

PORT OF SOUTH LOUISIANA  
**REGULAR COMMISSION MEETING | AGENDA & NOTICE OF MEETING**  
**WEDNESDAY, APRIL 15, 2020**  
VIA VIDEO/TELECONFERENCE  
**5:00 PM**

CERTIFICATE

The Port of South Louisiana Board of Commissioners (the "Commission"), through its Chairman, D. Paul Robichaux, hereby certifies as follows:

In accordance with Executive Proclamations JBE2020-30 and 2020-33, issued by Governor John Bel Edwards on March 16, 2020 and March 22, 2020, respectively, this Notice shall serve as certification by the Port of South Louisiana's Board of Commissioners of its inability to operate in accordance with the Louisiana Open Meetings Law LARS 42:19 as a result of the COVID-19 Public Health Emergency and of its inability to achieve a quorum if its members via in-person attendance by adhering to said Proclamations.

The Port of South Louisiana Commission will meet via Zoom vide/teleconference at the posted date and time:

Via Telephone access: Call +1 312 626 6799 or +1 646 558 8656 or +1 346 248 7799 or +1 669 900 9128 or +1 253 215 8782 or +1 301 715 8592

Webinar ID: 932 6929 9062; Password: 887732

Via Web access: To join from PC, Mac, Linux, iOS, or Android go to

<https://zoom.us/j/93269299062?pwd=bWhscmJuMkxNR0UvL1AzY0NlTXVjUT09>

Password: 887732

If a member of the public would like to issue a public comment on any agenda item, please do one of the following: (1) Send an e-mail prior to the meeting to the Port Manager or Executive Assistant ([vlclark@portsl.com](mailto:vlclark@portsl.com) or [pcrockett@portsl.com](mailto:pcrockett@portsl.com)) stating the agenda item you want to submit a comment, along with your full name, address, and your written comments, which will be read into the record of the meeting; or (2) Join the Zoom video/teleconference (detailed instructions on how to use Zoom following the agenda). You will be allowed to comment during the Public comment item of the agenda on any matter requiring a vote of the Commission.

*America's Largest Tonnage Port*



P.O. Box 909 LaPlace, Louisiana 70069-0909 855.SLA.PORT 985.652.9278 [www.portsl.com](http://www.portsl.com)

Globalplex Intermodal Terminal  
147 Henderson Street Reserve, Louisiana 70084  
[globalplex@portsl.com](mailto:globalplex@portsl.com)

Administrative Office  
171 Belle Terre Boulevard LaPlace, Louisiana 70068  
[info@portsl.com](mailto:info@portsl.com)

Executive Regional Airport  
355 Airport Road Reserve, Louisiana 70084  
FBO X8512 Alt: X8510 [psl-era@portsl.com](mailto:psl-era@portsl.com)

1. CALL TO ORDER.....CHAIRMAN ROBICHAUX
2. ROLL CALL.....CHAIRMAN ROBICHAUX
3. PLEDGE OF ALLEGIANCE..... COMMISSIONER BAZILE

**MOMENT OF SILENCE TO REMEMBER FORMER COMMISSIONER AND DEPUTY DIRECTOR, HENRY SULLIVAN, JR.,**

**CHARLES BAZILE, SR., BROTHER OF COMMISSIONER STANLEY BAZILE, AND THE VICTIMS OF COVID-19**

**ELECTION OF OFFICERS**

4. APPROVAL OF MINUTES.....CHAIRMAN  
March 11, 2020
5. FINANCIAL REPORT .....TREASURER  
February 29, 2020
6. DIRECTOR'S REPORT..... EXECUTIVE DIRECTOR AUCOIN
7. NEW BUSINESS AND PUBLIC COMMENTS .....CHAIRMAN

- A. Consider approving the certification by the Port of South Louisiana's Board of Commissioners of its inability to operate in accordance with the Louisiana Open Meetings law LARS 42:19 as a result of the COVID-19 public health emergency
- B. Consider 2020-2021 budget
- C. Consider insurance renewals 2020-2021
- D. Consider certificate of substantial completion –Warehouse and Property Acquisition, Improvements, Planning, and Construction, PF&C Project N° 36-P21-12-01, Building 11, interior demolition of walls and slabs (formerly Pepsi Building)
- E. Consider certificate of substantial completion – rail improvements at Globalplex facility (rail improvements behind Building 76)
- F. Consider EDA grant match for Globalplex Road Pavement Project for Building 71
- G. Consider Kutchins and Groh task order for Master Plan at Port of South Louisiana Executive Regional Airport
- H. Consider 17-35 Runway Rehabilitation Change Order N° 1, SPN.H.013962
- I. Consider 10 unit T-hangar and apron, final adjustment and final acceptance, SPN H.013670

**8. COMMISSIONERS COMMENTS**

**9. ADJOURNMENT**

**CALLED PURSUANT TO ARTICLE II OF THE PSL BYLAWS**

Instructions for joining the meeting via Zoom:

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Password: 887732

If Accessing via Web:

1. After selecting the link, if you do not already have Zoom on your computer, an automatic download of the Zoom software will begin
2. After the download is complete, you will be prompted to enter your name (this is the name that will present to the other members of the meeting)
3. You will be prompted to choose to join with video or without video. *NOTE:* If you chose to join with video, your computer camera will be activated and all members accessing the video via web will be able to see your image
4. You will be prompted to choose to use computer audio or phone call-in audio
5. Once the meeting begins, all non-board members will be muted by the host. However, it is encouraged to mute your microphone upon entry into the meeting
6. To leave the meeting, click *Leave Meeting* at the bottom-right corner of your screen

Public Comment: There are three options to provide public comment for the Port of South Louisiana meetings

1. Send an e-mail prior to the meeting to the Port Manager or Executive Assistant ([vlclark@portsl.com](mailto:vlclark@portsl.com) or [pcrockett@portsl.com](mailto:pcrockett@portsl.com)) stating the agenda item you want to submit a comment, along with your full name, address, and your written comments, which will be read into the record of the meeting
2. If Accessing Via Telephone – Upon request from the Chairperson for public comment during the meeting, if you would like to provide comment, press \*9 on your phone keypad. This will notify the meeting moderator to unmute you and allow for your comment.
3. If Accessing Via Zoom Software – Upon request from the Chairperson for public comment during the meeting, if you would like to provide comment, select the *Chat* icon at the bottom of the screen, type “request comment,” and hit enter. This will notify the meeting moderator to unmute you and allow for your comment.

It is encouraged that you test your device prior to the meeting to ensure connectivity.

## CERTIFICATE

The Port of South Louisiana's Board of Commissioners (the "Commission"), through its Chairman, D. Paul Robichaux, hereby certifies as follows:

In accordance with Executive Proclamations JBE2020-30 and 2020-33 issued by Governor John Bel Edwards on March 16, 2020 and March 22, 2020, respectively, this Notice shall serve as certification by the Port of South Louisiana's Board of Commissioners of its inability to operate in accordance with the Louisiana Open Meetings Law LARS 42:19 as a result of the COVID-19 Public Health Emergency and of its inability to achieve a quorum of its members via in person attendance by adhering to said Proclamations.

ATTEST: \_\_\_\_\_

D. Paul Robichaux  
Chairman, Board of Commissioners  
Port of South Louisiana

*America's Largest Tonnage Port*



P.O. Box 909 LaPlace, Louisiana 70069-0909 855.SLA.PORT 985.652.9278 [www.portsl.com](http://www.portsl.com)





**LINFIELD, HUNTER & JUNIUS, INC.**

PROFESSIONAL ENGINEERS, ARCHITECTS,  
LANDSCAPE ARCHITECTS AND SURVEYORS

3608 18<sup>th</sup> Street / Suite 200  
Metairie, Louisiana 70002  
(504) 833-5300 / (504) 833-5350 fax

lhj@lhjunius.com

Ralph W. Junius, Jr., P.E.  
Nathan J. Junius, P.E., P.L.S.  
Sergio J. Girau, P.E.  
Anthony F. Goodgion, P.E.  
J. Greg Cantrell, P.L.A.  
Charles T. Knight, P.E.  
Robert E. Nockton, P.E.  
Mark K. Annino

Daniel F. Bobeck, P.E.  
Benjamin N. Chadwick, AIA  
Wesley R. Eustis, P.E.  
Daniel A. Flores, P.E.  
Casey M. Genovese, P.E.  
Jedidiah S. Hellmich, P.E.  
Timothy J. Roth, P.E.  
Luis F. Sosa, P.E.  
Richard A. Van Wootten, P.E.

March 4, 2020

Mr. Paul Aucoin  
Executive Director  
Port of South Louisiana  
P.O. Box 909  
LaPlace, LA 70069

**RE: Substantial Completion - Recommendation Letter -  
Warehouse, Planning and Property Acquisition and Improvements,  
Planning and Construction  
Pepsi Building CRC Task 14 – Interior Demolition of Walls and Slabs  
Substantial Completion  
Our File #: 18-187- Task 14**


Dear Mr. Aucoin:

Linfield, Hunter & Junius, Inc. (LH&J) performed a site walk through on March 2, 2020 and found this project to be substantially complete at the time of the walk through. LH&J recommends that Port of South Louisiana accept this project as substantially complete dated on March 2, 2020. Please see the attached outstanding punch list based on the substantial completion walk through.

Based on the information, it is the recommendation of LH&J that Port of South Louisiana accept the Warehouse, Planning and Property Acquisition and Improvements, Planning and Construction: Pepsi Building CRC Task 14 – Interior Demolition of Walls and Slabs Project as substantially complete in accordance with the contract with Mayer Building Company.

Very truly yours,

LINFIELD, HUNTER & JUNIUS, INC.

  
Benjamin Noble Chadwick, AIA, NCARB  
Director of Architecture

BNC/kwf

**Attachments:**

AIA Document G704-2017 – Certificate of Substantial Completion  
Linfield, Hunter & Junius, Inc. – Punch List



# AIA Document G704™ – 2017

## Certificate of Substantial Completion

<b>PROJECT:</b> <i>(name and address)</i> Port of South Louisiana - Task #1-4 Demolition of Walls and Slabs FP&C# 36-P21-12-01 383 W. 10th Street Reserve, LA 70084	<b>CONTRACT INFORMATION:</b> Contract For: General Construction  Date: 08/12/2019	<b>CERTIFICATE INFORMATION:</b> Certificate Number: 001  Date: 03/04/2020
<b>OWNER:</b> <i>(name and address)</i> Port of South Louisiana 171 Belle Terre Blvd. Laplace, LA 70068	<b>ARCHITECT:</b> <i>(name and address)</i> Linfield, Hunter & Junius, Inc. 3608 18th Street, Suite 200 Metairie, LA 70002	<b>CONTRACTOR:</b> <i>(name and address)</i> Mayer Building Company, LLC. 1000 N. Broad New Orleans, LA 70119

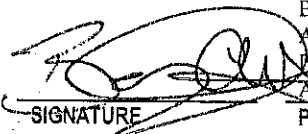
The Work identified below has been reviewed and found, to the Architect's best knowledge, information, and belief, to be substantially complete. Substantial Completion is the stage in the progress of the Work when the Work or designated portion is sufficiently complete in accordance with the Contract Documents so that the Owner can occupy or utilize the Work for its intended use. The date of Substantial Completion of the Project or portion designated below is the date established by this Certificate.

*(Identify the Work, or portion thereof, that is substantially complete.)*

Work as identified in the Substantial Completion Punchlist dated 3-2-2020

Linfield, Hunter &  
Junius, Inc.

ARCHITECT *(Firm Name)*

  
SIGNATURE

Benjamin Noble Chadwick  
AIA, NCARB Vice  
President, Director of  
Architecture

PRINTED NAME AND TITLE

03-02-2020

DATE OF SUBSTANTIAL COMPLETION

### WARRANTIES

The date of Substantial Completion of the Project or portion designated above is also the date of commencement of applicable warranties required by the Contract Documents, except as stated below:

*(Identify warranties that do not commence on the date of Substantial Completion, if any, and indicate their date of commencement.)*

### WORK TO BE COMPLETED OR CORRECTED

A list of items to be completed or corrected is attached hereto, or transmitted as agreed upon by the parties, and identified as follows:

*(Identify the list of Work to be completed or corrected.)*

See attached punchlist dated 03-02-2020

The failure to include any items on such list does not alter the responsibility of the Contractor to complete all Work in accordance with the Contract Documents. Unless otherwise agreed to in writing, the date of commencement of warranties for items on the attached list will be the date of issuance of the final Certificate of Payment or the date of final payment, whichever occurs first. The Contractor will complete or correct the Work on the list of items attached hereto within forty-five (45) days from the above date of Substantial Completion.

Cost estimate of Work to be completed or corrected: \$2,150

The responsibilities of the Owner and Contractor for security, maintenance, heat, utilities, damage to the Work, insurance, and other items identified below shall be as follows:

*(Note: Owner's and Contractor's legal and insurance counsel should review insurance requirements and coverage.)*

The Owner and Contractor hereby accept the responsibilities assigned to them in this Certificate of Substantial Completion:

Mayer Building Company,  
LLC.

CONTRACTOR (Firm  
Name)

SIGNATURE

Ryan Mayer

PRINTED NAME AND TITLE

DATE

3/6/2020

Port of South Louisiana

OWNER (Firm Name)

SIGNATURE

Paul Aucoin, Executive  
Director

PRINTED NAME AND TITLE

DATE

# CERTIFICATE OF SUBSTANTIAL COMPLETION

E

PROJECT: Rail Improvements at Globalplex Facility

OWNER: Port of South Louisiana  
171 Belle Terre Blvd.  
LaPlace, LA 70068

CONTRACTOR: Trac-Works  
640 Highway 3185  
Thibodaux, LA 70301

ENGINEER: Rail Technical Services, LLC  
9650 Trail End Avenue  
Central, LA 70818

DATE OF SUBSTANTIAL COMPLETION: March 16, 2020

## DEFINITION OF SUBSTANTIAL COMPLETION

The date of Substantial Completion of a project, or specified part of a project is the date when the construction is sufficiently completed in accordance with the contract documents, so that the project, or specified part of the project, can be utilized for the purpose for which it was intended.

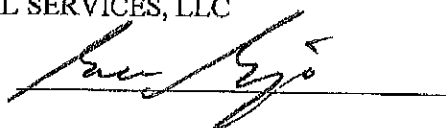
The Work performed under this Contract has been reviewed by authorized representatives of the Owner, Contractor, and Engineer and the Project is hereby declared to be substantially complete in accordance with the Contract Documents on the above date.

The date of Substantial Completion is the date upon which all guarantees and warranties begin.

Final completion and release of the retainage to the Contractor will occur when the Owner is provided a clear lien certificate and all items listed on the previous page for Contractor completion have been satisfactorily completed.

RAIL TECHNICAL SERVICES, LLC

Recommended:



Date:

3/27/20

TRAC-WORKS, INC.

Accepted:

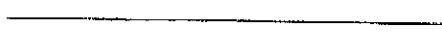


Date:

3-23-2020

PORT OF SOUTH LOUISIANA

Approved:



Date:



F

The following Motion was offered by \_\_\_\_\_ and seconded by \_\_\_\_\_.

## RESOLUTION

### Globalplex Road improvements (EDA GRANT)

**WHEREAS**, the Port of South Louisiana (Port) has applied for an Economic Development Grant to improve the roadway at the Globalplex Facility near Building 71;

**WHEREAS**, the total project cost for the improvements is One Million Eight Hundred Seventy-five Thousand Dollars (\$1,875,000);

**WHEREAS**, the EDA Grant (if awarded) will be in the amount of One Million Five Hundred Thousand Dollars (\$1,500,000);

**WHEREAS**, the Port must provide matching funds in the amount of Three Hundred and Seventy-Five Thousand Dollars (\$375,000).

**NOW, THEREFORE BE IT RESOLVED**, by the Port of South Louisiana as follows:

**Section 1.** The Port of South Louisiana acknowledges that a formal application is currently under review.

**Section 2.** That the Executive Director be authorized to provide a letter stating that the Port will provide matching funds in the amount of Three Hundred and Seventy-Five Thousand Dollars (\$375,000).

**THE FOREGOING RESOLUTION** having been submitted to a vote, the vote thereon was as follows:

<u>Member</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>	<u>Abstain</u>
Robert Roussel	_____	_____	_____	_____
P. Joey Murray, III	_____	_____	_____	_____
Whitney Hickerson	_____	_____	_____	_____
Judy Songy	_____	_____	_____	_____
Stanley C. Bazile	_____	_____	_____	_____
Pat Sellars	_____	_____	_____	_____
Kelly Buckwalter	_____	_____	_____	_____
D. Paul Robichaux	_____	_____	_____	_____

And the Resolution was declared adopted on this 15th day of April, 2020.

\_\_\_\_\_  
Stanley C. Bazile, Secretary

\_\_\_\_\_  
Paul Robichaux, Chairman

### **CERTIFICATION**

I hereby certify that the above foregoing is a true and correct copy of a Resolution adopted at a Regular Meeting of the Port of South Louisiana held on this 15th day of April, 2020 in which a quorum was present and voting and that the Resolution adopted is still in effect and has not been rescinded or revoked.

Signed at La Place, Louisiana on the 15th day of April, 2020

\_\_\_\_\_  
Stanley C. Bazile, Secretary

F

**Patti Crockett**

---

**Subject:** FW: Updated EDA Grant Match Letter

**From:** Zach Monroe <zach@sabistonconsultants.com>

**Sent:** Wednesday, April 8, 2020 12:45 PM

**To:** Patti Crockett <pcrockett@portsl.com>

**Subject:** Re: Updated EDA Grant Match Letter

Total project is 1,875,00

Our 20% match is 375,000

EDA portion is \$1.5 M

**From:** Zach Monroe <zach@sabistonconsultants.com>

**Sent:** Wednesday, April 8, 2020 10:56 AM

**To:** Patti Crockett <pcrockett@portsl.com>; Dale Hymel <dhymel@portsl.com>

**Subject:** Updated EDA Grant Match Letter

Hey Patti and Dale,

Dale and I spoke about this briefly yesterday, but the Port's EDA grant has been approved for the final stage of the application process. EDA has asked us to update a few of our documents, including the grant match letter. I've attached a draft letter here to their specifications. Paul had signed a similar letter a few months ago. Can we get his signature on this with the port's letterhead?

EDA has asked for a quick turnaround on this. Please give me a call if you have any questions.

Thanks,

Zach

--

**Zach Monroe**

Associate

Sabiston Consultants

Office: (504) 293-2617

Cell: (504) 508-0783

Email: zach@sabistonconsultants.com

April 16, 2020

Jorge Ayala  
AURA Regional Director  
Economic Development Administration  
903 San Jacinto Blvd.  
Suite 206  
Austin, Texas 78701

Dear Director Ayala,

This letter affirms that the Port of South Louisiana understands and is prepared to invest a 20% non-federal match of the costs of the Globalplex Road Pavement Project for Building 71 in the amount of three hundred and seventy five thousand dollars (\$375,000.00). These funds are from the Port's General Operating Account, and are available for use now. There is no conditions or restrictions on the use of these funds.

Thank you for your time and your consideration of this project.

Sincerely,

Paul Aucoin,  
Executive Director



## **Master Plan Task Order**

The Project/Task, Scope of Work and Compensation set forth in this Work Authorization is a part of that certain Agreement dated April 12, 2019 between the Port of South Louisiana and Kutchins & Groh, L.L.C. Unless otherwise specifically set forth herein, all other terms shall be as set forth in the Agreement.

### **1. Project/Task:**

Prepare an Airport Master Plan Update and Airport Layout Plan.

### **2. Scope of Work:**

The existing master plan for the Port of South Louisiana Executive Regional Airport was completed in 1999. Since then, major changes to the aviation industry have occurred. To address these various changes and issues the Port of South Louisiana has decided it is in its best interest to update the existing master plan for the airport. The airport master planning process can vary depending on the size, function and goals of the airport. The initial phase of this process involved the careful scoping of the project to identify the key issues for consideration during the planning process. The K&G Team has tailored the master plan to the specific needs and expectations of the airport and to meet the requirements of the FAA and the State of Louisiana. The scope of work, as outlined by the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, has been used to guide the project and will be tailored around the Airport's specific requirements.

#### **Phase I – Project Scoping and Negotiation**

The following tasks were completed after the initial selection was made in order to facilitate the start of the project.

##### **➔ Task 1 – Scoping the Project**

The first step of this assignment is to assure that the scope of work and time schedule for the study meet the expectations of the Port of South Louisiana Executive Regional Airport. This includes a series of meetings with the owner to assure all items to be addressed in the master plan will meet the owner's expectations.

##### **➔ Task 2 – Contract Negotiations & Schedule Development**

After the scope of work has been resolved, the K&G Team will submit a complete breakdown of cost and schedule for the Airport's approval. This is provided to finalize the project budget and schedule and prepare the required contract documents.

### ➔ **Task 3 – Contract/Grant Management & Notice to Proceed**

Following completion of negotiations, The K&G Team will assist the Airport with the preparation of the grant application and administrative requirements in order to facilitate the receipt the Federal funding and issuance of the Notice to Proceed.

### **Phase II – Project Kickoff and Facility Assessment**

#### ➔ **Task 4 – Initial Strategy Session**

Under this task, the K&G Team will work with the Airport Staff, tenants and users to determine the goals and objectives to be addressed under the master planning process. This will include the establishment of a working tenant/user group. This group will serve as a sounding board for each of the working elements of the plan. We will rely upon the Airport Management to determine who will serve on this group.

This will include the establishment of standing committees that will set the framework of the planning process and serve as a sounding board for development concepts and plans throughout this assignment. There are three major stakeholder groups that will be involved: the Project Working Group (PWG); the Technical Advisory Committee (TAC); and, the Community Advisory Committee (CAC).

#### Project Working Group

The Project Working Group is the core management group made for the planning process. It will direct the entire preparation of the Master Plan. Its members include the Executive Director, his key staff, and the management group of the K&G Team. They will meet regularly throughout the term of the project to discuss issues, present work product, seek out comments and refine the process, as well as prepare for other technical, community and public meetings.

#### Technical Advisory Committee

This group is a working tenant/user group and generally includes fixed base operators (FBO), concessionaires, Federal Aviation Administration personnel, and other tenants that operate at the airport and have a vested interest in the development and improvement of the facility. This group will serve as a sounding board for each of the working elements of the plan. As the Airport Owner sees fit, other members can be added (i.e. state aviation officials, key government officials, parties with an interest in the Airport's future). We will rely upon the Airport Management to determine who will serve on this committee.

#### Community Advisory Committee

This group is an additional working group made up of community officials, neighborhood representatives, and other key citizens. Its intent is to serve as a conduit to the community that can provide information and updates about the planning process. Presentations will be high-level

information that present the process and goals without getting into the technical details. This committee often helps airports attain consensus in the community for future development plans.

Following this initial strategy meeting and throughout the planning process, regular meetings and communications between the Airport and the K&G Team will be critical to the success of the Master Plan development. Throughout the planning process, the PWG will meet to keep the project on track.

#### ➔ **Task 5 – Existing Conditions and Issues**

After the goals and objectives are determined, the first step in the Master Planning Process is the identification of the existing conditions. An inventory of pertinent data on the Airport, infrastructure, and airport related land uses will be accomplished. This effort will set the framework for development of the entire plan. The following tasks will be accomplished in support of this effort:

- Review prior planning studies and/or any studies currently being prepared to ensure incorporation of existing conditions
- Inventory the airport facility including runways, taxiways, aprons, airfield marking, lighting and signage; passenger and cargo buildings; general aviation buildings and areas, firefighting and federal facilities; aviation fuel and aircraft services systems; utilities systems; airport support facilities, etc.
- A Digital Orthographic Aerial Topographic Photo of the airport property will be produced. A digital orthophoto is a raster file in which the image has been converted from a perspective projection to an orthographic projection. This information will be used to produce contours for the Airport Layout Plan and to identify and locate existing and potential future penetrations to the Federal Aviation Regulation (FAR) 49 CFR Part 77 Surfaces. The element of work will be accomplished in accordance with the Federal Aviation Administration Advisory Circulars 150/5300-16, 17, & 18.
- The inventory of the Airport will include any Modification of Standards (MOS), as well as all existing conditions that do not meet current FAA design standards as per FAA AC 150/5300-13.

An analysis of the existing airspace and navigational aids will be accomplished during the inventory phase of the project. This will include discussions with the Airport staff and appropriate representatives of the Federal Aviation Administration (FAA) to ascertain the status of the existing infrastructure. Since a complete Airport Geographical Information System Project was accomplished in support of the Airport's Runway Extension Project in 2015, this project will rely on the data collected from that effort for the analysis of the surrounding airspace. This will be augmented by a survey of the inner portion of the approach to identify objects that may exist.

#### ➔ **Task 6 – Aviation Demand Forecast**

The foundation of any Airport Development Program is based on a reasonable and defensible forecast of aviation demand. This task will examine past, existing and future levels of airport operations and develop a short-term (five-year), intermediate (10-year) and long-range (20-year) forecast of airport operations. The results of this task will be paramount in determining the elements to be included in the Airport's Capital Improvement Program (CIP). The forecast will take into consideration the existing

forecast documents for the Airport and the latest FAA Terminal Area Forecast (TAF). The forecast will be submitted to the FAA for its comments and approval.

### **Phase III – Implementation Planning**

#### **→ Task 7 – Requirements Analysis and Concepts Development**

This task will examine the existing airfield and facility components and determine the capability of the airport to accommodate the forecasted air and landside demand. This will include the determination of critical design aircraft for the airport. This will be determined in conjunction with the information obtained in the forecast task. Airport airside operating capability is determined and expressed in terms of Annual Service Volume. Factors, which affect this, include airfield configuration, aircraft operations, and availability of navigational aids. Available space, public access, parking, and the number of operators utilizing the facility will be considered in the determination of landside capacity. Each of these items will be analyzed and used in formulating proposed improvements.

As part of the airport development plan, the K&G Team will look at the surrounding community environment and develop concepts for development that will work with the surrounding residential and business community. This will involve zoning and infrastructure issues that will need to be identified and addressed. Land Use planning is an important part of developing an airport facility. Highest and best use of land needs to be analyzed and coordinated with all stakeholders. This effort will look at both aeronautical and non-aeronautical development and take into consideration all airport-owned property and facilities with a special emphasis on all facets of the existing facilities' contributions to the overall operation of the Airport. One of the primary goals of this project will be the identification of opportunities for the Airport to continue revenue generation from both aviation and non-aviation functions based at the airport, which allows it to provide a strong, competitive facility for the airport users of South Louisiana.

#### **→ Task 8 – Airport Development Plan Implementation**

Following the inventory and analysis of the existing facilities, the next phase of the Master Planning Process will result in the preparation of an Airport Development Plan. This document will be based on the needs and goals of the Airport as it progresses through the planning period. The plan will take into consideration the operational forecast, based aircraft, surrounding industry, and other factors influencing the airport operation. It will result in a Capital Improvement Program (CIP) which meets the goals and objectives of the Airport owner and its users. The resulting CIP will include projects that are demand driven. It will focus on actual needs of the Airport, available resources, and activity levels. The K&G Team will prepare the CIP in sections based on the 5, 10, and 20-year planning horizons and include any new proposed development on the updated Airport Layout Plan.

The 5-year CIP is a critical document to the Federal Aviation Administration. The FAA uses this document to plan for its annual Airport Improvement Program. The K&G Team will prepare this section of the Master Plan for submission to the FAA and Louisiana Department of Transportation and Development (LADOTD) Aviation for their review and approval as applicable. Improvements to existing infrastructure and construction of new facilities are typical projects, which can be included in the CIP. Additionally, projects which are funded by the FAA Technical Operations Branch, other entities, and locally funded projects will be included.

As part of Task 8 the Airport's CIP will include projects that may not be eligible for FAA funding. Working in coordination with Task 6 and Task 7, the proposed projects will be scoped and delineated, and a proposed funding strategy will be part of the overall airport capital improvement program.

#### ➔ **Task 9 – Financial Plan**

To implement any master plan, a sound financial/business plan is needed. This plan needs to look at a variety of financial avenues to move the airport forward.

For all proposed Capital Improvements, a project-financing plan will be developed. This will result from a financial analysis of the economic feasibility of each project and will recommend proposed financial mechanisms to accomplish the goals of the Port of South Louisiana Executive Regional Airport.

#### ➔ **Task 10 – Environmental Procedures and Analysis (Environmental Overview)**

Any project accomplished on an airport is subject to Federal Aviation Administration Assurances and must receive environmental clearance from the funding agency, prior to initiating construction. For many facilities, this simply requires coordination with Federal, State and Local resource agencies (such as the Corps of Engineers, Fish and Wildlife Service, State Historic Preservation Offices, etc.) to ensure that their areas of interest are not compromised. Others Environmental efforts can be more complex.

Under this task, the K&G Team will present a review and analysis of the potential environmental impacts that could occur from the development of the Port of South Louisiana Executive Regional Airport. The purpose of this analysis is to identify potentially significant environmental issues. This defines critical resources that would need to be addressed in order to obtain an environmental determination from the Federal Aviation Administration. This determination could be in the form of a Categorical Exclusion from further environmental review or a decision to proceed with the preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) for the proposed airport development. This task will follow and refer to FAA Order 5050.4B. This task will not result in the preparation environmental approval documents such as the FAA Standard Operating Procedure SOP 5.1 for Categorical Exclusion Documentation, an Environmental Assessment or an Environmental Impact Statement.

### **Phase IV – Master Plan Documents**

#### ➔ **Task 11 – Airport Plans**

The Federal Aviation Administration requires all Airport Sponsors applying for Federal Assistance under the Airport Improvement Program to maintain a current Airport Layout Plan.

Under this task, the K&G Team will update the complete set of Airport plans in accordance with the requirements set out in the Airport Design and Master Plan Advisory Circulars, AC 150/5300-13 & 150/5070-6B respectively and the Airport Layout Plan Checklist found in Appendix A of ARP SOP 2.00. The ALP will include the following sheets:

- **The Airport Layout Drawing** – depicts the airport boundaries, the landing area configurations, and the areas reserved for landside facilities, navigational facilities, and approach and runway clear zones. This document will show the layout of both existing and planned facilities. Additionally, it will identify any approved modifications to FAA

Airport Design Standards, including both proposed and planned modifications to standards, such as the use of declared distances for airport design.

- **The Airport Airspace Drawing** – provides a plan view of the Part 77 airport surfaces surrounding the aerodrome based on the ultimate runway lengths. Additionally, the drawing will provide small scale profiles of the ultimate approach surfaces as well as available obstruction data. The information included on this document is vital to both the airport operator and the FAA in developing approaches and procedures for the airport.
- **The Inner Portion of the Approach Surface Drawing** – depicts both the plan and profile view of the inner portion of the approach to each runway. This is usually limited to the area out to where the Part 77 approach surface reaches 100 feet height above the runway end. This document is utilized in the planning and implementation of existing and new approaches to the airport.
- **The Terminal Area Drawing** – depicts the various terminal area components and their relationships. This drawing will be useful in the planning related to and management of the passenger terminal complex, maintenance and cargo facilities, general aviation fixed based operators (FBO) facilities, commercial and industrial areas, and other facilities in the airport boundary. Separate large-scale drawings can be drawn for important elements, such as terminal building areas, cargo building areas, and hangar areas.
- **The Land Use Drawing** – depicts existing and recommended use of all land within the ultimate airport property line (on-airport) and in the vicinity of the Airport (off-airport to at least the 65 DNL noise contour). This drawing provides airport management with a plan for leasing revenue-producing areas on the airport. It also provides guidance to local authorities for establishing appropriate zoning in the vicinity of the Airport.
- **The Runway Departure Surfaces Drawing** – depicts departure surfaces for each runway end that is designated primarily for instrument departures. It includes both a plan and profile view of the terrain and any obstacles that occur in the first 10,200 feet beyond the runway threshold for the 40:1 departure surface and 50,000 feet for the 62.5:1 departure surface. (The 62.5:1 surface is only applicable to instrument runways serving air carrier aircraft.) This document is also utilized in the planning and implementation of existing and new approaches to the Airport.
- **The Airport Property Map** – is a drawing, which provides the Airport an invaluable tool for managing its property. It depicts each tract of land owned by the airport and documents how it was acquired. This is extremely important with respect to the property, which is obligated by the FAA Grant Assurances. Both the Airport and the FAA use this document for analyzing the current and future aeronautical uses of airport land. (Property map information data to be provided by the airport.)

This set of airport plans will be assembled following the preparation of your Development Plan; so that we can ensure that all proposed development is included in the package submitted to the FAA for coordination and approval. The K&G Team will adhere to the specific guidelines for preparation of the Airport Layout Plan, which are contained in the FAA's Airport Design and Master Plan Advisory Circulars. After these documents are prepared, they will be submitted to the Airport for review and comment. Following the Airport's approval, a set will be submitted to the FAA Program Manager for initial review and comment. The K&G Team will incorporate the initial comments into the documents and submit for

airspace review and approval, in accordance with the Agency's requirements. After the FAA completes its review and approval process, the K&G Team will prepare the required number of final ALPs and submit to the airport and the FAA for signature and distribution. This will include up to three (3) sets of the full plan set to be distributed to the Airport, Federal, and State Agencies. The final submittal will include and be in accordance with a completed Airport Layout Plan Checklist, as required in Appendix A of ARP SOP 2.00.

➔ **Task 12 – Submit Draft Plan for Review and Comment**

Throughout the preparation of the Master Plan, the K&G Team will submit working papers for review by the Airport Staff and the FAA. This enables all involved parties to understand the direction of the plan from the onset. Following initial completion of the pertinent sections, a Draft Master Plan will be prepared and submitted to the Airport for review and comment. It is expected that at this stage, the K&G Team will make presentations to the Airport Management and governing officials prior to holding a public meeting to present the Draft document. Additionally, the K&G Team will provide the Draft document to the FAA for review and comment. – Up to five (5) sets of the draft master plan document will be prepared for distribution.

➔ **Task 13 – Revise Draft Master Plan**

- Following the review and comment period, the K&G Team, the Airport and the FAA will meet to review the comments and refine the document as appropriate. This will be accomplished in conjunction with the finalization of the Airport Layout Plan so that the approved ALP can be included in the Final Master Plan.

➔ **Task 14 – Submit Final Master Plan**

The final document will be submitted to the Airport, its governing body, and the FAA for distribution to all interested parties. At this point, it may be appropriate to present the Master Plan at another public meeting. Many airports use this as an opportunity to show the public that the concerns and comments presented at the Draft stage of the document were taken into consideration in the preparation of the Final document. The K&G Team stands ready to provide this service should the Airport desire this additional public forum.

➔ **Task 15 – Visual Representation**

A summary document in the form of a brochure will be prepared. This will afford the opportunity for the Airport to share an executive summary to all interested parties. It will include a pictorial depiction of the Airport and a narrative of the proposed development. Up to 100 copies are included in this proposal.

**Phase V – Management and Coordination**

➔ **Task 16 – General Project Management**

This task will provide the coordination procedures to be followed throughout the Master Plan project, including the preparation of monthly progress reports; identification of key contact personnel in sponsor, agency, and consultant organizations; and the scheduling of periodic meetings for the purpose of (a) reviewing project progress, and (b) coordinating future project activities.

Additional activities accomplished under this task include:

- Project administration and coordination
- Management of the master schedule, work scope, and budget
- Managing sub-consultant work efforts including conducting quality control reviews of work products
- Determining priorities and responsibilities for the technical analyses
- Providing regular verbal progress reports to Airport staff
- Preparing monthly reports and invoices

### **Stakeholder Involvement**

The following tasks will provide the coordination of the various stakeholder groups meeting during the planning process. The objectives of this task are to involve the key stakeholders in the master planning process in an appropriate and meaningful fashion and to foster their understanding and, if possible, acceptance of the Master Plan recommendations.

#### **→ Task 17 – Project/Client Coordination**

The foundation of any master planning process is best laid through effective communication between the planning team and its client. Towards that end, meeting and communication among this group is essential to the success of the planning process. In order to affect this success, we will establish a Project/Client coordination process. This coordination effort will serve as the backbone of the Master Planning Process and will include the Executive Director, her key staff, and the consultant's core management group. We will meet and use this process as a mechanism for the Airport to direct the study, review work product, and coordinate the outcome of the project.

In support of this effort, the consultant will:

- Chair meetings associated with the coordination process
- Prepare briefing materials and visual aids as appropriate for the meetings.
- Prepare a high-level written summary of key meetings recording the major decisions and action items
- Distribute the meeting notes

#### **→ Task 18 – Technical and Community Advisory Committee Involvement**

These committees will serve as the technical sounding board and conduit to the surrounding community for the Master Plan Team. Working with the Executive Director, we will develop the list of Technical Advisory and Community Advisory Committee members to be involved with these committees. Potential members of these committees could include representatives from the FAA, LADOTD, City & Parish Planning Commission, Public Works Department, other major tenants, representatives of local neighborhoods, the Airport, the Chamber of Commerce, and local colleges and universities as appropriate. We will rely upon the Executive Director to determine who is involved in these committees. They will meet at key points in the master planning process to review progress and technical work.



In support of this effort, the consultant will:

- Prepare a draft invitation letter and meeting schedule for distribution by the Airport to potential committee members. The letter will provide a description of the project and the purpose of the Committee.
- Facilitate meetings at key points in the study.
- Prepare a high-level written summary of each meeting recording the major comments, decisions, and action items
- Distribute the meeting notes

#### ➔ **Task 19 – Conduct an Open House/Public Meeting**

Under this task, the K&G Team will assist the Airport in hosting an open house session with the public to present the Master Planning Process. A presentation will be made to explain the goals and objectives of the Airport Development Plan and proposed capital improvements. It is during this public presentation that significant and substantive comments from the Airport Owners, users and public constituents can be gained.

#### **Phase VI – Deliverables**

The following items will be delivered to the airport for its use and distribution:

- Draft Master Plan
- Final Master Plan
- CD with PDF version of MP at completion of project.

It is anticipated that the master plan will be divided into the following nine chapters. After each chapter is completed a draft set will be forwarded to the Airport for review and comment. Comments will noted and the revised chapters will be forwarded to the Airport for inclusion in the overall master plan document. After all chapters are completed, the Draft Master Plan will be compiled and circulated as shown in Task 12. The final document will be completed as shown in Tasks 13 & 14.

Proposed Chapters of the Master Plan:

1. Introduction
2. Existing Conditions
3. Aviation Demand Forecasts
4. Facility Requirements
5. Development Alternatives
6. Recommended Development Plan
7. Environmental Overview
8. Financial Plan
9. Airport Layout Plan

**3. Compensation:**

Compensation shall be based on a Lump Sum amount of \$275,000. Periodic monthly invoices based on progress of the work will be submitted in accordance with the terms and conditions of the base agreement.

Dated as of \_\_\_\_\_.

**PORT OF SOUTH LOUISIANA**

By: \_\_\_\_\_  
Paul Aucoin

Title: \_\_\_\_\_  
Executive Director

**KUTCHINS & GROH, L.L.C.**

By: \_\_\_\_\_  
George L. Groh, A.I.A

Title: \_\_\_\_\_  
Managing Principal



# Executive Regional Airport Airport Master Plan

## Executive Regional Airport

### 1. Direct Salary Costs

Title	Hours	Rate/Hr.	Cost
Managing Principal	174	\$80.00	\$13,920.00
Sr. Project Manager	20	\$76.51	\$1,530.20
Senior Planner I	412	\$47.54	\$19,586.48
Sr. Planner II	88	\$34.62	\$3,046.56
Planner /CADD	284	\$36.06	\$10,241.04
Associate	188	\$22.60	\$4,248.80

Total Direct Salary Costs \$52,573.08

2. Labor and General & Administrative Overhead \$92,002.89  
Percentage of Direct Salary Costs 175.00%

### 3. Direct Nonsalary Expenses

	Travel Cost	3,500	
	Per Diem	2,500	
	Printing & misc.	2,000	8,000
Subs	Newhouse & Assoc.	30,000	
	Quantum	35,000	
	JD	35,000	
	4	0	
	5	0	
	6	0	
		100,000	
	Expenses		\$8,000.00

4. Subtotal of Items 1,2, and 3 \$152,575.97

5. Fixed Payment (15% of item 4) \$22,886.40

6. Subcontract cost \$100,000.00

7. TOTAL COST (sum of items 4, 5, and 6) \$275,462.37  
say \$275,000

# CONTRACT CHANGE ORDER

H

**Project:** Runway 17-35 Rehabilitation , Port of South Louisiana Executive Regional Airport  
(PEC NO. 11378, AIP # 3-22-0064-018-2019 SPN H.013962)

**Owner:** Port of South Louisiana  
171 Belle Terre Blvd. LaPlace, LA 70068

**Contractor:** Barriere Construction Co., LLC  
1 Galeria Blvd. , Suite 1650 Metairie, LA 70001

**Engineer:** Professional Engineering Consultants Corporation  
7600 Innovation Part Drive Baton Rouge, LA 70820

**Change Order No:** ONE (1)

**This document will become a supplement to the Contract and all provisions will apply thereto.**

Item No.	Description	Unit	Unit Price	ORIGINAL		REVISED	
				Quantity	Amount	Quantity	Amount
P-101-5.2	JOINT AND CRACK REPAIR	LF	\$ 1.75	10,000	\$ 17,500.00	30,787	\$ 53,877.25
P-401-8.1	ASPHALT SURFACE COURSE	TON	\$ 100.00	6,590	\$ 659,000.00	6,564.92	\$ 656,492.00
P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	\$ 1.00	5,500	\$ 5,500.00	6,152.00	\$ 6,152.00
X1-001	AGGREGATE SURFACE COURSE (HAUL ROAD)	CY	\$ 217.72	0	\$ -	70	\$ 15,240.40
X2-001	SAW CUT ASPHALT FULL DEPTH (5" TO 7")	LF	\$ 0.75	0	\$ -	150	\$ 112.50
X2-002	REMOVAL OF ASPHALT WEARING COURSE (2" THK)	SY	\$ 8.00	0	\$ -	375	\$ 3,000.00
X2-003	REMOVAL OF ASPHALT BASE COURSE (3" THK)	SY	\$ 12.00	0	\$ -	341	\$ 4,092.00
X2-004	REMOVAL OF LIMESTONE BASE (10" THK)	SY	\$ 16.00	0	\$ -	300	\$ 4,800.00
X2-005	SUBGRADE EXCAVATION	CY	\$ 50.00	0	\$ -	200	\$ 10,000.00
X2-006	SAND SUB-BASE (IMPORTED) (NET SECTION)	CY	\$ 65.00	0	\$ -	167	\$ 10,855.00
X2-007	CRUSHED AGGREGATE BASE COURSE (14" THICK IN-PLACE)	SY	\$ 65.00	0	\$ -	300	\$ 19,500.00
X2-008	ASPHALT BASE COURSE (P-401) (4" THK)	TON	\$ 200.00	0	\$ -	80	\$ 16,000.00
X2-009	ASPHALT WEARING COURSE (P-401) (2" THK)	TON	\$ 350.00	0	\$ -	45	\$ 15,750.00
X2-011	GEOTEXTILE SEPARATION FABRIC (CLASS D)	SY	\$ 1.50	0	\$ -	300	\$ 450.00
X2-012	SINGLE LAYER BI-AXLE GEOGRID	SY	\$ 2.25	0	\$ -	300	\$ 675.00
X2-013	MOBILIZATION	LS	\$ 8,000.00	0	\$ -	1	\$ 8,000.00
TOTAL:				\$ 682,000.00		\$ 824,996.15	
NET CHANGE IN CONTRACT PRICE:				\$142,996.15			

**JUSTIFICATION:** The quantity for P-101-5.2 Joint and Crack repair is increased due to the high amount of large surface cracks identified after milling. Item X1-001 Aggregate Surface Course was added to maintain the existing haul road and avoid using the airfield pavement for haul route. Items X2-001 - X2-0013 are added to repair a runway base failure which was identified at Sta 126+95. This repair will consist of cutting and removing a 45 ft. section of runway surface, base and soft subgrade material and installing a new pavement section consistent with the rest of the runway.

# CONTRACT CHANGE ORDER

<b>Project:</b> Runway 17-35 Rehabilitation , Port of South Louisiana Executive Regional Airport (PEC NO. 11378, AIP # 3-22-0064-018-2019 SPN H.013962)	
<b>Owner:</b> Port of South Louisiana 171 Belle Terre Blvd. LaPlace, LA 70068	
<b>Contractor:</b> Barriere Construction Co., LLC 1 Galeria Blvd. , Suite 1650 Metairie, LA 70001	
<b>Engineer:</b> Professional Engineering Consultants Corporation 7600 Innovation Part Drive Baton Rouge, LA 70820	
<b>Change Order No:</b> ONE (1)	
<i>This document will become a supplement to the Contract and all provisions will apply thereto.</i>	
<b>CONTRACT FEE ADJUSTMENT</b>	
<b>Original Contract Amount:</b>	\$ 1,070,777.00
<b>Previous Change Order Adjustments:</b>	\$ -
<b>Current Change Order Adjustment:</b>	\$ 142,996.15
<b>Total Contract, including this and previous Change Orders, will be:</b>	
	\$ 1,213,773.15
<b>Percentage (Increase) to Original Contract</b> 13.35%	
<b>CONTRACT TIME ADJUSTMENT (Calendar Days): 30 Days</b>	
<b>Original Contract Time:</b>	75
<b>Previous Change Order Adjustments to Contract Time:</b>	0
<b>Current Change Order Adjustments to Contract Time:</b>	30
<b>Total Contract, including this and previous Change Orders, will be:</b> 105	
<b>Notice to Proceed Date:</b> 12/30/2019	
<b>Contract Start Date:</b> 1/12/2020	
<b>Current Contract Completion Date:</b> 4/26/2020	
<b>Recommended:</b>	
Professional Engineering Consultants Corporation	Date
<b>Accepted:</b>	
Barriere Construction Co., LLC	Date
<b>Approved:</b>	
Port of South Louisiana	Date

## CONTRACT CHANGE ORDER

**Project:** 10 Unit T-Hangar and Apron Port of South Louisiana Executive Regional Airport  
PEC NO. 11377, SPN H.013670

**Owner:** Port of South Louisiana  
Belle Terre Blvd., LaPlace, LA 70068

171

**Contractor:** LA Contracting Enterprise, LLC  
1645 St. Patrick Street, Thibodaux, LA 70301

**Engineer:** Professional Engineering Consultants Corporation  
7600 Innovation Part Drive Baton Rouge, LA 70820

**Change Order No:** Two (2)

*This document will become a supplement to the Contract and all provisions will apply thereto.*

Item No.	Description	Unit	Unit Price	PREVIOUS		REVISED	
				Quantity	Amount	Quantity	Amount
P-152-4.2	Embankment In Place	CY	\$ 30.00	2,500	\$ 75,000.00	2,427	\$ 72,810.00
P-156-5.3	Sediment Chack Dam	Ea	\$ 250.00	5	\$ 1,250.00	0	\$ -
P-156-5.4	Temp, Silt Fencing	LF	\$ 4.30	600	\$ 2,580.00	110	\$ 473.00
P-401-8.1	Bituminous Surface Course	Ton	\$ 130.00	750	\$ 97,500.00	783.24	\$ 101,821.20
P-620-5.1	Taxiway Marking	LS	\$ 850.00	1	\$ 850.00	0	\$ -
P-701-5.1A	15 RPVCP or CPEFDW	LF	\$ 42.00	215	\$ 9,030.00	219	\$ 9,198.00
T-904-5.1	Sodding	SY	\$ 8.00	800	\$ 6,400.00	600	\$ 4,800.00
S-1003	Portland Cement Concrete Drive (6" Thick)	SY	\$ 70.00	50	\$ 3,500.00	45	\$ 3,150.00
S-1004	Portland Cement Concrete Sidewalk	SY	\$ 60.00	65	\$ 3,900.00	63.42	\$ 3,805.20
S-1005	Finish Outside Wall in Bathroom w/ Painting	LS	\$ 3,950.00	0	\$ -	1.00	\$ 3,950.00
TOTAL:				\$ 200,010.00		\$ 200,007.40	
NET CHANGE IN CONTRACT PRICE:				-\$2.60			

**JUSTIFICATION:** This Change Order is for final quantity adjustments to the Contract.

# CONTRACT CHANGE ORDER

**Project:** 10 Unit T-Hangar and Apron Port of South Louisiana Executive Regional Airport  
PEC NO. 11377, SPN H.013670

**Owner:** Port of South Louisiana  
Belle Terre Blvd., LaPlace, LA 70068

171

**Contractor:** LA Contracting Enterprise, LLC  
1645 St. Patrick Street, Thibodaux, LA 70301

**Engineer:** Professional Engineering Consultants Corporation  
7600 Innovation Part Drive Baton Rouge, LA 70820

**Change Order No:** Two (2)

*This document will become a supplement to the Contract and all provisions will apply thereto.*

## CONTRACT FEE ADJUSTMENT

<b>Original Contract Amount:</b>	\$	1,049,286.00
<b>Previous Change Order Adjustments:</b>	\$	-
<b>Current Change Order Adjustment:</b>	\$	(2.60)

*Total Contract, including this and previous Change Orders, will be:*

\$ 1,049,283.40

*Percentage (Increase) to Original Contract* 0.00%

## CONTRACT TIME ADJUSTMENT (Calendar Days): Zero (0) Days

<i>Original Contract Time:</i>	180
<i>Previous Change Order Adjustments to Contract Time:</i>	60
<i>Current Change Order Adjustments to Contract Time:</i>	0
<i>Total Contract, including this and previous Change Orders, will be:</i>	240
<i>Notice to Proceed Date:</i>	7/10/2019
<i>Contract Time Begins 14 Days after N.T.P. Date</i>	7/24/2019
<i>Current Contract Completion Date:</i>	3/20/2020

**Recommended:**

Professional Engineering Consultants Corporation

Date

**Accepted:**

LA Contracting Enterprise, LLC

Date

**Approved:**

Port of South Louisiana

Date