



Agenda
Indianapolis Airport Authority
June 19, 2015
8:30 AM

- I. **Call to Order**
- II. **Approval of Minutes of the Pre-Board and Regular Meeting of May 15, 2015**
- III. **Ordinances, Resolutions and Public Hearings**
 - a) Introduction of **General Ordinance No. 1-2015** concerning 2016 Indianapolis Airport Authority Budget.
 - b) Consider, for approval, **Resolution No. 11-2015** concerning the execution of Amendment No. 1 to the lease with Schenker, Inc.
- IV. **Board Reports**

President's Report
- V. **Official Actions**

Consider, for approval, the individual items listed on the IAA General Agenda, dated June 19, 2015.
- VI. **Staff Reports**

Executive Director Report
- VII. **Other Reports/Update**
- VIII. **Board Communications**

Next Meeting: Friday, July 17, 2015 @ 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 8:42 a.m., May 15, 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
Dr. Philip C. Borst, Member
Jack T. Morton, Jr., Member
Steve C. Dillinger, 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 Mr. Flynn, seconded by Mr. Morton and unanimously passed, approval was given to the Minutes of both the Pre-Board and Regular Meetings of April 17, 2015.

ORDINANCES, RESOLUTIONS AND PUBLIC HEARINGS

President Wells described Resolution No. 9-2015, concerning the disposition of IMC assets via Private Sale to Dallara, LLC and Comlux America, LLC. Upon a motion by Mr. Dillinger, seconded by Mr. Flynn and unanimously passed, approval was given to Resolution No. 9-2015.

BOARD REPORTS

President's Report

None.

OFFICIAL ACTIONS

INTRODUCTION AND APPROVAL OF THE INDIANAPOLIS AIRPORT AUTHORITY'S GENERAL AGENDA, DATED May 15, 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:

BP2015-05-1. Upon a motion by Mr. Bennett, seconded by Mr. Morton and unanimously passed, approval was given to BP2015-05-1.

BP2015-05-2. Upon a motion by Mr. Flynn, seconded by Dr. Borst and unanimously passed, approval was given to BP2015-05-2.

BP2015-05-3. Upon a motion by Mr. Morton, seconded by Mr. Bennett and unanimously passed, approval was given to BP2015-05-3.

BP2015-05-4. Upon a motion by Mr. Morton, seconded by Dr. Borst and unanimously passed, approval was given to BP2015-05-4.

STAFF REPORTS

Executive Director's Report

Mr. Rodriguez introduced Mr. Brian Eckstein of IAA Guest Services, who is the 2014 Annual Leadership Award winner; and Ms. Rebecca Skaggs of IAA Parking, who is the 2014 Annual RITE Award winner.

Mr. Rodriguez next introduced Mr. Medvescek, who then recognized the Airport Police Department, including Officer Carrie Godme and K-9 Officer Rodney Sims. This week is National Police Week.

ADJOURNMENT

President Wells announced the next IAA Board meeting is scheduled for June 19, 2015. There being no further business, the meeting was adjourned at 8:48 a.m.

INDIANAPOLIS AIRPORT AUTHORITY *

By: _____
Michael W. Wells, President

By: _____
Alfred R. Bennett, Secretary

DATED: _____

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



BOARD MEMO – 2016 BUDGET ORDINANCE

To: IAA Board of Directors
From: Robert Thomson, Sr. Director of Finance
Date: June 3, 2015
Board Date: June 19, 2015
Subject: 2016 Budget Ordinance

Attached is the draft template of the 2016 Budget Ordinance No. 1-2015. At this time staff are still working through the final details of the 2016 Budget. This Budget Ordinance when adopted will set the maximum appropriation (expenditure) levels for 2016.

The budget process requires an Introduction, an Initial Hearing and presentation, and the Final Hearing and adoption of the Budget by August 31, 2015. The June 19, 2015 Board meeting will be the verbal Introduction of the Ordinance. The Ordinance is simply verbally introduced and no detail is discussed or presented.

The 2016 Capital Improvement Fund Budget assumptions will be reviewed in detail with the Finance and Audit Committee on June 19, 2015. The Airport System Fund Budget (which includes the Operating Budget) will be reviewed in detail with the Finance and Audit Committee on June 22, 2015. Both of these budget review meetings occur in advance of the Initial Public Hearing on the Budget, which is scheduled for the July 17, 2015 Board meeting. The Final Hearing on the 2016 Budget will be held on August 21, 2015, at which time the Board will vote to accept or reject the 2016 Budget Ordinance.

The Indianapolis City-County Council (Council) requires the Board to accept the 2016 Budget Ordinance by August 31, 2015. The Council Municipal Corporations Committee will hold a hearing on **September 11, 2015** to review the 2016 Budget and the Council will approve the budget on **October 12, 2015**.

BUDGET SUBMISSION LETTER AND CERTIFICATE

TO THE AUDITOR OF MARION COUNTY, INDIANA:

The undersigned herewith submits two copies of the Budget adopted by the Board of the Indianapolis Airport Authority for the year ending December 31, 2016, for filing and presentation to the County Tax Adjustment Board.

I certify that said copies are true and exact copies of the Budget approved by the Board on August 21, 2015, fixing the appropriations and tax levies for said year.

Dated this 21st day of August, 2015

Michael Wells
President of the Board
Indianapolis Airport Authority

Attest:

Robert Thomson
Treasurer
Indianapolis Airport Authority

STATE OF INDIANA, MARION COUNTY
INDIANAPOLIS AIRPORT AUTHORITY

I, Robert Thomson, Treasurer of the Indianapolis Airport Authority, do hereby certify the above and foregoing is a full, true and complete copy of General Ordinance 1-2015, that said Ordinance was passed by the Board of the Indianapolis Airport Authority on the 21st day of August, 2015, and now remains on file and record in the Airport offices.

WITNESS my hand and the Official Seal of
the Indianapolis Airport Authority this 21st
day of August, 2015

Robert Thomson
Treasurer
Indianapolis Airport Authority

INDIANAPOLIS AIRPORT AUTHORITY

ORDINANCE NO. 1-2015

An Ordinance appropriating monies for the purpose of defraying the expenses of the Indianapolis Airport Authority, Marion County, Indiana, for the calendar year of 2016, including all outstanding claims and obligations, and fixing a time when the same shall take effect.

Section I - Be it ordained by the Board of the Indianapolis Airport Authority, Marion County, Indiana, that for the calendar year of 2016, the following sums of money are hereby appropriated and ordered set apart out of the funds herein named and for the purpose herein specified, subject to the laws governing the same, and subject also to the conditions provided in this Ordinance. Such sums appropriated shall be held to be made during the year, unless otherwise expressly stipulated and provided by law.

Section II - That for said calendar year there is hereby appropriated out of the Airport System Fund of said Indianapolis Airport Authority the following:

Personal Services	\$ xx,xxx,xxx
Supplies & Materials	x,xxx,xxx
Other Services and Charges	xxx,xxx,xxx
Capital Outlay	<u>xxx,xxx</u>
Total Airport System Fund	\$xxx,xxx,xxx

NOTE: still finalizing numbers which will be inserted in advance of 7/17/15 meeting

That for said calendar year, there is hereby appropriated out of the Capital Improvement Fund of said Indianapolis Airport Authority the following:

Total Capital Improvement Fund	\$ xx,xxx,xxx
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NOTE: still finalizing numbers which will be inserted in advance of 7/17/15 meeting

That for said calendar year, disbursements from the appropriations of the Indianapolis Airport Authority may be transferred by the Board of the Indianapolis Airport Authority from one major budget classification to another, at any regular meeting without prior notice and without approval from the State Board of Tax Commissioners, provided such transfer does not necessitate expenditure of more money than was set out in detail in the published budget.

Section III - Said moneys appropriated shall be derived from the following sources:

Airport System Funds on Hand	\$	tbd
Capital Improvement Funds on Hand		tbd
Airport Revenues		tbd
Federal and State Grants		tbd
Transfers		tbd
Interest/Federal Payments/Other		tbd
Financing		tbd
	\$	tbd

NOTE: still finalizing numbers, Funds on Hand will be based on balances as of 6/30/15 which are not available at this time; amounts will be inserted in advance of 7/17/15 meeting

This Ordinance shall be in full force and effect after its passage. Enacted by the Board, August 21, 2015.

INDIANAPOLIS AIRPORT AUTHORITY*

By: _____
Michael Wells, President

By: _____
Alfred R. Bennett, Secretary

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



BOARD MEMO – LEASE AMENDMENT

To: IAA Board of Directors
From: Marsha Stone, Sr. Director of Commercial Enterprise
Date: June 2, 2015
Board Date: June 19, 2015
Subject: Schenker, Inc., Lease Amendment

Background

Schenker, Inc. is a third party air-freight forwarding tenant that has been based at the IMC since February 2006. Schenker has requested amending their current lease to allow their agreement to be extended three (3) additional months. This will allow Schenker to sync their IMC lease term length with their primary customer's service agreement term length. It is a routine business practice for cargo forwarders to "mirror" leased space term length with their customer contracts term length.

Scope

IAA Staff is requesting IAA Board adoption of Resolution No. 11-2015, authorizing the execution of Amendment No. 1 to the Schenker, Inc. Agreement.

Schedule

June 19, 2015: Approval of Resolution No. 11-2015, authorizing the execution of an Amendment #1 to Schenker, Inc.'s Agreement.

Revenue and/or Operating Cost Implications

Revenue:

The three (3) month term length extension generates an additional \$28,950.00 in IMC revenue.

Operating Costs:

No additional costs are incurred to support this Resolution or Amendment.

Supplier Diversity Participation

Not applicable.

Recommendation

The IAA Staff recommends the Board consider for approval Resolution No. 11-2015 concerning the execution of Amendment No. 1 with Schenker, Inc.

RESOLUTION NO. 11-2015

**RESOLUTION OF THE
INDIANAPOLIS AIRPORT AUTHORITY
APPROVING SCHENKER, INC. LEASE AMENDMENT**

WHEREAS, the Indianapolis Airport Authority (the "Authority") owns the Indianapolis Maintenance Center (the "IMC") at the Indianapolis International Airport (the "Airport") which was partially financed with the proceeds of Indianapolis Airport Authority Special Facility Revenue Bonds, Series 1995 (United Airlines, Inc.--Indianapolis Maintenance Center Project) (the "Bonds"); and

WHEREAS, since May 9, 2003, when United Airlines vacated the IMC and turned over possession of the IMC to the Authority, the Authority has been operating and maintaining the IMC in order to protect the IMC and maintain it in a leaseable condition; and

WHEREAS, the Authority has worked diligently since 2003 to evaluate the best reuse of the IMC including use of outside marketing professionals, evaluated the potential tenants that might be compatible with such reuse, evaluated the state of the market for the various facilities comprising the IMC, analyzed the rental rates currently borne by those markets and conducted a thorough search for new tenants; and

WHEREAS, the Authority entered into a Lease Agreement with Schenker, Inc. on July 20, 2012, to support international air freight operations; and

NOW, THEREFORE, BE IT RESOLVED BY THE INDIANAPOLIS AIRPORT AUTHORITY AS FOLLOWS:

1. The Authority hereby finds that the Authority has used reasonable efforts to relet the applicable portion of the IMC for rentals equal to the full rental due from United Air Lines for such space and with terms and provisions substantially similar to those contained in the lease with United Air Lines, but the Authority has found no tenant or tenants who are willing to lease the entire IMC, who are willing and able to pay the full rental paid by United and who are willing to pay the full operating cost of the IMC. Therefore, the Authority hereby finds that no United-like lease or leases can be executed.

2. The Authority has used its reasonable efforts to negotiate for the best available lease (for the portion of the IMC covered by the Lease, as amended) for generating projected total net rentals in light of then-prevailing market conditions and without materially reducing the expected total rentals over the term of the lease in return for commitments for job creation or other concessions.

3. The Authority has determined that proceeding with a First Amendment to the Lease Agreement is a far superior option compared to continuing to fund operating expenses without a tenant in such space.

4. It is hereby found that the execution of a First Amendment to the Lease Agreement, as presented to this meeting, complies with the essential and governmental purposes and provisions of the Act and would be in the best interests of the Authority, the holders of the Bonds and the community of Indianapolis and Marion County.

5. The Authority hereby authorizes and directs the President, Vice President and/or the Secretary or the Assistant Secretary of the Authority to execute all collateral documents required for execution of the First Amendment on behalf of the Authority.

6. If any provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability thereof shall not affect any of the remaining provisions of this Resolution.

7. The Authority hereby authorizes the execution of a Lease Amendment to facilitate the tenant requested term length extension of three (3) months.

8. If any provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability thereof shall not affect any of the remaining provisions of this Resolution.

9. This Resolution shall take effect immediately upon passage.

Remainder of page intentionally left blank.

Adopted this _____ day of _____, 2015.

INDIANAPOLIS AIRPORT AUTHORITY*

Michael W. Wells, President

Alfred R. Bennett, Secretary

*Signed under authority provided in IAA Board Resolution 6-2013.

CERTIFICATE OF AUTHENTICITY

I, Alfred R. Bennett, Secretary of the Indianapolis Airport Authority Board of Directors, hereby certify that the foregoing is a true and correct copy Resolution No. 11-2015 adopted by the Indianapolis Airport Authority Board on the _____ day of _____, 2015.

Alfred R. Bennett, Secretary

INDIANAPOLIS AIRPORT AUTHORITY

IAA Board Meeting
General Agenda
June 19, 2015

General:

- BP2015-06-1** Consider for approval and execute an FTZ Operator Agreement with Neovia Logistics, LLC
- BP2015-06-2** Consider for approval Change Order No. 1 (Final & Balancing) with HIS Constructors, Inc. for Environmental Remediation for Former C&E Rental Property at Indianapolis International Airport, in an amount not-to-exceed \$6,773.07. Supplier diversity participation for this Change Order No. 1 is MBE 0.00%, WBE 0.19% (L&L Bulk Transport, Inc.), and VBE 0.00%

Capital Program:

- BP2015-06-3** Consider for approval Change Order No. 3 with Dallman Contractors, LLC for Heliport HVAC Replacement at the Downtown Indianapolis Heliport, Project No. H-15-036, in an amount not-to-exceed \$9,861.00. Supplier diversity participation on this Change Order No. 3 is MBE 0%, WBE 0%, and VBE 0%
- BP2015-06-4** Consider for approval the Delegation of Authority to the IAA Executive Director to approve and execute a contract for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, to Globe Asphalt Paving Co., Inc. in an amount not-to-exceed \$516,615.60 plus a 3% construction reserve of \$15,498.47 for a total of \$532,114.07. The Globe Asphalt Paving Co., Inc. was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 9.01% (Oatts Trucking, Indiana Sign & Barricade), MBE 9.53% (Oatts Trucking, Cripe), WBE 0.60% (Indiana Sign & Barricade), and VBE 0%
- BP2015-06-5** Consider for approval an award of contract for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051 to Future Fence Company in an amount not-to-exceed \$192,532.70 plus a 3% construction reserve of \$5,775.98 for a total of \$198,308.68. Future Fence Company was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 10.37% (Fox Contractors Co.), MBE 10.37% (Fox Contractors Co.), WBE 0.00%, and VBE 0.00%
- BP2015-06-6** Consider for approval an award of contract for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, to Calumet Civil Contractors, Inc. in an amount not-to-exceed \$1,916,500.00 plus a 3% construction reserve of \$57,495.00 for a total of \$1,973,995.00. Calumet Civil Contractors, Inc. was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is MBE 4.70% (Ellington Trucking), WBE 5.18% (Indiana Sign & Barricade, Slussers Green Thumb), and VBE 0.00%

- BP2015-06-7** Consider for approval Amendment No. 1 to the contract with Hanson Professional Services, Inc. for Rehabilitate Runway 5L-23R & Taxiway A, and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003, in an amount not-to-exceed \$107,356.32 (fees). Supplier diversity participation on this amendment is DBE 0.00%, MBE 0.00%, WBE 0.00%, and VBE 20.49% (B&R Consulting, LLC)
- BP2015-06-8** Consider for approval an award of contract for Terminal Entry Expansion Joint Rehabilitation, Project No. I-15-008, to The New Group, Inc. in an amount not-to-exceed \$105,700.00 plus a 3% construction reserve of \$3,171.00 for a total of \$108,871.00. The New Group was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is MBE 0.00%, WBE 2.40% (White Security), and VBE 0.00%
- BP2015-06-9** Consider for approval Change Order No. 5 (Final & Balancing) with Thieneman Construction, Inc. for Stormwater and Deicing Control & Capacity - Phase 2 at Indianapolis International Airport, Project No. I-14-012, in an amount not-to-exceed \$92,419.50. DBE 4.37% (The Crew Corporation), MBE 0%, and WBE 55.40% (The Crew Corporation and White Security).
- BP2015-06-10** Consider for approval the purchase of one new articulating aerial lift truck with a material handler from Pearson Ford, Inc. in an amount not to exceed \$ 160,788.00.



BOARD MEMO–FTZ OPERATOR AGREEMENT

To: IAA Board of Directors

From: Marsha Stone, Sr. Director of Commercial Enterprise

Date: June 2, 2015

Board Date: June 19, 2015

Subject: Neovia Logistics, LLC Foreign Trade Zone Operator Agreement

Background

The Indianapolis Airport Authority (IAA) is the Foreign Trade Zone (FTZ) “Grantee” representing central Indiana communities. In 1980, IAA created a separate company, the Greater Indianapolis Foreign Trade Zone, Inc. (GIFTZ), a not-for-profit 501C (6), to administer the FTZ program.

Neovia Logistics, LLC is a third party logistics provider, established locally in 2012 conducts outsourced business operations, warehousing, and distribution.

The facility requesting FTZ status is located at: 850 N Graham Rd., Greenwood, IN, 46143. The area to be designated within the facility is 456,000 sq. ft. of warehouse space.

This designation will allow Neovia Logistics, LLC to increase volume at the facility and add an additional 100+ jobs to the current staff of 240. The GIFTZ Board concurred with Neovia’s request for FTZ designation during GIFTZ Board tele-conference meeting held on June 2, 2015.

Scope

The GIFTZ Board requests the IAA Board execute the FTZ Operator Agreement.

Schedule

June 19, 2015: Execute FTZ Operator Agreement.

Revenue and/or Operating Cost Implications

Revenue:

Anticipated revenue impact is \$48,000/annum. FTZ activation is anticipated in the 4th Quarter of 2015.

Operating Costs:

The GIFTZ has no additional costs associated with the application and designation process.

Supplier Diversity Participation

Not applicable.

Recommendation

IAA staff and the GIFTZ Board recommend the IAA Board consider for approval and execute an FTZ Operator Agreement with Neovia Logistics, LLC.



BOARD MEMO – CHANGE ORDER

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Approval of Change Order No. 1 (Final & Balancing) with HIS Constructors, Inc. for Environmental Remediation for Former C&E Rental Property at Indianapolis International Airport (Operating)

Background

The property at 9001 W. Washington Street is the former C&E Rental site owned by the Indianapolis Airport Authority (IAA). This site was a retail gasoline station until the 1970s and then an equipment rental facility. The site was purchased by IAA in the 1980s. The site at one time had at least five underground tanks (three gasoline, fuel oil and used oil). IAA conducted an environmental remediation at this facility in 1997, removing 1,200 cubic yards of soil. However, the Indiana Department of Environmental Management (IDEM) required further investigation which identified two chlorinated solvents in the groundwater near the old tank area. IDEM rejected IAA's most recent effort to close out the site without any restrictions in a letter dated March 14, 2013. IDEM is still requiring an Environmental Restrictive Covenant because of the presence of the solvents in the groundwater (solvents will persist longer than petroleum based contaminants). IAA has closed out all of the other remaining remediation sites that IAA is directly responsible for in the past several years successfully without any restrictions.

IAA has worked with IDEM and amended the Corrective Action Plan for this site in order to pursue additional environmental remediation to allow for a closure without any environmental deed restrictions. Keramida, Inc. was selected from Statement of Qualifications on file to identify a plan for closure without restriction, receive IDEM approval, prepare the bid package and to perform related environmental regulatory work to pursue final closure with IDEM. The contract with Keramida, Inc. was executed on May 29, 2014 by the Executive Director.

This project was approved by the Senior Management Team on August 4, 2014 to complete the environmental remediation and seek environmental closure without restrictions.

On August 15, 2014, the Board approved plans and specifications for Environmental Remediation for Former C&E Rental Property at Indianapolis International Airport and

authorized the public bidding process. On September 19, 2014, a contract was awarded to HIS Constructors, Inc., the lowest responsive and responsible bidder in the amount of \$139,854.00 for the base bid.

Remediation work for the C&E Rental Property is substantially complete.

Change Order Summary

Contract changes fall under one of three 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 No. 1 addresses items related to final as-built quantities due to unforeseen conditions.

This project contained multiple layers of soil removal from ground surface to eleven feet below the ground surface. There were three layers that could not be fully delineated due to the nature of the contamination and ground water flow. Project estimates were based on straight line delineation between layers when in reality the layers were blended (with best information on file). The final balancing required 180 additional tons of soil to be disposed of offsite to meet regulatory objectives.

The adjustment to the final as-built quantities netted a \$6,773.07 increase.

<u>Revised Construction Contract Amount</u>	
Original Construction Contract Amount	\$139,854.00
Change Order 1 (F&B) (4.84% of contract)	<u>6,773.07</u>
New Construction Contract Total	\$146,627.07

<u>Project Costs</u>	
Construction Contract Amount	\$139,854.00
Change Order 1 (F&B) (4.84%)	6,773.07
Design & Soft Costs	<u>86,535.00</u>
Revised Total Anticipated Project Costs	\$233,162.07

Schedule

This final and balancing change order has no schedule impact.

Supplier Diversity Participation

If Change Order No. 1 is approved by the Board, the supplier diversity participation on this project will change as follows:

FIRM	CLASS	ORIGINAL AMOUNT	ORIGINAL %	AFTER CO AMOUNTS	AFTER FINAL CO %
E-Z Transport	MBE/VBE	\$18,324.00	13.10%	\$ 12,792.00	8.72%
L&L Bulk Transport, Inc.	WBE	22,168.00	15.85%	23,521.04	16.04%
Totals	MBE	\$18,324.00	13.10%	12,792.00	8.72%
	WBE	\$22,168.00	15.85%	23,521.04	16.04%
	VBE	\$18,324.00	13.10%	12,792.00	8.72%

Recommendation

The IAA staff recommends that the Board consider for approval Change Order No. 1 (Final & Balancing) with HIS Constructors, Inc. for Environmental Remediation for Former C&E Rental Property at Indianapolis International Airport, in an amount not-to-exceed \$6,773.07. Supplier diversity participation for this Change Order No. 1 is MBE 0.00%, WBE 0.19% (L&L Bulk Transport, Inc.), and VBE 0.00%.



BOARD MEMO – CHANGE ORDER

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Approval of Change Order No. 3 with Dallman Contractors, LLC for Heliport HVAC Replacement at the Downtown Indianapolis Heliport, Project No. H-15-036

Background

The Downtown Indianapolis Heliport opened in 1969 as a private use heliport under the name Beeline Heliport and in December 1978 it became a public use facility. In 1983 the Federal Aviation Administration (FAA) selected the heliport to be part of its National Prototype Demonstration Heliport Program, and as a result it received considerable funding for improvements and expansion.

The existing heating, ventilation, and air conditioning (HVAC) systems were installed during that expansion. The systems have received regular maintenance since then, but they are no longer able to provide adequate heating and cooling to the tenant spaces. Temperatures in the building during the 2013-14 winter season were sometimes in the low 60s; in the summer the temperatures were often in the 80s. These indoor temperatures are outside of the parameters of the lease agreements with each tenant.

On December 7, 2014, the Executive Management Team approved a budget increase to allow construction to proceed with the lowest responsive and responsible bidder plus allowing a contingent amount to cover the cost of possible additional work that might be required to maintain comfortable conditions for customer service to the tenants during construction.

This project includes installing new ductwork and HVAC units on the roof. A new base for the roof's antenna arrays is included in this project, as the FAA recently notified the IAA that fall protection or antenna relocation is required. To increase the margin of safety, and to prevent the need to add fall protection around most of the roof, the antenna array is designed to be constructed at the roof's center beneath and around the new ductwork being installed as part of this project.

On October 17, 2014, the Board approved plans and specifications for Heliport HVAC Replacement, and authorized the public bidding process. On December 19, 2014, a contract was awarded to Dallman Contractors, LLC, the lowest responsive and responsible bidder in the amount of \$541,743.00.

Change Order Summary

Contract changes fall under one of three 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 No. 3 addresses the following Owner requested additional scope items:

- Provide and install fire proof insulation and metal angle to eliminate outside air from entering into the East Hangar.
- Provide, install and commission four new addressable smoke detectors, relays, covers and duct sensors to satisfy a code compliant building life safety system.
- Provide and install low voltage wiring for new smoke detectors.

Revised Construction Amount

Original Construction Contract Amount	\$ 541,743.00
Change Orders 1 and 2	10,928.00
Current Change Order No. 3 (1.82% of contract)	<u>9,861.00</u>
New Construction Contract Total	\$ 562,532.00

Project Costs

Design (including survey and geotechnical)	\$ 72,380.00
Advertisements for Bid	250.00
Construction Management Fees	14,838.00
Change Orders 1, 2 and 3 (3.84% of contract)	20,789.00
Construction Contract Amount	<u>541,743.00</u>
Revised Total Anticipated Project Cost	\$ 650,000.00

Schedule

The contract schedule will not be affected by this change order, the substantial completion date is July 2015.

Supplier Diversity Participation

If Change Order No. 3 is approved by the Board, the supplier diversity participation on this project will not change.

Recommendation

The IAA staff recommends that the Board consider for approval Change Order No. 3 with Dallman Contractors, LLC for Heliport HVAC Replacement at the Downtown Indianapolis Heliport, Project No. H-15-036, in an amount not-to-exceed \$9,861.00. Supplier diversity participation on this Change Order No. 3 is MBE 0%, WBE 0%, and VBE 0%.

ATTACHMENT 1
Previously Approved Change Orders
Heliport HVAC Replacement at the Downtown Indianapolis Heliport

Change Order 1 - \$7,527.00

- **IPL's New Building Switchgear Review Comments/Requirements** - IPL requested modifications and new power meter set after the project construction documents were bid and awarded to the Dallman Contractors, LLC. The modifications were initiated by transformer power safety requirements resulting in a larger switchgear assembly. IPL required the power meter to be placed on the exterior of the building in lieu of inside the electrical room as previously approved.

Change Order 2 - \$ 3,401.00

- **Overtime for Electrical Switchgear Installation** – In an effort to minimize Tenant disturbance, a portion of the new switchgear was done as night work.
- **Add Two new man doors** – Remove old, install new and paint steel insulated and 90 minute fire rated man doors on the third floor. Grind down one existing steel door to allow it to open and close properly.

Subtotal Change Orders No. 1&2

\$10,928.00



BOARD MEMO – DELEGATION OF AUTHORITY

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Delegation of Authority to the Executive Director to Award a Construction Contract for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, to Globe Asphalt Paving Co., Inc.

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.

On April 17, 2015, the Board approved plans and specifications for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, and authorized public bidding process.

On June 4, 2015, the IAA staff received two bids. The project contained a Base Bid and Bid Alternate 1. To align the work with the available funding this contract consists of Base Bid only. The bids for Base Bid ranged from \$516,615.60 to \$565,100.00.

Globe Asphalt Paving Co., Inc. was the lowest responsive and responsible bidder in the amount of \$516,615.60 for the base bid.

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 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

The construction contract is \$516,615.60, which is within the approved 2015 Capital Budget for Rehabilitate T-Hangar Taxilanes at Indianapolis Regional Airport.

Rehabilitate T-Hangar Taxilanes

Contract Amount (including 3% reserve)	\$ 532,114.07
Design (including survey and geotechnical)	40,000.00
Advertisements for Bid	250.00
Materials Testing	5,000.00
Inspection	<u>10,000.00</u>
Total Anticipated Project Cost	\$ 587,364.07

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

Contract award anticipated upon notification of funding and the substantial completion date is expected to be December 2015.

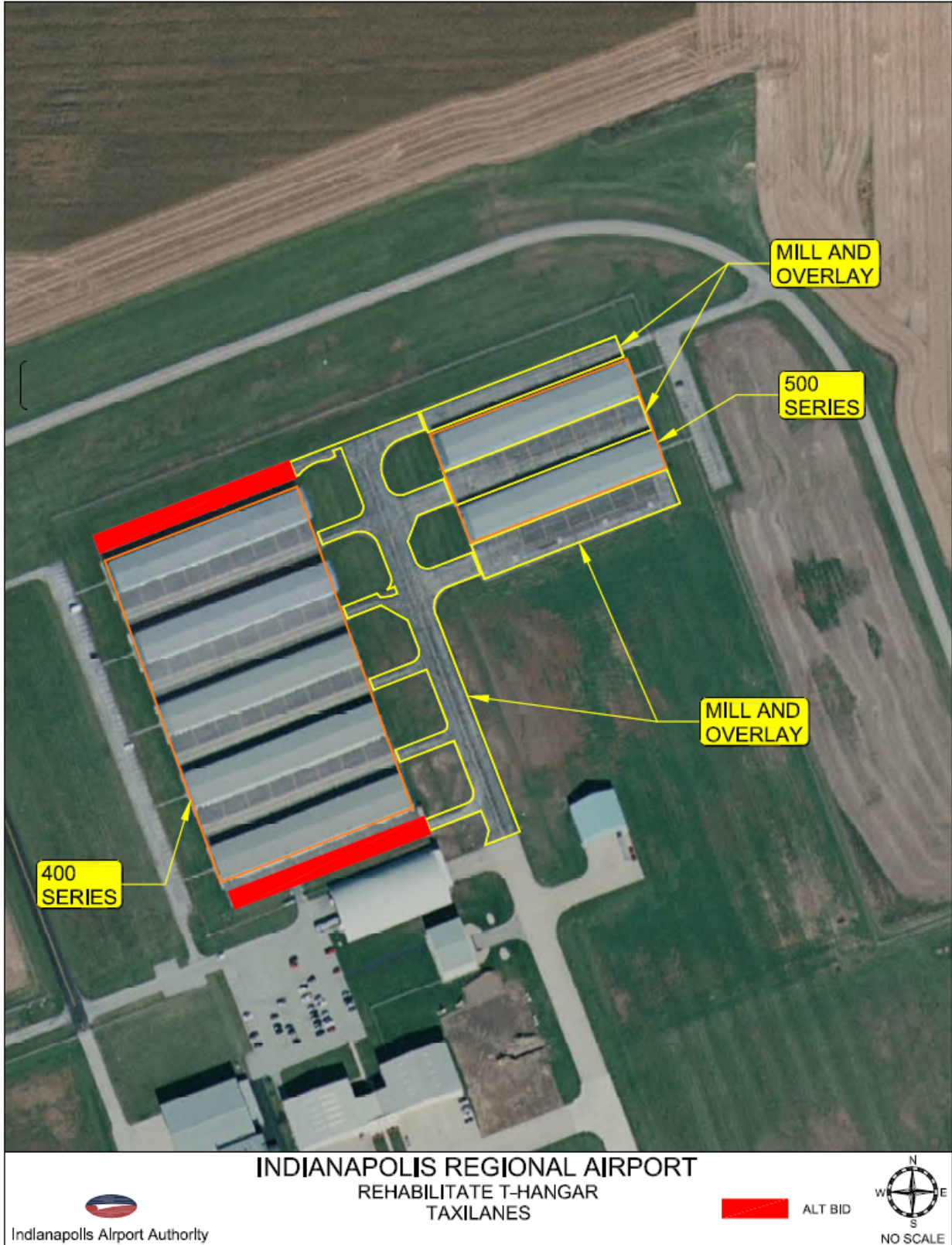
Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

Firm	Amount				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
Oatts Trucking	\$ 43,465.00	\$ 43,465.00	\$ -	\$ -	8.41%	8.41%	0.00%	0.00%
Cripe	-	5,760.00	-	-	0.00%	1.11%	0.00%	0.00%
Ind. Sign & Barricade	3,100.00	-	3,100.00	-	0.60%	0.00%	0.60%	0.00%
Totals	\$ 46,565.00	\$ 49,225.00	\$ 3,100.00	\$ -	9.01%	9.53%	0.60%	0.00%

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 T-Hangar Taxilanes at Indianapolis Regional Airport, Project No. C-15-047, to Globe Asphalt Paving Co., Inc. in an amount not-to-exceed \$516,615.60 plus a 3% construction reserve of \$15,498.47 for a total of \$532,114.07. The Globe Asphalt Paving Co., Inc. was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 9.01% (Oatts Trucking, Indiana Sign & Barricade), MBE 9.53% (Oatts Trucking, Cripe), WBE 0.60% (Indiana Sign & Barricade), and VBE 0%.





BOARD MEMO – CONTRACT AWARD

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Award of Construction Contract for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051 to Future Fence Company

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 the 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 and replace with 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. 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 Engineers, Inc.)

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

On April 17, 2015, the Board approved plans and specifications for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051, and authorized public bidding process.

On May 19, 2015, the IAA staff received three bids. The project contained a base bid only. The bids for base bid ranged from \$192,532.70 to \$233,139.20. Future Fence Company was the lowest responsive and responsible bidder in the amount of \$192,532.70 for the base bid.

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 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

The Future Fence Company contract is \$192,532.70, which is within the approved 2015 Capital Budget for Install Perimeter Fencing Phase IV at Hendricks County Airport/ Gordon Graham Field.

Install Perimeter Fencing Phase IV

Contract Amount (including 3% reserve)	\$	198,308.68
Design (inlcuding survey and geotechnical)		35,705.00
Advertisements for Bid		250.00
Construction Admin		7,500.00
Total Anticipated Project Cost	\$	241,763.68

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.

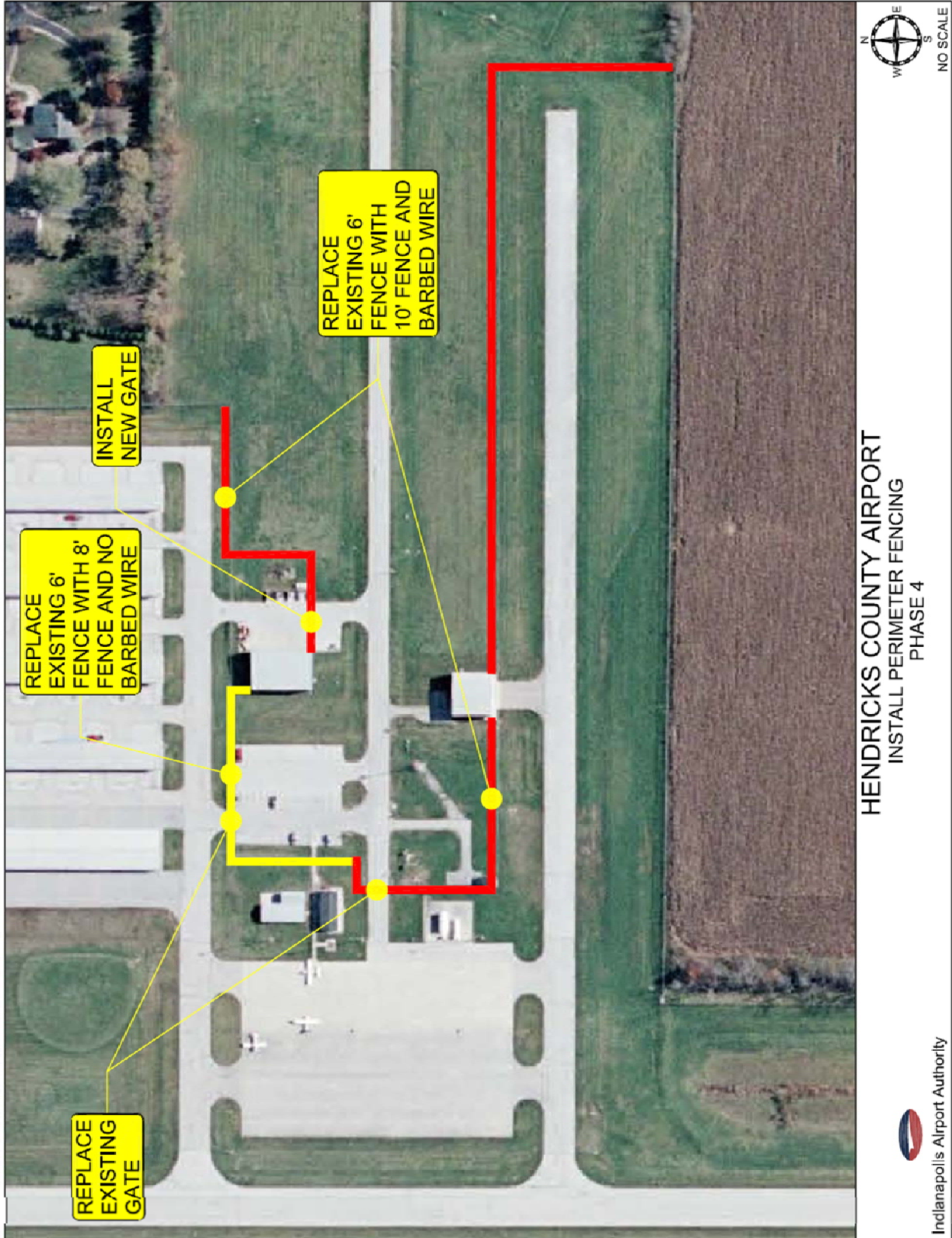
Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

Firm	Amount				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
Fox Contractors Co.	\$19,968.00	\$19,968.00	\$0.00	\$0.00	10.37%	10.37%	0.00%	0.00%
Totals	\$19,968.00	\$19,968.00	\$0.00	\$0.00	10.37%	10.37%	0.00%	0.00%

Recommendation

The IAA staff recommends that the Board consider for approval an award of contract for Install Perimeter Fencing Phase IV at Hendricks County Airport/Gordon Graham Field, Project No. K-15-051 to Future Fence Company in an amount not-to-exceed \$192,532.70 plus a 3% construction reserve of \$5,775.98 for a total of \$198,308.68. Future Fence Company was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is DBE 10.37% (Fox Contractors Co.), MBE 10.37% (Fox Contractors Co.), WBE 0.00%, and VBE 0.00%.





BOARD MEMO – CONTRACT AWARD

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Award of Construction Contract for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017 to Calumet Civil Contractors, Inc.

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 Rehabilitate 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. The project also addresses erosion issues at the bridge on West Perimeter Road; on-off ramps to Weir Cook Drive and also along the 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.

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

On April 17, 2015, the Board approved plans and specifications for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, and authorized public bidding process.

On May 19, 2015, the IAA staff received three bids. The project contained a base bid only. The bids for base bid ranged from \$1,916,500.00 to \$2,520,000.00.

Calumet Civil Contractors, Inc. was the lowest responsive and responsible bidder in the amount of \$1,916,500.00 for the base bid.

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 pending contracts for this project include a testing services contract with Patriot Engineering and Environmental, Inc. to be executed by the Executive Director for concrete/asphalt testing. Patriot Engineering and Environmental, Inc. was selected through a Request for Proposals (RFP) issued on March 10, 2015. Selection committee reviewed proposals on April 2, 2015, and made selections based on qualifications per Federal Aviation Administration (FAA) requirements.

Also, another contract under this budget includes the Republic Road (Gate #34, IMC South) – Electrical Quote, to be executed by the Executive Director. One quote was received from Evans Development Company, Inc. on May 15, 2015. The Republic Road (Gate #34, IMC South) – Electrical Quote is to relocate the existing security gates, surveillance camera, detector loops and all necessary appurtenances which separated the bulk of the roads work from the electrical portion which resulted in better pricing.

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;

and localized repair and crack sealing of employee, police, Airport Operations Center/Emergency Operations Center (AOC/EOC), and limo/taxi parking lots.

Budget

The Calumet Civil Contractors, Inc. contract is \$1,916,500.00, which is within the approved 2015 Capital Budget for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport.

Rehabilitate Airport Roads and Parking Lots 2015

Contract Amount (including 3% reserve)	\$	1,973,995.00
Republic Rd. - Electrical Quote	\$	61,321.00
Design (including survey and geotechnical)		243,250.00
Advertisements for Bid		250.00
Materials Testing (estimate)		50,000.00
Inspection (estimate)		60,000.00
Total Anticipated Project Cost	\$	2,388,816.00

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.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

Firm	Amount			%		
	MBE	WBE	VBE	MBE	WBE	VBE
Indiana Sign & Barricade	\$ -	\$ 85,000.00	\$ -	0.00%	4.44%	0.00%
Slussers Green Thumb	-	14,335.00	-	0.00%	0.75%	0.00%
Ellington Trucking	90,080.00	-	-	4.70%	0.00%	0.00%
Totals	\$ 90,080.00	\$ 99,335.00	\$ -	4.70%	5.18%	0.00%

Recommendation

The IAA staff recommends that the Board consider for approval an award of contract for Rehabilitate Airport Roads and Parking Lots 2015 at Indianapolis International Airport, Project No. I-15-017, to Calumet Civil Contractors, Inc. in an amount not-to-exceed \$1,916,500.00 plus a 3% construction reserve of \$57,495.00 for a total of \$1,973,995.00. Calumet Civil Contractors, Inc. was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is MBE 4.70% (Ellington Trucking), WBE 5.18% (Indiana Sign & Barricade, Slussers Green Thumb), and VBE 0.00%.



BOARD MEMO – AMENDMENT

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Approval of Amendment No. 1 with Hanson Professional Services, Inc. for Rehabilitate Runway 5L-23R & Taxiway A, and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003

Background

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 pavements are exhibiting premature failures in certain longitudinal joints. In February 2012, the Board approved a design contract with Hanson Professional Services, Inc. (Hanson) to investigate the pavement failures and design an appropriate rehabilitation strategy. Preliminary investigation was inconclusive, and a temporary patching project was implemented while the FAA reviewed the investigation data. The FAA requested further investigation be conducted before a determination on funding would be made.

In August 2013, the Executive Director approved a professional services contract with Hanson to further investigate the failures employing additional pavement core sampling and petrographic analysis of the Portland Cement Concrete Pavement (PCCP). Results of this additional investigation identified a material flaw in the dowel bar epoxy. This was confirmed during the second round of temporary patching efforts along Taxiway B. During demolition, samples of the dowel bar epoxy were obtained. These samples were still in the plastic (pliable) state when removed and return to the plastic state whenever wet.

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. While the ADO still needs to coordinate with their headquarters on the percent of grant funding, to meet the 2015 construction season 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, 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.

Since CHA and Hanson were each selected via a qualifications based request for proposal process and have completed portions of the design for their respective projects, IAA staff has coordinated with CHA and Hanson to prepare a combined bid package. They have agreed to work together to coordinate plans, specifications and bid proposal (bid documents) for the rebid of Rehabilitate Runway 5L-23R and Taxiway A combining in Rehabilitate Taxiway B.

This Amendment No. 1 provides for supplementary construction inspection services to be performed by members of the design team. Supplemental construction inspection services are needed to augment IAA staff with work periods scheduled for 8:00 am to 5:00 pm Tuesday thru Thursday and around the clock starting Friday at 8:00 am thru Monday at 8:00 pm. Supplemental inspection services will be needed to insure project work is being executed in accordance with the plans and specifications.

On December 19, 2014 the Board approved Amendment No. 2 with CHA Consulting, Inc. for design services associated with the re-bid of Rehabilitate Runway 5L-23R and Taxiway A, and approved a professional services contract with Hanson Professional Services, Inc. for design services associated with the Rehabilitation of Taxiway B, all at Indianapolis International Airport.

On April 17, 2015, the Board approved a Delegation of Authority to the Executive Director to execute a construction contract with The Harper Company in an amount not to exceed \$13,317,625.55.

An additional professional services contract for this project within the Executive Director's authority is expected to be executed in June 2015 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 Amendment No. 1 includes supplemental construction inspection services.

Budget

The Hanson Professional Services, Inc. contract Amendment No. 1 is \$107,356.32, which is within the approved 2015 Capital Budget for Rehabilitate Runway 5L-23R & Taxiway A, and Rehabilitate Taxiway B.

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

The project is being undertaken to rehabilitate existing infrastructure that is integral to the continued 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

This amendment does not change the length of the contract. The contract with Hanson Professional Services, Inc. expires on December 31, 2016 to allow for completion of as-builts and project closeout.

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

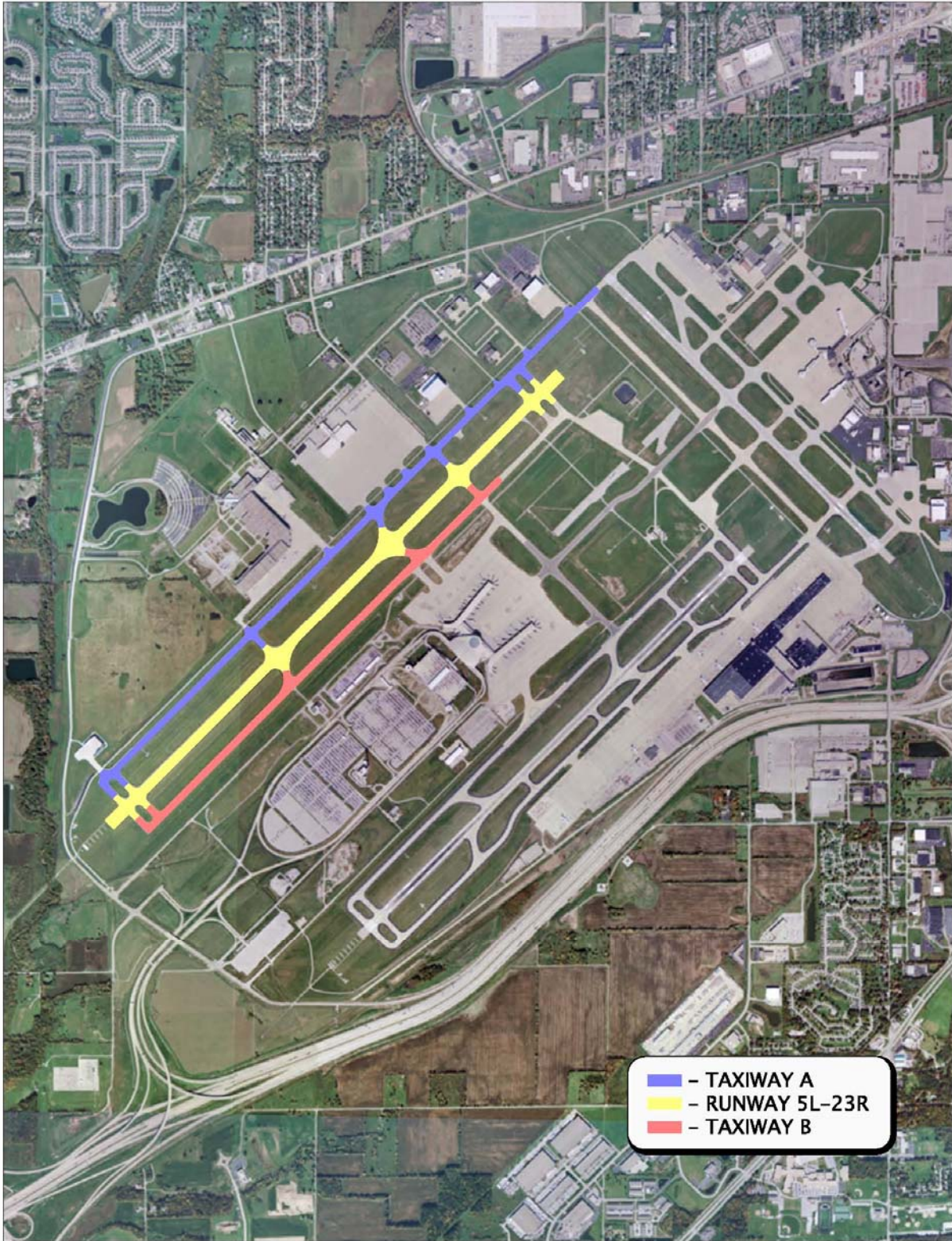
Firm	Amount				%			
	DBE	MBE	WBE	VBE	DBE	MBE	WBE	VBE
B&R Consulting, LLC	\$0.00	\$0.00	\$0.00	\$22,000.00	0.00%	0.00%	0.00%	20.49%
Totals	\$0.00	\$0.00	\$0.00	\$22,000.00	0.00%	0.00%	0.00%	20.49%

Contract Summary to Date

Contract/Amendment & Execution Date	Service & Term	Amount	Minority Participation %			
			DBE	MBE	WBE	VBE
Original Contract December 19, 2014	Professional Services Term: 12/19/14 - 12/31/2016	\$162,974.00	19.64%	19.64%	2.52%	4.30%
Amendment No. 1 June 19, 2015	Professional Services Term: No Change	\$107,356.32	0.00%	0.00%	0.00%	20.49%
Revised Contract NTE		\$270,330.32	11.84%	11.84%	1.52%	8.14%

Recommendation

The IAA staff recommends that the Board consider for approval Amendment No. 1 to the contract with Hanson Professional Services, Inc. for Rehabilitate Runway 5L-23R & Taxiway A, and Rehabilitate Taxiway B at Indianapolis International Airport, Project No. I-14-003, in an amount not-to-exceed \$107,356.32 (fees). Supplier diversity participation on this amendment is DBE 0.00%, MBE 0.00%, WBE 0.00%, and VBE 20.49% (B&R Consulting, LLC).





BOARD MEMO – CONTRACT AWARD

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Award of Construction Contract for Terminal Entry Expansion Joint Rehabilitation at Indianapolis International Airport, Project No. I-15-008, to The New Group, Inc.

Background

This project is to repair expansion joints along the 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, the Executive Director approved a Professional Services Contract with Cornerstone Engineering for design.

On April 17, 2015, the Board approved plans and specifications for Terminal Entry Expansion Joint Rehabilitation, Project No. I-15-008, and authorized the public bidding process.

On May 21, 2015, the IAA staff received one bid. The bid of The New Group, Inc. was found to be responsive and responsible. The base bid of The New Group, Inc. was in the amount of \$105,700.00.

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.

Scope

This project will remove and replace existing expansion joints at the remaining terminal entrances which will redirect water currently entering the building and the curbside baggage conveyors, preventing damage to the terminal structure and baggage processing system.

Budget

The New Group, Inc. contract is \$105,700.00, which is within the approved 2015 Capital Budget for Terminal Entry Expansion Joint Rehabilitation at Indianapolis International Airport.

Terminal Entry Expansion Joint Rehabilitation

Contract Amount (including 3% reserve)	\$	108,871.00
Design (including survey and geotechnical)		31,722.98
Advertisements for Bid		421.00
Total Anticipated Project Cost	\$	141,014.98

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

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

Supplier Diversity Participation

The Director of Supplier Diversity has approved the following:

Firm	Amount			%		
	MBE	WBE	VBE	MBE	WBE	VBE
White Security	\$0.00	\$2,540.00	\$0.00	0.00%	2.40%	0.00%
Totals	\$0.00	\$2,540.00	\$0.00	0.00%	2.40%	0.00%

Recommendation

The IAA staff recommends that the Board consider for approval an award of contract for Terminal Entry Expansion Joint Rehabilitation, Project No. I-15-008, to The New Group, Inc. in an amount not-to-exceed \$105,700.00 plus a 3% construction reserve of \$3,171.00 for a total of \$108,871.00. The New Group was the lowest responsive and responsible bidder. Supplier diversity participation on this contract is MBE 0.00%, WBE 2.40% (White Security), and VBE 0.00%.



BOARD MEMO – CHANGE ORDER

To: IAA Board of Directors

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

Date: June 9, 2015

Board Date: June 19, 2015

Subject: Approval of Change Order No. 5 (Final & Balancing) with Thieneman Construction, Inc. for Stormwater and Deicing Control & Capacity - Phase 2, Project No. I-14-012

Background

This project is part of the on-going Stormwater and Deicing Controls and Capacity Phase 2 project to meet water quality requirements as required by the Indianapolis Airport Authority's (IAA) National Pollution Discharge Elimination System (NPDES) permit. Stormwater and Deicing Controls and Capacity Phase 2 (Project No. I-14-012) was approved by the Senior Management Team on June 24, 2013. Phase 2 includes needed facilities and storage capacity required to meet federal environmental requirements for proper management of stormwater runoff during deicing season at the Eagle Hub and the P-Pad. The storage facility will also add stormwater storage capacity that will ultimately benefit reuse of the old terminal apron and continued expansion of the cargo apron.

On August 16, 2013, the Board approved plans & specifications for Stormwater and Deicing Controls and Capacity Phase 2, and authorized the public bidding process. On September 20, 2013, a contract was awarded to Thieneman Construction, Inc., the lowest responsive and responsible bidder in the amount of \$4,785,675.00.

Change Order Summary

Contract changes fall under one of three 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 six items that includes two items that are Owner requested scope and four that are unforeseen conditions:

Owner Requested

Reuse of the existing diversion structure for P-Pad	\$ (1,697.00)
Additional 1684.5 security escort hours	75,802.50

Unforeseen Condition

Relocate new diversion structure at Alpha Row	8,437.00
Adjust top of existing structure near P-Pad	995.00
Relocate electric cable at EQ Basin diversion structure	4,702.00
Change grates at Alpha Row to larger size	<u>4,180.00</u>
	\$92,419.50

The reuse of the existing diversion structure between the P-Pad and the new underground deicing storage structure is an Owner request to take advantage of a reduction in cost and schedule to the P-Pad work. Since the existing structure is larger than the proposed new structure, it also allows for additional holding capacity.

The additional escort hours represent an adjustment to previous hours included within the contract due to the actual final accounting of total escort hours for the total Phase 2 contract period.

The new diversion structure being constructed for the new Alpha Row lift station had to be relocated to accommodate conflicts between existing utilities in the area, the work of an earlier construction package completed after the design was developed and the close proximity of the easement for the Tepco Gas Line.

The top elevation of an existing storm structure between the P-Pad and Equalization Basins had to be adjusted to raise the top of the structure approximately 8 inches above the new flow line in the surface drainage swale around the new controls and access road for the new P-Pad storage structure.

The existing electric cable that serviced the existing EQ Basin and associated controls had to be temporarily relocated to allow construction of the new 7x7 diversion structure for the incoming piping for the new Basins and then reinstalled back into its permanent location.

Grates had been added to the existing incoming Eagle Hub Apron storm piping at the Alpha Row drainage swales in a previous change. However, after the Phase 3 work was fully designed and awarded, it was discovered that larger grates for flared end pieces would be needed to meet the new design. This covers only the premium cost over the existing grates.

Revised Construction Amount

Original Construction Contract Amount		\$ 4,785,675.00
Previous Change Orders	(9.35% of contract)	447,414.89
Current Change Order No. 5	(1.93% of contract)	<u>92,419.50</u>
New Construction Contract Total		\$ 5,325,509.39

Project Costs

Design & Soft Costs	\$ 639,905.00
Construction Contract Amount	4,785,675.00
Previous Change Orders	447,414.89
Current Change Order No. 5 (1.93%)	<u>92,419.50</u>
Revised Total Anticipated Project Cost	\$ 5,965,414.39

The revised contract with the Change Order included is within the reduced project budget in the approved 2014 Capital Budget.

Schedule

The contract term will be extended by Change Order No. 5 to November 10, 2015 to allow for a 7 day delay in project completion due to adverse weather.

Supplier Diversity Participation

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

FIRM	CLASSIFICATION	ORIGINAL AMOUNT	ORIGINAL %	AFTER CO 5 AMOUNT	AFTER CO 5 %
The Crew Corporation	DBE/WBE	\$ 140,000	2.92%	\$ 164,044	3.08%
E-Z Trucking	DBE/MBE	267,000	5.58%	267,000	5.01%
Team Cruiser	DBE/MBE	542,558	11.34%	542,558	10.18%
White Security	WBE	\$ 27,440	0.57%	276,640	5.19%
Totals	DBE	\$ 949,558	19.84%	\$ 973,602	18.28%
	MBE	\$ 809,558	16.92%	\$ 809,558	15.20%
	WBE	\$ 167,440	3.49%	\$ 440,684	8.27%

Recommendation

The IAA staff recommends that the Board consider for approval Change Order No. 5 (Final & Balancing) with Thieneman Construction, Inc. for Stormwater and Deicing Control & Capacity - Phase 2 at Indianapolis International Airport, Project No. I-14-012, in an amount not-to-exceed \$92,419.50. DBE 4.37% (The Crew Corporation), MBE 0%, and WBE 55.40% (The Crew Corporation and White Security).

ATTACHMENT 1
Previously Approved Change Orders
Stormwater and Deicing Controls and Capacity – Phase 2

Change Order 1 - \$28,481.36

Relocate existing traffic sensor cable and use copper wire in lieu of aluminum for temporary power connection for contractor panel – While excavating for the new EQ Basin, it was discovered that an existing traffic sensor for runway 14/32 was running through the new EQ Basin location and needed to be relocated to maintain functionality. The IAA made a decision to require the contractor to use copper wire for their temporary power connections after the bids were received and contract awarded.

Change Order 2 - \$97,240.00

Extra escort hours through March 31, 2014 – The original bid from Thieneman included \$80 per hour for escort services. The bid also included an error in determining the hours for escort services, mistakenly identifying the number of escort days as hours. This effectively understated the number of anticipated hours by a factor of nine. Since the numbers were so far understated, the IAA negotiated a reduction in the hourly rate for escort services from \$80 to \$45 per hour. The cut-off date for the bid rate was established as March 31, 2014 and the change order was written to confirm.

Change Order 3 - \$345,908.37

Add additional escort hours to project, add 400 feet of force main to project and recognize a three month delay to the project – With the reduction in the escort rate established in change order no. 2, a quantity of additional escort hours were added to the project at the reduced escort rate to cover anticipated hours for the remainder of the project. This brought the new quantity of escort hours to approx. 8 time the bid amount of hours. It was determined during construction of the P-Pad work, that it would be advantageous to the IAA to include 400 feet of the 14" force main being run to the new EQ Basin that was to be installed as part of the phase 3 Stormwater project to Phase 2 to reduce the potential for undercutting pipes and structures being installed as part of phase 2 and to reduce future ground disturbance around the new EQ Basin. The project start was delayed by three months by the failure of the FAA to get the 7460 permit reviewed in a timely manner. This was due primarily to the shutdown of the FAA during the government sequester period in late 2013 and the back log of work for the FAA this created.

Change Order 4 – (-) \$24,214.84

Miscellaneous site changes due to field conditions and a design modification to the Alpha Row Swales to better match Phase 3 stormwater scope – Miscellaneous changes were made during construction to accommodate field conditions that arose during construction. These included 1) modifying some rebar at the P-Pad diversion structure to create a deeper sump pit due to decision to reuse existing P-Pad structure; 2) install trash grates over the 30" storm pipe flowing from the Eagle Air Apron to the Alpha Row swales to close pipe access; 3) Remove an existing structure discovered during EQ Basin construction; and 4) install rip-rap in the new EQ drainage swale due to steepness of slope at swale sides. The design of the Alpha Row swales was modified to match the Phase 3 design which changed swale surface from concrete panels to membrane liner for better operational efficiency in future. This change only added the liner in swale areas "C" and "D".

Subtotal of Change Orders No. 1 – 4 \$ 447,414.89



BOARD MEMO –AERIAL LIFT TRUCK REPLACEMENT

To: IAA Board of Directors

From: Michael T. Medvescek, Sr. Director of Operations

Date: May 27, 2015

Board Date: June 19, 2015

Subject: Award of CIP/Project # I-15-027 to Pearson Ford, Inc. for replacement of an old aerial lift truck with one new aerial lift truck

Background

The aerial lift is utilized daily by the Indianapolis Airport Authority (IAA) maintenance team and supports all airport departments. This 50 foot articulating bucket truck is used for the following systems: street light poles, lights, terminal signs, parking lots, and ramp lights, reliever airports, loading bridges, T-hangar maintenance and replacement of CCTV cameras. Without a replacement and rotation strategy, critical equipment becomes obsolete and possibly unreliable. The current aerial lift equipment requires an estimated \$129,000.00 in repairs which includes chassis repairs and lift replacement. Purchasing new equipment is the most viable option in comparison to renting or leasing as it would be significantly higher than a purchase of new equipment. Purchasing new equipment will also allow for a potential increase in the current levels of service.

This project is to replace one (1) aerial lift truck that was originally purchased in 1999. It is necessary to replace this piece of equipment by the end of 2015 in order to eliminate any need for maintenance costs related to obsolete equipment. The equipment replaced will be disposed of through the IAA online auction process.

This project would include the purchase of one (1) new aerial lift truck that meets the newest applicable FAA, Department of Transportation (DOT), and Environmental Protection Agency (EPA) motor vehicle standards.

On April 30, 2015, the IAA staff issued an invitation to bidders requesting bids for (2015) Aerial Lift Truck Replacement CIP/Project # I-15-027. The Specifications and Compliance Form was for an extended cab insulated two-man 50 foot articulating aerial lift truck with a 1,000 pound material handler, hitch, and a minimum 19,500 pound gross vehicle weight rating (GVWR).

On May 19, 2015, the IAA staff received two bids. Both bids had exceptions to the Specifications and Compliance Form. Of the two bids received Pearson Ford, Inc. was the

lowest responsive and responsible bidder in the amount of \$ 160,788.00 for one new articulating aerial lift truck with a material handler.

Scope

This project proposes IAA replace the sixteen year old aerial lift truck with a new aerial lift truck in order to maintain a fleet of reliable, efficient equipment.

The proposed completion of the project would be within 225 days of the Notice to Proceed (NTP). The Airport Operations Team will oversee the completion of the project for its duration.

Budget

This project was included in the original, approved 2015 Capital Budget, for \$148,000.00 and is funded by 100% Airport Cash funds. The cost of the new aerial lift is currently over budget; however, it does not exceed the 10% over budget which would require MII notification to the airlines.

This project was undertaken to replace existing equipment and is subject to a rate of return calculation under the Authority's hurdle rate policy. This project's expected payback period is less than seven years and the lift's life expectancy is 15 years. The expected savings from operating and maintenance costs exceeds the Authority's 12.5% hurdle rate.

Schedule

Bids opened	May 19, 2015
Board approves contract	June 19, 2015
Aerial lift delivery and training	Up to 225 days after NTP

Supplier Diversity Participation

The Director of Supplier Diversity approved the program waiver and there will not be any supplier diversity participation on this project.

Recommendation

The IAA staff have reviewed the bids and recommend the Board consider for approval the purchase of one new articulating aerial lift truck with a material handler from Pearson Ford, Inc. in an amount not to exceed \$ 160,788.00.