

**PROCEEDINGS OF THE LAFAYETTE AIRPORT COMMISSION MEETING OF THE LAFAYETTE REGIONAL AIRPORT OF LAFAYETTE, STATE OF LOUISIANA, TAKEN AT AN SPECIAL MEETING OF JULY 16, 2018 HELD AT 200 TERMINAL DRIVE, LAFAYETTE, LA.**

**ATTENDANCE**

**COMMISSIONERS:** Valerie Garrett (Chairperson), Paul A. Guilbeau (Vice-Chairman), Paul Segura (Secretary/Treasurer), Tim Skinner, Bryan Tabor, John Hebert, Coy Watson

**ABSENT:** None

**ADMINISTRATIVE STAFF:** Steven Picou (Executive Director), Todd Swartzendruber (Legal Counsel), Daniel Elsea (Deputy Director), Catina Theriot (Secretary).

**GENERAL AUDIENCE:** Robert Callahan (Sides & Associates), Gregory Trahan (AECOM), Todd Vincent (Sellers & Associates), Kesneil Clark (United Ground Express), Claudia Boutte (Claudia's Cleaning Corp DBA 3FJ), Jason Simoneaux (MBSB).

**I. CALL TO ORDER:**

Chairperson Garrett called the Special Meeting of July 16, 2018 to order at 2:00 p.m.

**II. Pledge of Allegiance**

**III. Introduction/Roll Call**

**IV. Chairperson's Comments - None**

**V. Public Comments -None**

**VI. Commissioner's Comments - None**

**VII. Director's Report - None**

**VIII. Scheduled Business – Discussion Items**

1. Runway 29 EMAS Construction – Elliott Construction – Change Order #4 – Discussion/Action – Executive Director Picou stated through multiple tests from multiple stone yards, it was determined that the Contractor was not able to find a stone that would meet the requirements of the specifications for the crushed aggregate base course. AECOM determined that an 8-inch CTB could be used to achieve the same strength as the 12-inch crushed aggregate base course as originally designed. The Contractor will be required to raise the lime treated base by –inches in order to meet the final grade requirements for the asphalt pad. An Additional 4 days will be added to the contract for the time lost due to review of new submittals. An additional 90 days has been requested by the Contractor. The Contractor's schedule showed the retaining wall installation following wick drain installation while AECOM's schedule showed these two activities proceeding simultaneously. The Contractor's sequence of construction was due to safety concerns associated with the type of equipment used for both installations as well as the fact that these two work items were being performed by two different subcontractors. With the independent subcontractors responsible for these two work items, the Contractor was concerned that the work could not be safely coordinated and instead elected to sequence them. Pursuant to Section 80-07, Part C, of the Contract Specifications, the Contractor has indicated and requested additional time prior to the expiration of the contract time with two letters and AECOM feels that the time requested is reasonable. The purpose of this change order is to provide for the necessary modifications mentioned above and increase the contract time. Total Change Order Amount is a decrease of \$20,088.45 and the Contract Time will be increased by 94 calendar days.

## Discussion/Action

**MOTION:** Commissioner Skinner made a motion to accept the Change Order. The motion was seconded by Commissioner Hebert. There was some discussion on this item.

Commissioner Segura asked to clarify there are two separate issues with this: one being the aggregate base AECOM specified was ineffective and they went to a different base. Mr. Gregory Trahan, AECOM, stated when they inspected the stone based on the prior contract the contractor had some issues with the grading. On the new contract, Mr. Trahan decided to go with a stone base and when the contractor went to get the material he couldn't find the one that met specifications and they tried several tests to get it to meet specifications. Mr. Trahan stated he asked the contractor about another product and he advised on the CTB, he agreed with it and they decided to change it up. Commissioner Segura asked if it was the availability of the stone that was the issue. Mr. Trahan stated it was the availability and the products always changing. Commissioner Segura asked if the aggregate is acceptable to the FAA and Mr. Trahan stated the CTB is. Commissioner Segura asked if the Commission approved to change the aggregate. Chairperson Garrett stated Mr. Trahan is asking for the change of the aggregate and after the change there will be a reduction in cost and they will need more time to finish the project. Commissioner Segura asked there would be more time because of the staging. Mr. Trahan stated it was because of the wall and Commissioner Segura asked for an explanation. Mr. Trahan stated it was because of the equipment used for the wall was powder equipment and they had to work independently instead of together. Commissioner Segura asked how much of the project is completed and Mr. Trahan stated it almost finished after one more section for the CTB to be put down then it will be ready for the asphalt and EMAS blocks. Commissioner Segura asked if the work was continued without approval of the change. Chairperson Garrett stated the understanding is AECOM is asking for the approval for the change after the work has already been completed. Commissioner Segura stated there is a cost savings but there is also another cost for the oversight of the project by the program managers. Executive Director Picou stated there is a cost of \$45K that was approved at the last Commission meeting. Chairperson Garrett asked at what point in the project they knew they had to change from one stone to another. Mr. Trahan stated prior to the last meeting they knew the stone would need to be changed and that was before the June 2018 Commission meeting. Mr. Trahan stated there were a fifteen-day delay on trying to find the stone. Chairperson Garrett stated there was a time crunch prior to the June meeting to make a decision on keeping the project going. Mr. Trahan agreed and due to there being a cost-savings they went with the change. There was discussion among Commissioners on the additional cost because of this decision for the program managers to oversee this project. Commissioner Segura and Commissioner Tabor are concerned on where the additional cost will come from. Mr. Trahan stated there are additional cost savings not presented until after the project is completed. Commissioner Tabor and Commissioner Hebert asked if the additional savings may over set or even out the \$20K. Executive Director Picou stated this will not be known until they turn in a Change Order or complete the project and it will come before the Commission.

Commissioner Guilbeau asked if AECOM inspected the stone for availability and Mr. Trahan stated it was a pretty common stone used in other areas and have not had any issues with it. Commissioner Guilbeau asked why the change for the stone and sequence of operation not available to be submitted to the Commission for approval. Mr. Trahan stated the stone was not available and the sequence of operations was for AECOM to complete the work.

Commissioner Guilbeau read a statement to the Commission....

This item was defeated at the July 11<sup>th</sup> meeting and as you are aware a Special Meeting has been called to again visit the item. I request the following statement be inserted in the printed minutes, verbatim. First, this Plan Change should have been presented to the Commissioners for the change in specifications a few months ago. It says that the rock was not available locally but was it available outside of the local area. The Contractor should have raised concern on the availability as he should have had a basis to price his work, the Engineers designed three (3) other EMAS Projects prior to this one, why the change in specifications. Further, the Contractor is requesting ninety (90) days in Contract time extension, due to a change in the sequencing of his work. Sequencing was part of the specification, should have been enforced by the Engineer and if needed to be changed should have been covered by a Plan Change, prior to the implementation of the change. The additional time is delaying the use of the Runway by Airport and could be impacting the revenues of the airport. The Engineer should have known of a source when including the material as part of the specifications. The savings shown in the Plan Change is \$20,088.45, but in fact, in out July 11<sup>th</sup> meeting the Commission approved and additional \$45,192.00 compensation to Heery to oversee the work, due to the time extension being requested. That comes to an additional cost of \$25,103.55 and we don't know if AECOM will come with a request for additional compensation due to the extension in time. With that said I will not support this Agenda Item. This challenge should be handled between Engineers of Record and Contractor.

The vote was as follows:

AYES: Hebert, Skinner, Segura, Tabor, Watson

NAYS: Guilbeau

ABSENT: None

MOTION CARRIES

2. RS&H Work Order #10 – T-Hangar Improvements -Change Order #2 – Discussion/Action – Executive Director Picou stated this change order was on the Agenda at the July 11<sup>th</sup> meeting but it was pulled due to the late information. This change order is to define the repair of the bottom tube of the lower panel of the T-Hangar bi-fold doors hidden by the rubber astragal gasket. Repair will provide a “C” channel welded across the entire length of the door bottom to the existing tube steel. The T-Hangar work is phased in 6 sections (each face of the three units). Thorough evaluation of the individual tube steel condition per hangar cannot be conducted until metal panels and astragals are removed in each phase of work. The change order therefore is proposed as a unit price based per door repair in the amount of \$2,147.97. With a maximum cost of \$90,214.74 based on repair to all 42 doors. The final price will be adjusted by future change order for the actual number of doors repaired. Total Costs: \$90,214.74. Staff Recommends Approval.  
Chairperson Garrett asked if it is not sure if all the doors will need repair. Executive Director Picou stated it is exactly that and they cut the gasket and they found rust that was not anticipated. Since then, secondary inspections have been done on the T-Hangars but not all of them are damaged. Chairperson Garrett stated this is the cost for all the doors but they may not all need to be repaired. Executive Director Picou stated that is correct and the final price will be adjusted by a final change order.

Commissioner Guilbeau made a motion to defer this item to another meeting until the documents are signed by the architect and the contractor. There was no second therefore, the motion failed.

RESOLUTION - #2018-7-SR1-02 - RS&H Work Order #10 – T-Hangar Improvements -Change Order #2 – Discussion/Action

MOTION: Commissioner Skinner made a motion to accept Change Order #2 as presented and the Commission voted to amend the motion. The motion was seconded by Commissioner Hebert. There was some discussion on this item. Commissioner Segura asked MBSB to explain the fix to the channel welding and what it does. Mr. Jason Simoneaux, MBSB, stated when the rubber was removed from the bottom they find damage that was previously concealed and they will stitch weld the C channel to re-strengthen the structural edge. Commissioner Segura asked if there was a reason the AIA document was not signed. Commissioner Tabor asked what the urgency on this item is. Executive Director Picou stated it is time lined because they are in the middle of some of the current T-Hangars and the sooner the better for the airport. Commissioner Tabor asked is there a reason the document was not signed. Executive Director Picou stated due to the late hour on Friday, July 13, 2018 of putting the item together it might have been overlooked on the signature. Commissioner Skinner asked to amend his motion to have it approved once it is signed.

The vote was as follows:

AYES: Hebert, Skinner, Segura, Tabor, Watson

NAYS: Guilbeau

ABSENT: None

MOTION CARRIES

RESOLUTION - #2018-7-SR1-03 - RS&H Work Order #10 – T-Hangar Improvements -Change Order #2 – Discussion/Action

MOTION: Commissioner Skinner made an amended motion to accept Change Order #2 as presented once it is signed by the contractor and the Commission. The motion was seconded by Commissioner Hebert. The vote was as follows:

AYES: Hebert, Skinner, Segura, Tabor, Watson

NAYS: Guilbeau

ABSENT: None

MOTION CARRIES

**IX. Scheduled Business – Consensus Items**

**X. Other Business - None**

**XI. Adjourn**

RESOLUTION - #2018-7-SR1-04– Adjourn

MOTION: Commissioner Guilbeau made a motion to Adjourn. The motion was seconded by Commissioner Tabor and the vote was as follows:

AYES: Guilbeau, Hebert, Skinner, Segura, Tabor, Watson

NAYS: None

ABSENT: None

MOTION CARRIES

**A recorded copy of the Minutes of the Meeting can be obtained by contacting the Lafayette Airport Commission, 222 Jet Ranger X Drive, Lafayette, LA 70508. 337.266.4401.**