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Gingrich win scrambles GOP race

Associated Press

COLUMBIA, S.C. — Former House Speaker Newt Gingrich stormed to an upset victory in the South Carolina primary Saturday night, dealing a sharp setback to former front-runner Mitt Romney and suddenly scrambling the race for the Republican presidential nomination.

"Thank you, South Carolina!" a jubilant Gingrich tweeted to his supporters. He appealed for a flood of donations for the next-up Jan. 31 primary. "Help me deliver the knockout punch in Florida. Join our Moneybomb and donate now," said his tweet.

Exit polls showed he led among voters who said their top priority was picking a

candidate who could beat President Barack Obama — a group that had preferred Romney in earlier contests in Iowa and New Hampshire.

Romney, the national front-runner until now, was unbowed. He vowed to contest for every vote "in every state" and unleashed a



Gingrich

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Supporters await Republican presidential candidate Newt Gingrich during a South Carolina Republican presidential primary night rally on Saturday, in Columbia, S.C. AP

MADE TO ORDER

Changes at airport added hidden costs



By Amritha Alladi
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Open three months, the new terminal at the Monroe Regional Airport continues to undergo modifications and added costs.

All told, there have been 18 change orders for work at the terminal since the original design was drawn about two years ago, resulting in almost \$2 million in additional costs in the contract for the work done by Lincoln Builders of Ruston.

INSIDE

» Changes to the new terminal at Monroe Regional Airport have added nearly \$2 million to the bill. Find a detailed list on 10A.

The 18th change order is to be approved by the City Council on Tuesday, work made necessary when the city decided to install a full-service restaurant instead of the sandwich shop first envisioned. Change order No. 18 is adding

\$192,745 to the bill.

Change orders to projects like this are unavoidable, said Arthur Holland, project coordinator at the city's engineering department. During the terminal's construction, changes were ordered by the Federal Aviation Administration, Transport Security Administration, the airlines and city officials.

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Construction change orders on a new terminal at Monroe Regional Airport added about \$2 million to the cost. Phase II is to start soon. NEWS-STAR FILE

STATE OF THE UNION

Obama strives for opportunity

Associated Press

WASHINGTON — Vilified by the Republicans who want his job, President Barack Obama will stand before the nation Tuesday night determined to frame the election-year debate on his terms, using his State of the Union address to outline a lasting economic recovery that will "work for everyone, not just a wealthy few."

As his most powerful chance to make a case for a second term, the prime-time speech carries enormous political stakes for the Democratic incumbent who presides over a country divided about his performance and pessimistic about the nation's direction. He will try to offer a stark contrast with his opponents by offering a vision of fairness and opportunity for everyone.

"... we can fight for where I think we need to go: building an economy that works for everyone ..."



BARACK OBAMA
President

In a preview Saturday, Obama said in a video to supporters that the speech will be an economic blueprint built around manufacturing, energy,

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2012 Ag Expo



Airport

Continued from Page 1A

But while the federal government and the airlines will shoulder some of the added cost, the city will pay the bulk of it.

The city is hoping through better planning and communication, it can minimize the number of change orders needed for Phase II of the project, which involves setting up more parking and an area for baggage claim and car rental services, Holland said.

Former airport director Cleve Norrell, who had been at the airport during the time of the new airport terminal's construction, on Friday said the primary reason so many change orders have been neces-

"We do a lot of change orders on our projects. Some of them are add-ons, some of them are decreases."

ATHUR HOLLAND

City Engineering department's project coordinator

sary is because the design plans for the airport didn't undergo a rigorous plan review. The city was trying to meet federal deadlines to use stimulus funds for the project.

Up for review

Norrell and Public Works Director Tom Janway said that if there had been even an additional 60 days to meet the federal deadline, some of these issues would have been caught during a review, for instance waterless urinals

in the men's bathrooms that didn't meet state codes, or the need to add curb ramps for handicap accessibility.

Not all of the changes were costly. Some items were deleted because they weren't necessary, resulting in savings of about \$2.6 million, according to Nikhil Joshi, a project coordinator and strategic planning consultant for the airport. For example, under change order No. 2, the city opted for an alternate roofing system that

saved some dollars, said interim airport manager Ron Phillips.

But after all of the changes are figured in, the new terminal's current contract amount sits at about \$36 million. Previously it was about \$34 million.

TSA will reimburse \$160,081 of its share.

The airlines will pay for some of their changes, covering about \$9,500 worth of revisionary work. For instance, change order No. 16 was rather extensive because airlines, that had upgraded equipment and operational standards, required changes to accommodate their systems.

Lion's share

The city's share to pay will be \$1,725,491.

"These were some items critical to opening by the opening date," Phillips said.

On the city's tab are improvements such as decorative lighting, correction of parking lot drainage and the addition of the full-service restaurant.

"Looking long-term at the airport needs, it was determined that the airport needed a full-service restaurant," Phillips said. The space for what was going to be the sandwich shop had to be moved and included additional plumbing work, electrical work and a Dumpster pad to make it compliant with health standards, Holland said.

The establishment of the restaurant and bar added \$609,033 to the city's bill.

"In our initial council meeting, what Mr. Janway had initially said is that at a lot of these airports around the country, they come in and do their own finishing, but when we at a smaller airport are trying to attract something like McAlister's or even a local restaurant, they can't come in with architects. We have to furnish it to make it more attractive for them," Joshi said.

And correcting the drainage in the parking lot may not have been neces-

"The Transportation Security Administration does 'upgrades for security measures. In most cases they will reimburse.'"

NIKHIL JOSHI

Monroe Regional Airport planning consultant

sary, but that too, enhances customer experience, Holland noted.

"We're not going to make a nice new, clean striped parking lot and it rain and there's water standing in it," Holland said. "Then you walk out and get your feet wet and start complaining."

These issues are typically addressed once a project is completed, because even though the plans look good on paper, they have to be adjusted once engineers see how rainfall affects drainage, Holland said.

"That's one thing you can always look at in a project after it rains to see how well it drains and how well it looks. You may have some bird baths here and there, but you try to keep that to an extreme minimum," he said.

South Carolina-based LPA Group designed the new terminal. Citing company policy, administrative staff members with the LPA Group on Friday said they couldn't respond to media inquiries. However, they said the would return inquiries on Monday when the project manager, who could respond, was back in the country.

But even when plans are in place, Holland said builders don't know entirely what they're getting until the shovel hits the ground.

"It's routine. Anytime you are building something where a pre-existing structure was, you don't know what was there underground until you start

digging," he said. "We do a lot of change orders on our projects. Some of them are add-ons, some of them are decreases."

Holland said there were no maps showing the existing pipes underground, so there were some unforeseen changes in having to upgrade the existing sewer main.

The project's first, fifth, seventh and 11th change orders involved making changes relative to utilities pipes or soil conditions.

Compliance

Holland said the city expected some of the other changes. For instance, the relocation of FAA cabling was not bid in the original contract, but the city anticipated it, he said. Still, the city bid the contract so it wouldn't lose stimulus funding.

Janway confirmed the relocation, which cost about \$832,000, will not be reimbursed by the FAA.

The city also moved without the go-ahead from the fire marshal on its plans, knowing that it might involve some changes, according to Holland.

Moreover, TSA changed a lot of its guidelines over the two years it took to plan and construct the terminal, so the city had to change its designs for that as well.

"They do upgrades for security measures. In most cases they will reimburse," Joshi said.

To reduce the number of change orders for the next portion of the project, Phillips said city officials are meeting each week to identify problems that could potentially arise for Phase II. Joshi has met with tenants and shown them the plans for Phase II, asking them to inform airport officials immediately of any changes to their data or equipment needs as soon as possible. Janway said he didn't expect there to be any significant changes to Phase II.

"Until we're done, there will be changes," Holland said. "Right now we're trying to keep them as modest as possible."

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CHANGE ORDERS AT A GLANCE

The following change orders added almost \$2 million to the original contract for work done by Lincoln Builders of Ruston for the new airport terminal. Of this, the cost to the city is about \$1.7 million. The FAA, TSA, and airlines will reimburse the airport for some of the changes that they required.

- \$72,441** — Consisted of six items of utilities conflicts and modifications;
- \$340,528** — Consisted of FAA underground cable relocation and 16 engineering items, some of which were removed from the project;
- \$29,296** — Elimination of covered sidewalk, and relocation of TSA office;
- \$50,453** — Some of the engineering items from No. 2 are added back;
- \$60,893** — Upgrading the existing sewer main;
- \$229,476** — Items required by the fire marshal such as smoke removal system, fire hydrants and building masonry and firewall changes;
- \$75,276** — Addressed issues with soil conditions and existing utilities. Entergy had to move some power poles;
- \$151,172** — Nine items that were removed;
- \$36,836** — Corrected drainage in the parking lot;
- \$99,427** — TSA requested changes;
- \$102,486** — Addressed problematic soil conditions, fire damage, and cosmetic improvements such as cabinets, cupboards, and additional landscaping;
- \$522,820** — Changes as a result of relocating the restaurant and the lounge, revisions to the fuel island for the car rental agencies and the changes to build the wall;
- \$0** — Cleared up Davis-Bacon labor wage issues;
- \$94,090** — TSA required changes, and some carpeting and flooring in the gift shop;
- \$83,997** — Adding handicap accessible curb ramps and changing urinals to include a flush;
- \$78,570** — Data and new airline equipment they said they were bringing in which we had not been told about two, three years ago;
- \$16,543** — Additional piping, draining, electrical, sewage work;
- \$192,745** — Dumpster pad for restaurant, extension of walls in both public rest rooms; installation of card readers to monitor car wash usage, additional landscaping.

Source: Monroe Regional Airport officials