr. Morton and unanimously passed, approval was given to Resolution No. 9-2015.

President Wells next opened the public hearing on [BP2015-03-1](#), concerning a Real Estate Sale Agreement with Browning Real Estate Properties, LLC, for the sale of 11.659 acres of land located to the southwest of the intersection of Washington Street and Ronald Reagan Parkway. President Wells asked if anyone had any comments or testimony. There being none, he asked for a motion. Upon a motion by Mr. Bennett, seconded by Mr. Morton and unanimously passed, approval was given to [BP2015-03-1](#).

President Wells next opened the public hearing on [BP2015-03-2](#), concerning a Real Estate Sale Agreement with Denison Partners, LLC, for the sale of one (1) acre of land located to the southwest of Interstate I-70 and State Road 267. President Wells asked if anyone had any comments or testimony. There being none, he asked for a motion. Upon a motion by Mr. Flynn, seconded by Ms. Wojtowicz and unanimously passed, approval was given to [BP2015-03-2](#).

## **BOARD REPORTS**

### **President's Report**

None.

## **OFFICIAL ACTIONS**

INTRODUCTION AND APPROVAL OF THE INDIANAPOLIS AIRPORT AUTHORITY'S GENERAL AGENDA, DATED March 20, 2015: 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:

**BP2015-03-3.** Upon a motion by Ms. Wojtowicz, seconded by Mr. Bennett and unanimously passed, approval was given to [BP2015-03-3](#).

**BP2015-03-4.** Upon a motion by Mr. Bennett, seconded by Mr. Flynn and unanimously passed, approval was given to [BP2015-03-4](#).

**BP2015-03-5.** Upon a motion by Mr. Flynn, seconded by Mr. Morton and unanimously passed, approval was given to [BP2015-03-5](#).

**BP2015-03-6.** Upon a motion by Ms. Wojtowicz, seconded by Mr. Dillinger and unanimously passed, approval was given to [BP2015-03-6](#).

**BP2015-03-7.** Upon a motion by Mr. Bennett, seconded by Mr. Flynn and unanimously passed, approval was given to [BP2015-03-7](#).

**BP2015-03-8.** Upon a motion by Mr. Morton, seconded by Mr. Bennett and unanimously passed, approval was given to [BP2015-03-8](#).

**BP2015-03-9.** Upon a motion by Mr. Flynn, seconded by Mr. Morton and unanimously passed, approval was given to [BP2015-03-9](#).

**STAFF REPORTS**

**Executive Director's Report**

Mr. Rodriguez introduced Mr. Thomson, who provided an overview of the Indianapolis Airport Community Apiary Project and the benefits to all involved.

Next, Mr. Rodriguez asked Mr. Medvescek to introduce Mr. Matt Steward, who is the District Director for Congressman Todd Rokita. Mr. Steward provided a token of appreciation for allowing Congressman Rokita to use an Indiana Flag obtained from the Airport during a recent trip to Antarctica.

Finally, Mr. Rodriguez announced that the Indianapolis International Airport will be recognized by the Indianapolis City-County Council, at its meeting on April 30, 2015, with a special resolution (to be introduced by Minority Leader Michael McQuillen) for being named the "Best Airport in North America" for calendar year 2014.

**ADJOURNMENT**

President Wells announced the next IAA Board meeting is scheduled for April 17, 2015. There being no further business, the meeting was adjourned at 9:01 a.m.

**INDIANAPOLIS AIRPORT AUTHORITY \***

By: \_\_\_\_\_  
Michael W. Wells, President

DATED: \_\_\_\_\_

By: \_\_\_\_\_  
Alfred R. Bennett, Secretary

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

IAA Board Meeting  
General Agenda  
April 17, 2015

General:

- BP2015-04-1** Consider for approval the Independent Accountants' Report and Financial Statements of the Indianapolis Airport Authority for the years ending December 31, 2014 and 2013 as reviewed and recommended by the Finance and Audit Committee
- BP2015-04-2** Consider for approval, that: (i) the IAA Board declare that an emergency exists in connection with, and as a result of, the most recent roof failures that occurred in March, 2015; (ii) the IAA Staff be authorized to take all reasonable and necessary steps to promptly address the situation from a safety standpoint, including the replacement of the portion of the IAA roof in question; and (iii) the IAA Board delegate authority to the IAA's Executive Director and the General Counsel to execute contracts and other documents that may be necessary or required for addressing/resolving this matter as quickly as possible and in accordance with IAA's best interests (including roof replacement)

Capital Program:

- BP2015-04-3** Consider for approval Plans and Specifications for Terminal Entry Expansion Joint Rehabilitation, Project No. I-15-008, as prepared by Cornerstone Engineering, Inc., and authorize the public bidding process
- BP2015-04-4** Consider for approval Plans and Specifications for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, as prepared by Durham Engineering, Inc., and authorize the public bidding process
- BP2015-04-5** Consider for approval Plans and Specifications for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, as prepared by Woolpert Inc., and authorize the public bidding process
- BP2015-04-6** Consider for approval Plans and Specifications for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051, as prepared by Parsons Cunningham & Shartle Engineers, Inc., and authorize the public bidding process
- BP2015-04-7** Consider for approval Plans and Specifications for Rehabilitate Runway 15-33 and Taxiway Connectors A1, A2, A3 and A4 and Replace Airfield Lighting at Metropolitan Airport, Project No. M-15-045 & 046, as prepared by Woolpert Inc., and authorize the public bidding process

BP2015-04-8

Consider for approval the Delegation of Authority to the IAA Executive Director to approve and execute a contract for Rehabilitate Runway 5L-23R and Taxiway A and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003, to The Harper Company in an amount not-to-exceed \$13,317,625.55 plus a 3% construction reserve of \$399,528.77 for a total of \$13,717,154.32. The Harper Company was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 10.81% (The Hoosier Company, Earth Images, AJ's Tool Rental, Laura Kopetsky TRI-AX, Inc., Ward Trucking), MBE 0.56% (Ward Trucking), WBE 13.34% (The Hoosier Company, Protection Plus, Earth Images, AJ's Tool Rental, Laura Kopetsky TRI-AX, Inc.), and VBE 0%



## **BOARD MEMO – 2014 AUDITED FINANCIAL STATEMENTS**

To: IAA Board of Directors  
From: Robert Thomson, Sr. Director of Finance  
Date: April 6, 2015  
Board Date: April 17, 2015  
Subject: 2014 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, 2014 and 2013, 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 6, 2015 the Authority's Finance and Audit Committee reviewed the statements and approved the recommendation for approval to the full Indianapolis Airport Authority Board.

### **Recommendation**

Consider for approval the Independent Accountants' Report and Financial Statements of the Indianapolis Airport Authority for the years ending December 31, 2014 and 2013 as reviewed and recommended by the Finance and Audit Committee.



## **BOARD MEMO – EMERGENCY DECLARATION**

To: IAA Board of Directors

From: Joseph R. Heerens, General Counsel

Date: April 2, 2014

Board Date: April 17, 2014

Subject: Declaration of Emergency for Portion of IMC Roof

### **Background**

A new roof was installed on a portion of the IMC Building about six years ago, on or about January 9, 2009. Since its installation, this roof has experienced numerous leaks that have been extremely disruptive to the business of the tenant occupying that portion of the premises. Despite repairs being made over this six year period, the roof continues to experience leaks on a regular basis.

On March 3, 2015, IAA Management reported to Hinshaw Roofing and Sheet Metal Co., Inc., of Frankfort, Indiana (“Hinshaw”), and Performance Roof Systems, Inc., of Kansas City, Missouri (“PRS”) (sometimes hereinafter collectively referred to as the “Contractors”), that water penetration (leaks) from the roof of the IMC Building have caused damage to at least nine (9) interior areas of the IMC Building. Hinshaw was the installer of the roof and PRS was the manufacturer of the roofing material. At least two of the reported leaks pushed through the ceiling tiles and made it to the floor.

Shortly thereafter, on March 13, 2015, the IAA reported additional roof leaks to the Contractors. While there were no personal injuries caused by the leaks, the IAA, for safety purposes, took immediate action, in both instances that occurred in March, to relocate our tenant’s people and equipment and to block-off areas under the leaks. We recognized that there was a risk that interior ceiling tiles or materials, which had been damaged by the leaks, could fall on people and/or equipment in areas located under the known leaks.

Based on the history of this roof, the IAA no longer has confidence in the roof or that it can be repaired so that it no longer leaks. Thus, the IAA is left with little choice but to install a new roof as soon as possible.

### **Warranty**

The roof is under a 20-year warranty from PRS, which provides, in relevant part, that PRS’ liability is limited to repair or replacement of any portion of the roof

system damaged by leaks which are the result of improper installation of the system, membrane performance, or ordinary wear and tear by the elements.

The one-year warranty provided by Hinshaw has expired.

### **Risk to Public Safety**

As we have repeatedly learned from prior experiences, water will penetrate the interior portions of the IMC Building, causing a danger to people. Overhead ceiling materials could fall on people, and wet floors may cause slip and falls to occur as well (resulting in personal injuries).

In connection with these leaks, the IAA has taken extraordinary steps to keep people safe by relocating IMC occupants to new areas away from the leaks. The IAA has also taken extraordinary steps to otherwise mitigate the potential for slip and fall injuries to occupants and the public from the leaks, or damage to files, computers, equipment, and other personal property of the tenant.

Further, spring is a rainy time of year which adds additional urgency to replacing the roof. Every time it rains, the IAA must properly manage the potential risk to occupants and the public by having a heightened awareness to watch for new leaks and be ready to take prompt corrective action if any leaks occur. Therefore, it is imperative that the roof be replaced as soon as possible.

### **Emergency Declaration**

Under Indiana law, a governmental entity may declare an “emergency” if the situation threatens the public health, welfare or safety, and requires immediate action. The law provides that if an emergency exists, the board, upon a declaration of emergency, may contract for a public work project without advertising for bids so long as they are invited from at least two (2) persons or entities known to deal in the required work. In addition, the minutes of the IAA Board Meeting must show the declaration of emergency.

Based on the threat to public health, welfare and safety caused by this ongoing problem of water leaking into the IMC Building, it is prudent for the IAA Board to declare an “emergency” at this time, as it will enable the IAA Staff to move more quickly to address and resolve this situation.

Having an emergency declaration will empower IAA Staff to promptly take steps to replace the portion of the IMC roof in question. The benefit of declaring an emergency is that steps to replace the roof can be taken in a shorter period of time than normally allowed under Indiana procurement laws, thus reducing the safety risks to the occupants and the general public.

### **Recommendation**

The IAA Management recommends, for approval, that: (i) the IAA Board declare that an emergency exists in connection with, and as a result of, the most recent

roof failures that occurred in March, 2015; (ii) the IAA Staff be authorized to take all reasonable and necessary steps to promptly address the situation from a safety standpoint, including the replacement of the portion of the IAA roof in question; and (iii) the IAA Board delegate authority to the IAA's Executive Director and the General Counsel to execute contracts and other documents that may be necessary or required for addressing/resolving this matter as quickly as possible and in accordance with IAA's best interests (including roof replacement).



## **BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL**

To: IAA Board of Directors

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

Date: April 7, 2015

Board Date: April 17, 2015

Subject: Approval of Plans and Specifications for Terminal Entry Expansion Joint Rehabilitation at Indianapolis International Airport, Project No. I-15-008, and Authorize the Public Bidding Process

### **Background**

This project is to repair expansion joints along four entry doors on upper level drive at the main terminal entrances to prevent water from entering the terminal structure. The water that is currently entering the building is resulting in damage to the terminal structure and to the baggage conveyor system. The existing expansion joints are no longer preventing water from entering the structure.

In 2014, Cornerstone Engineering provided a design to replace failed expansion joints under and perpendicular to the center entrance to the building from the departures level drive. Because of the success of their design and their experience with the building, Cornerstone Engineering has been selected to provide plans and specifications and to assist with the construction administration for this project.

On January 14, 2015, Executive Director approved a Professional Services Contract with Cornerstone Engineering for design.

### **Scope**

This project will redirect water currently entering the building and the curbside baggage conveyors, preventing damage to the terminal structure and baggage processing system.

### **Budget**

Total construction package is estimated between \$100,000 and \$250,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

This project will be 100% 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, 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 21, 2015 and April 28, 2015  
Pre-Bid Meeting: May 5, 2015 9:00 am Building 60, Conference Room 1  
Bid Opening: May 21, 2015 2:30 pm Building 60, Conference Room 1

Contract award anticipated June 19, 2015 and the substantial completion date is expected to be December 2015.

**Supplier Diversity Participation**

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

**Recommendation**

The IAA staff recommends that the Board consider for approval Plans and Specifications for Terminal Entry Expansion Joint Rehabilitation, Project No. I-15-008, as prepared by Cornerstone Engineering, Inc., and authorize the public bidding process.



## **BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL**

To: IAA Board of Directors

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

Date: April 7, 2015

Board Date: April 17, 2015

Subject: Approval of Plans and Specifications for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, and Authorize the Public Bidding Process

### **Background**

The Indianapolis Airport Authority (IAA) owns and maintains approximately 23 miles of roads and 110 acres of parking lots at Indianapolis International Airport (IND). More than 50% of the roads were constructed before 1990. During 2011, a pavement evaluation and management plan was prepared for the IAA to use as a tool to cost effectively manage the roadway pavements to maximize their useful life. A similar plan was developed for the parking lots in 2013. The 2015 Airport Roads and Parking Lots is a combination of three capital projects to implement the 2015 work in order to maximize economies of scale in execution and oversight.

The Rehabilitate Airport Roads and Parking Lots 2015 project consists of:

- Rehabilitate Airport Roads – 2015: localized rehabilitation and crack sealing of the IND perimeter road system including South Service Road, South Access Road, and North Access Road, and repairs to Weir Cook Drive shoulders. Project also contains sections of the perimeter roads system to include New Haven Drive and Hoffman Road, and addressing erosion issues along West Perimeter Road near the bridge and access roads between Weir Cook and North and South Service Roads.
- Rehabilitate Airport Lots – 2015: localized rehabilitation and crack sealing of the employee, police, Airport Operations Center/Emergency Operations Center (AOC/EOC), and limo/taxi parking lots.
- Rehabilitate High School Road, Rehabilitate Roads 2014, and Replace Republic Entrance were a combined 2014 project and were carried over to 2015. Due to the bid environment at the time the project was bid in 2014, no bids were received. A portion of the work including limited localized rehabilitation to High School Road, manhole repair, and crack sealing on perimeter roads was

accomplished via change orders to existing projects with similar work scope. The balance of the work on High School Road and the replacement of the Republic entrance will be accomplished as part of the 2015 project.

After the 2015 project construction is accomplished, the 2011 roadway and 2013 parking lot management plan will be reviewed and updated for work accomplished and the current condition of the pavements to identify the priorities for at least the next five years.

The IAA issued a qualifications based Request for Proposals (RFP) to select a designer for the 2014 project. Durham Engineering, Inc. (Durham) was ranked highest by the committee to meet the 2014 project's design requirements. With the rollover of 2014 plans into the 2015 project and the similar scope of the 2015 project to the 2014 project, Durham was selected for 2015 project.

On January 23, 2015 the Board approved a Professional Services contract with Durham Engineering, Inc.

### **Scope**

The scope of work includes: localized rehabilitation and crack sealing to repairs to South Service Road, South Access Road, and North Access Road, New Haven Drive and Hoffman Road, and addressing erosion issues along West Perimeter Road near the bridge and access roads between Weir Cook and North and South Service Roads. New Republic Airways hangar entrance, repairs along Weir Cook Drive shoulders and High School Road. Localized repair and crack sealing of employee, police, Airport Operations Center/Emergency Operations Center (AOC/EOC), and limo/taxi parking lots.

### **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 will be 100% 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, 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 21, 2015 and April 28, 2015

Pre-Bid Meeting: April 23, 2015 2:30 pm Building 60, Conference Room #1

Bid Opening: May 19, 2015 10:30 am Building 60, Conference Room #1

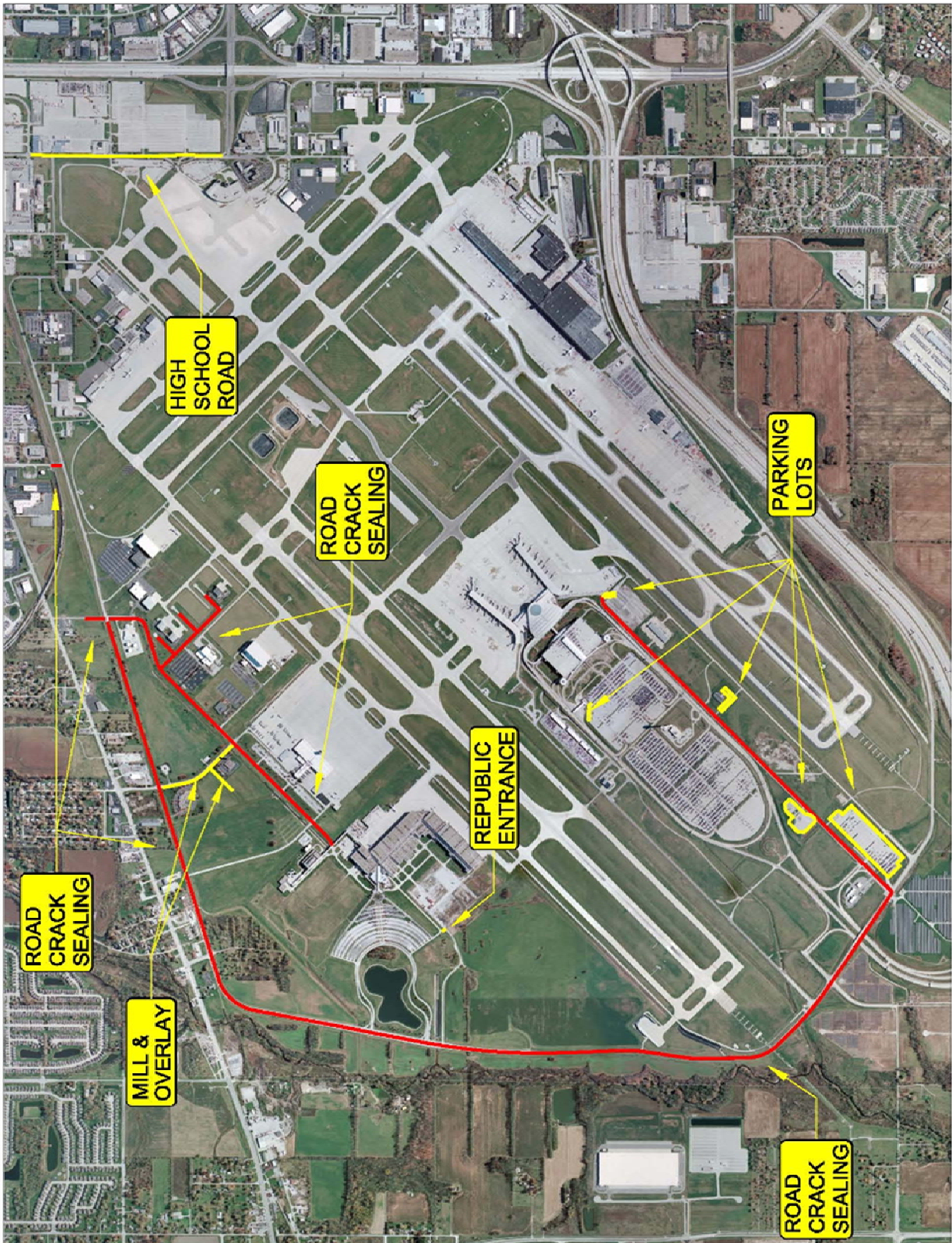
Contract award anticipated June 19, 2015 and the substantial completion date is expected to be December 2015.

**Supplier Diversity Participation**

The Director of Supplier Diversity established the following participation goals:  
MBE 10%, WBE 5%, and VBE 3%

**Recommendation**

The IAA staff recommends that the Board consider for approval Plans and Specifications for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, as prepared by Durham Engineering, Inc., and authorize the public bidding process.





## **BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL**

To: IAA Board of Directors

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

Date: April 7, 2015

Board Date: April 17, 2015

Subject: Approval of Plans and Specifications for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, and Authorize the Public Bidding Process

### **Background**

Indianapolis Regional Airport (MQJ) has nine taxilanes serving seven T-Hangar units. The pavement requires rehabilitation to keep it in safe operating condition. In 2014, a short-term repair was done that involved a mill and overlay limited to localized areas primarily within the 400 Series (western) T-Hangar taxilanes that were selected to minimize Foreign Object Debris (FOD) until a more complete rehabilitation of the T-Hangar taxilanes.

Woolpert, Inc. designed a full rehabilitation of 400 and 500 Series T-Hangar Taxilanes and the main taxilane in 2010, but grant funding was not received for construction so the design was “put on the shelf” until the project was funded. This design was partially utilized for localized short-term repair in 2014. Having done the initial design, Woolpert, Inc. was selected to update the plans and prepare the bid documents for the existing T-Hangar taxilane design.

The total T-Hangar taxilanes rehabilitation project is larger than the programmed grant funding for 2015. Therefore, this project will have a base project of the most critical needs that were not addressed in the 2014 repairs and bid alternate to include as much construction as grant funding allows. The 2015 project will focus on the 500 Series taxilanes and the center taxilane.

On February 9, 2015, Executive Director approved a Professional Services Contract with Woolpert Inc. for design.

### **Scope**

The scope of work includes localized full depth repair, mill and overlay for 500 Series T-Hangar taxilane, a portion of 400 Series T-Hangar taxilane and center taxilane rehabilitation for the project to fit construction to available grant funds.

**Budget**

Total construction package is estimated between \$250,000 and \$500,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

The funding for this project is expected to be 90% Federal Aviation Administration (FAA) grant funds and up to 10% Airport capital improvement funds. The IAA will also be applying for a state grant from Indiana Department of Transportation (INDOT). When there are sufficient monies in the state budget, INDOT provides a grant up to 5% of the funding potentially reducing the Airport capital funding to as little as 5% of the project. FAA and INDOT grant funding are programmed for 2015.

The project is being undertaken to rehabilitate existing infrastructure that is integral to the continued safe operations of the airport and is anticipated to be grant funded. 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**

Advertisement of Opportunity to Bid:	April 21, 2015 and April 28, 2015		
Pre-Bid Meeting:	April 30, 2015	2:30 pm	Building 60, Conference Room 1
Bid Opening:	June 4, 2015	2:00 pm	Building 60, Conference Room 1

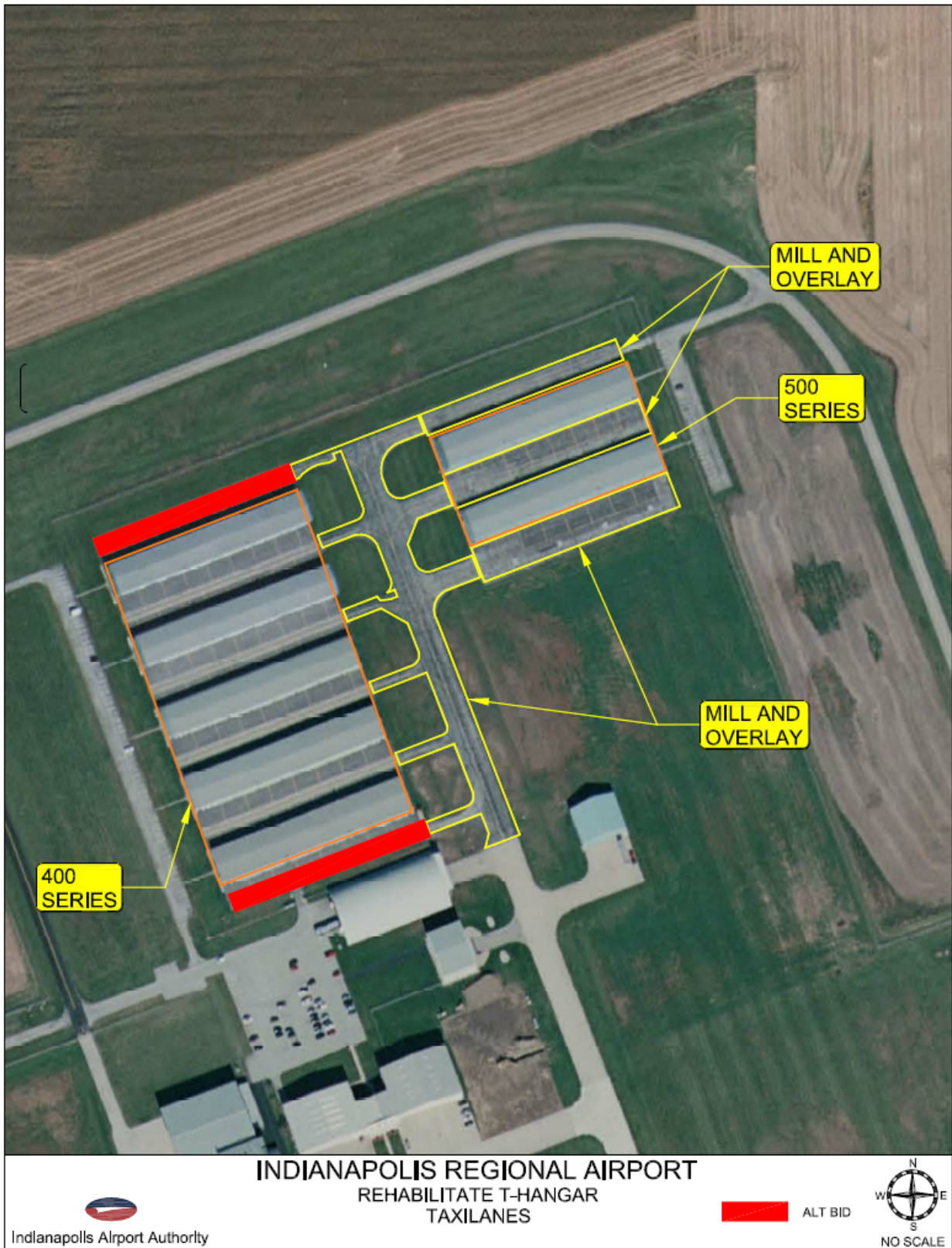
Contract award anticipated June 19, 2015 and the substantial completion date is expected to be December 2015.

**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 Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, as prepared by Woolpert Inc., and authorize the public bidding process.





## **BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL**

To: IAA Board of Directors

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

Date: April 7, 2015

Board Date: April 17, 2015

Subject: Approval of Plans and Specifications for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051, and Authorize the Public Bidding Process

### **Background**

A wildlife fence is being constructed in phases at Hendricks County Airport/Gordon Graham Field to maximize grant funding. Phase I was completed in March 2012 and included installation of a 10-foot security fence along the western, southern, and a portion of northern boundary. Phase II was completed in December 2012 and included installation of a 10-foot security fence along the southeastern boundary of the airport. Phase III was completed in September 2014 and included installation of a 10-foot security fence along the northeastern boundary of the airport. Currently, the eastern entry has a 6-foot fence, 3 electronic entry gates and 4 pedestrian gates. In order to enhance the airfield safety and security, this project will remove the existing 6-foot security fencing up to and around the corporate hangar and Indianapolis Airport Authority (IAA) Maintenance facility of the airport, and install customer friendly 8-foot fence around parking area. This will serve as a deterrent to wildlife and also impede unauthorized personnel and vehicles access to the airfield areas. When this project is complete, all phases of the perimeter fence will be in place.

On January 26, 2015, the Executive Director executed a Professional Services contract with Parsons Cunningham & Shartle Engineers, Inc. (PCS)

The selection of PCS Engineers, Inc. used the Federal Aviation Administration (FAA) informal qualifications based selection process. PCS Engineers was selected for the Wildlife Fence Construction phased project.

### **Scope**

The scope of this project provides for the installation of new 10-foot security fencing up to and around the corporate hangar and Indianapolis Airport Authority (IAA) Maintenance facility of the airport, and install customer friendly 8-foot fence around parking area as shown on the attached exhibit.

**Budget**

Total construction package is estimated between \$100,000 and \$250,000. The range is established per Federal Acquisition Regulation Subpart 36.2.

The Install Perimeter Fencing Phase IV project is in the approved 2015 Capital Budget as 2016 spend. This project is being accelerated to 2015 to utilize grant funding due to delay in the Fuel Farm project with ongoing coordination with FAA on Wildlife Management Plan.

The funding for this project is expected to be 90% Federal Aviation Administration (FAA) grant funds and up to 10% Airport capital improvement funds. The IAA will also be applying for a state grant from Indiana Department of Transportation (INDOT). When there are sufficient monies in the state budget, INDOT provides a grant up to 5% of the funding potentially reducing the Airport capital funding to as little as 5% of the project. Two years of Non-Primary Entitlement funds are programmed for this project.

This project is being undertaken to improve security and enhance safety and is anticipated to be grant funded. As a result of the 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 21, 2015 and April 28, 2015
Pre-Bid Meeting:	April 23, 2015 3:30 pm Building 60, Conference Room #1
Bid Opening:	May 19, 2015 11:00 am Building 60, Conference Room #1

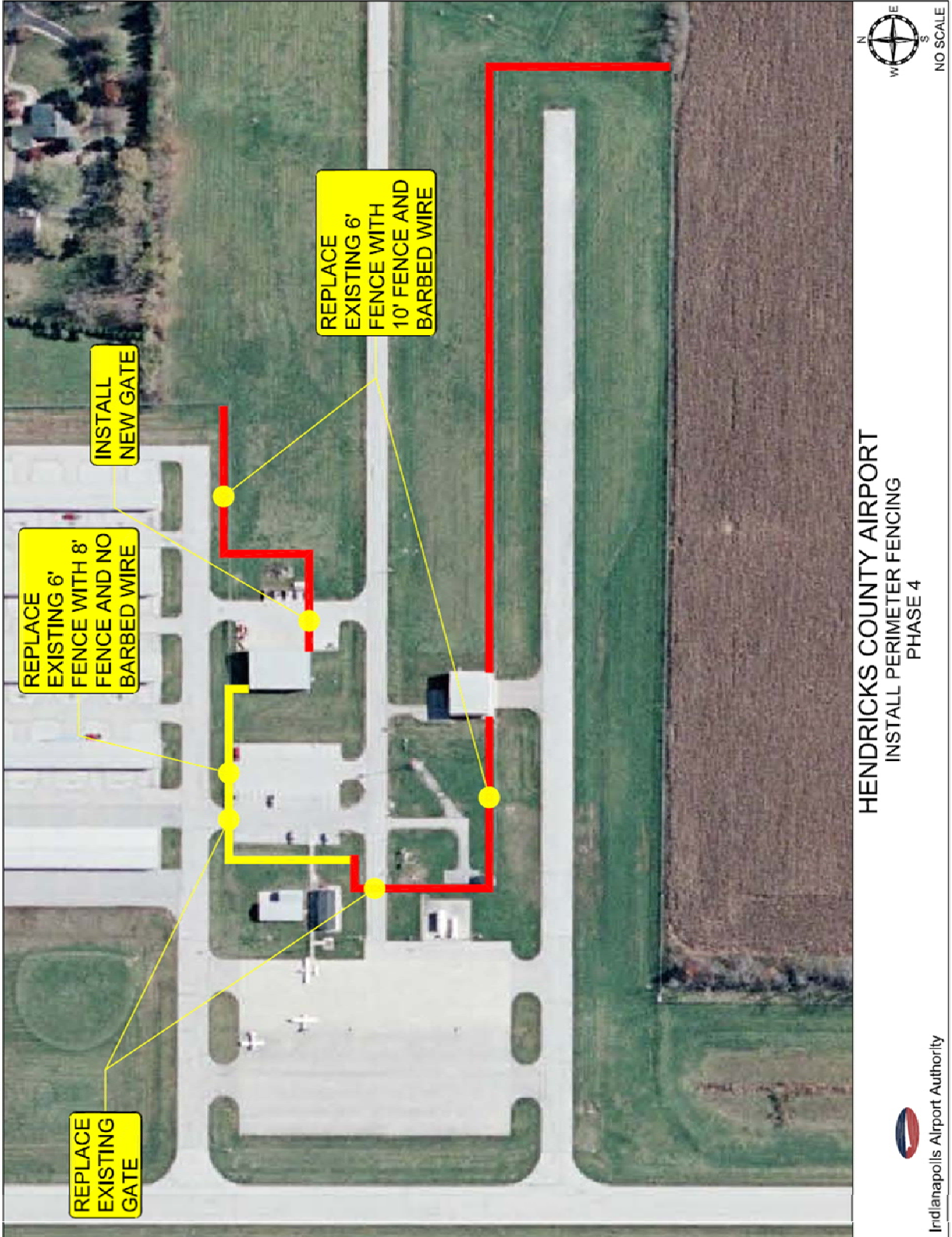
Contract award anticipated June 19, 2015 and the substantial completion date is expected to be October 2015.

**Supplier Diversity Participation**

The Director of Supplier Diversity established the following participation goals: DBE 10%, MBE 10%, WBE 5%, and VBE 3%

**Recommendation**

The IAA staff recommends that the Board consider for approval Plans and Specifications for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051, as prepared by Parsons Cunningham & Shartle Engineers, Inc., and authorize the public bidding process.





## **BOARD MEMO – PLANS & SPECIFICATIONS APPROVAL**

To: IAA Board of Directors

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

Date: April 7, 2015

Board Date: April 17, 2015

Subject: Approval of Plans and Specifications for Rehabilitate Runway 15-33 and Taxiway Connectors A1, A2, A3 and A4 and Replace Airfield Lighting at Metropolitan Airport, Project No. M-15-045 & 046, and Authorize the Public Bidding Process

### **Background**

Metropolitan Airport (UMP) has one asphalt runway, Runway 15-33. The runway was most recently overlaid in 1992 and widened in 1996. The runway including blast pad is 4,004 feet by 100 feet. The runway lighting system was installed in the 1960s and the taxiway system was installed in 1987. The majority of the lighting system is a direct buried system (wire in ground and stake mounted lights). The exception is the runway lights on the east side of the runway that were replaced as a closed system (wire in conduit and base cans on the lights) as part of the runway widening in 1996.

For grant funding purposes, the runway rehabilitation and lighting replacement have been programmed for funding as separate projects to be executed together as one improvement program. The asphalt runway rehabilitation is anticipated to include milling, repairing base as needed, crack repair, drainage system improvements as needed, asphalt overlay of runway and taxiways connectors to the relocated hold lines, runway grooving, and remarking the runway and taxiway connectors including the relocated holdlines. Pavement repair plan is in line with Indiana Department of Transportation (INDOT) recommendations. The airfield lighting replacement is anticipated to include completing the upgrade of the runway lighting system to a closed system, replacement of the taxiway lighting system with a closed system, and relocation of the guidance signs to coincide with the relocated holdlines.

Rehabilitation of the pavement and replacement of the lighting system is needed to maintain the pavement and lights in efficient operating condition; design life of pavement rehabilitation is approximately 15 years and airfield lighting at least 10 years.

On November 13, 2014, the Executive Director executed initial professional services contract with Woolpert Inc. to allow for field investigation of the design to commence before winter weather. The initial design services included site visit with Indianapolis

Airport Authority (IAA) staff and key tenants, field survey, geotechnical investigation, drainage system videoing and evaluation, inventory of airfield electrical system and draft lighting justification study to identify the preferred type of replacement electrical system.

On November 21, 2014, the Board approved Amendment No. 1 with Woolpert Inc. authorizing the remainder of the design. The preliminary and final design services in the amendment include: pavement design, electrical design for the preferred system, preparation of safety phasing plan, preparation of plans and specifications, safety risk analysis of project, design review meetings, outreach to tenants and surrounding community to inform about an around the clock accelerated construction schedule.

**Scope**

The scope of work includes the mill and overlay of Runway 15-33 including localized full depth repair, earthwork, drainage, and grading, and electrical improvements to runway and taxiways.

**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.

The funding for this project is expected to be 90% Federal Aviation Administration (FAA) grant funds and up to 10% Airport capital improvement funds. The majority of the anticipated funding will be discretionary funds. The IAA will also be applying for a state grant from Indiana Department of Transportation (INDOT). When there are sufficient monies in the state budget, INDOT provides a grant up to 5% of the funding, potentially reducing the Airport capital funding to as little as 5% of the project. IAA has received design grant funding for this project.

The project is being undertaken to rehabilitate existing infrastructure that is integral to the continued safe operations of the airport and is anticipated to be grant funded. 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**

Advertisement of Opportunity to Bid:	April 21, 2015 and April 28, 2015		
Pre-Bid Meeting:	May 14, 2015	2:30 pm	Building 60, Conference Room 1
Bid Opening:	June 4, 2015	2:30 pm	Building 60, Conference Room 1

Contract award anticipated June 19, 2015 and the substantial completion date is expected to be December 2015.

**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 Rehabilitate Runway 15-33 and Taxiway Connectors A1, A2, A3 and A4 and Replace Airfield Lighting at Metropolitan Airport, Project No. M-15-045 & 046, as prepared by Woolpert Inc., and authorize the public bidding process.





## **BOARD MEMO – DELEGATION OF AUTHORITY**

To: IAA Board of Directors

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

Date: March 18, 2015

Board Date: April 17, 2015

Subject: Delegation of Authority to the Executive Director to Award a Construction Contract for Rehabilitate Runway 5L-23R and Taxiway A, and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003 and I-14-002, to The Harper Company

### **Background**

This project will provide localized rehabilitation for concrete pavements on Runway 5L-23R, Taxiway A and Taxiway B. Also, concrete shoulders on Taxiway D at FedEx points 3 and 4 will be rehabilitated along with asphalt roadways at ARFF Station 1 and Foxtrot Lane between Taxiway B and Runway 5L-23R. See attached exhibit for locations.

Runway 5L-23R at Indianapolis International Airport (IND) was constructed in 1996 and localized rehabilitation was completed in 2002 and 2008. Taxiway A was constructed in phases between 1985 and 1996. Localized rehabilitation was completed in 2003 and 2007. The results of a 2012 IND Airfield Pavement Evaluation and Management Plan indicate rehabilitation is needed in localized areas on Runway 5L-23R and Taxiway A.

Rehabilitate Runway 5L-23R and Taxiway A was originally programmed for construction in 2014. Due to an unfavorable single bid, rejected by the Board on August 15, 2014, the project is being re-phased and rebid in 2015.

Rehabilitate Runway 5L-23R and Taxiway A are included as separate projects in the approved 2015 Capital Budget for Federal Aviation Administration (FAA) grant funding purposes and the quantities for each will be tracked separately, but the projects will be executed as a single project.

Taxiway B is the south parallel taxiway to Runway 5L-23R at Indianapolis International Airport and serves the north side of the terminal ramp. Taxiway B was constructed in phases between 1996 and 2005.

Taxiway B exhibited premature distress concentrated around the longitudinal joints on the two pilot paving lanes. After extensive investigation, the cause of the premature distress was identified as a material failure of the dowel bar epoxy in the pilot lane pavements. With the cause of the distress in Taxiway B identified and the taxiway having

reached half of its design life, IAA staff has coordinated with the FAA Airports District Office (ADO) on the design for rehabilitation for Taxiway B. Since Taxiway B is programmed for discretionary funding initially in phases, the ADO recommended including Taxiway B with the Runway 5L-23R and Taxiway A project as two bid alternates. The first bid alternate will be the first phase of Taxiway B rehabilitation. The second bid alternate is the balance of the Taxiway B rehabilitation, which is currently programmed for 2016 and 2017 construction, to identify the potential savings due to economy of scale that may allow the entire project to be completed in one year if favorable pricing is received and additional grant funding can be obtained.

On February 20, 2015, the Board approved plans and specifications for Rehabilitate Runway 5L-23R, Taxiway A and Taxiway B at Indianapolis International Airport, Project No. I-14-003 and I-14-002, and authorized public bidding process.

On March 26, 2015, the IAA staff received two bids. The project contained three base bid options and one alternate bid item for concrete shoulder repair along Taxiway D. To align the work with the available funding, this contract consists of Base Bid Option 3, Alternate 1 and Alternate 2. The bids for Base Bid Option 3, Alternate 1 and Alternate 2 ranged from \$13,317,625.55 to \$22,420,000.00.

The Harper Company was the lowest responsive and responsible bidder in the amount of \$13,317,625.55 for the Base Bid Option 3, Alternate 1 and Alternate 2.

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.

### **Scope**

The scope of work includes crack repair, spall repair, joint sealant and panel replacement for concrete pavements on Runway 5L-23R, Taxiway A and Taxiway B at IND. Localized concrete shoulder rehabilitation along Taxiway D along with localized asphalt rehabilitation on Foxtrot Lane between Taxiway B and Runway 5L-23R and ARFF Drive between ARFF Station 1 and Taxiway B will be included in this project. See attached exhibit for locations.

### **Budget**

The Harper Company contract is \$13,317,625.55, which is within the approved 2015 Capital Budget for Rehabilitate Runway 5L-23R and Taxiway A and Rehabilitate Taxiway B.

Contract Amount (including 3% reserve)	\$ 13,717,154.32
Design (including survey and geotechnical)	814,874.51
Advertisements for Bid	919.60
Materials Testing	250,000.00
Inspection	50,000.00
<b>Total Anticipated Project Cost</b>	<b>\$14,832,948.43</b>

The funding for this project is expected to be 75% Federal Aviation Administration (FAA) grant funds and 25% Airport cash funded. Entitlement funds have been identified for the Runway and a portion of Taxiway A. Discretionary funding will be needed to complete Taxiway A and Taxiway B. Discretionary funding for this project has not been received yet.

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, 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 upon notification of funding and the substantial completion date is expected to be November 2015.

**Supplier Diversity Participation**

The Director of Supplier Diversity has approved the following:

Firm	Amount				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
The Hoosier Company	263,443.97	0.00	263,443.97	0.00	1.98%	0.00%	1.98%	0.00%
Protection Plus	0.00	0.00	411,264.00	0.00	0.00%	0.00%	3.09%	0.00%
Earth Images	21,388.50	0.00	21,388.50	0.00	0.16%	0.00%	0.16%	0.00%
AJ's Tool Rental	921,898.56	0.00	921,898.56	0.00	6.92%	0.00%	6.92%	0.00%
Laura Kopetsky TRI-AX, Inc.	158,353.75	0.00	158,353.75	0.00	1.19%	0.00%	1.19%	0.00%
Ward Trucking	74,800.00	74,800.00	0.00	0.00	0.56%	0.56%	0.00%	0.00%
<b>Totals</b>	<b>\$1,439,884.78</b>	<b>\$74,800.00</b>	<b>\$1,776,348.78</b>	<b>\$0.00</b>	<b>10.81%</b>	<b>0.56%</b>	<b>13.34%</b>	<b>0.00%</b>

**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 Rehabilitate Runway 5L-23R and Taxiway A and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003, to The Harper Company in an amount not-to-exceed \$13,317,625.55 plus a 3% construction reserve of \$399,528.77 for a total of \$13,717,154.32. The Harper Company was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 10.81% (The Hoosier Company, Earth Images, AJ's Tool Rental, Laura Kopetsky TRI-AX, Inc., Ward Trucking), MBE 0.56% (Ward Trucking), WBE 13.34% (The Hoosier Company, Protection Plus, Earth Images, AJ's Tool Rental, Laura Kopetsky TRI-AX, Inc.), and VBE 0%.

