

**THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM**

SUBJECT: TSPLOST 2018 Project 01 Airport Capital Improvements SP #3 Taxiway "A" Change Order

DATE: July 2, 2021

BUDGET INFORMATION:

REVENUES: \$ 1,576,575 TSPLOST 2018 Project 01 (All Tiers)
 \$ 493,067 TSPLOST 2018 Previous Budget Amendments
 \$ 11,503,749 Total Grant Funds for Sch A of Taxiway "A", to date
 \$ 6,014,172 Additional FAA & GDOT Airport Improvement Grant Funds
 \$ 19,137,565 Total Revenues

EXPENSES:
 CAPITAL: \$ 7,840 Designated TSPLOST Debt Service
 \$ 12,977,061 Expensed or Encumbered (Design SP #1-3)
 \$ 5,292 Designated for Public Art
 \$ 67,187 Designated PM Fees & Contingency
 \$ 6,080,185 Available for Construction Schedule B and Alternates

FUNDING SOURCE: TSPLOST 2018 Program Revenue, FAA Grant, GDOT Grant, CARES Act Grant

COMMISSION ACTION REQUESTED ON: August 3, 2021

PURPOSE:

To request that the Mayor and Commission:

- a. Adopt an ordinance to amend the FY20 Annual Operating and Capital Budget for Athens-Clarke County, Georgia so as to provide grant funding for the construction of TSPLOST 2018 Project 01 Airport Capital Improvements SP #3 Taxiway "A" at the Athens-Ben Epps Airport (**Attachment #1**);
- b. Approve a Change Order with Astra Group, LLC for the Taxiway "A" (SP #3) Project to add the reconstruction and additional work to complete Schedule B portion of project, as shown on **Attachment #2** and as described in the Facts & Issues (#4) in a not-to-exceed amount of \$6,080,185; and,
- c. Authorize the Mayor and appropriate staff to execute all related documents.

HISTORY:

1. On November 2, 2004, Athens-Clarke County (ACC) voters approved the SPLOST 2005 Referendum. This Referendum included the Airport Commercial Terminal Facility (Project #03) and the Business Corridor Infrastructure (Project #10).
2. On August 2, 2016, Mayor and Commission (M&C) approved the Construction Service Contract for the Airport Terminal and authorized a budget amendment to allow a portion of the unallocated earned interest to be used for the construction of the new Airport Terminal. Additionally, M&C authorized a second budget amendment to move up to an additional \$425,000, if needed, in funding from SPLOST 2005 Business Corridor Infrastructure (Project #10) to be included the Airport Commercial Terminal Facility (Project #03) for contingency. Subsequently, if needed, an equal amount of \$425,000 was to be moved from the SPLOST 2011 Jail Project #1 to Project #12 Sidewalks and Project #27 Areawide Stormwater with the designation that it be used for work on Clayton Street. This second budget amendment never needed to be implemented.
3. On November 1, 2016, the M&C approved a five-year on-call architectural/engineering services contract between Holt Consulting Company, LLC and the Unified Government of Athens-Clarke County (ACCGov) to provide services related to planning, architectural drawing, reports, plans, engineering documents, specifications, resident engineering services, and assisting in FAA grant application processing.
4. On February 6, 2018, the Athens Cultural Affairs Commission (ACAC) offered a recommendation in accordance with Athens-Clarke County Code of Ordinances, Section 1, Title I, Chapter 1-25-6, Additional Funding for Public Art, to the M&C related to the use of public art for TSPLOST 2018 Project 01 – Airport Capital Improvements Program (CIP) Matching Funds. Based on the nature of the Sub-Project scope, the ACAC recommends that no public art be associated with this Sub-Project. Staff concurs with this recommendation.
5. In May 2018, a Pavement Condition Study was completed by Applied Pavement Technology on behalf of Georgia Department of Transportation (GDOT). The Study determined that the Pavement Condition Index, PCI, for Taxiway “A” was 31 on a scale of 1 to 100. This indicated that the pavement was in need of rehabilitation.
6. In March 2019, construction of Runway 9-27, Rehabilitation was completed. Taxiway “A” is the main taxiway that provides access to Runway 9-27.
7. On August 6, 2019, M&C approved a work authorization with Holt Consulting Company in the amount of \$251,300 for Design Phase Services for Sub-Project #2 (SP #2) Relocation of Runway 9 Localizer and authorized staff to advance the Project to the Bid & Award Phase.

8. On February 4, 2020, M&C approved a work authorization with Holt Consulting Company in the amount of \$297,230 for Design Phase Services on SP #3 - Taxiway "A" Reconstruction and realignment including apron expansion.
9. On February 4, 2020, M&C authorized ACCGov to accept grants, if awarded, from the Georgia Department of Transportation and FAA for the reimbursement of design and the cost of construction, for the Taxiway "A" reconstruction and realignment including Apron expansion, or various phases of the project as funding is available by GDOT and Federal Aviation Administration (FAA).
10. On February 24, 2020, the Georgia Department of Transportation notified ACCGov of an accelerated timeline to be considered for the FY20 grant. The certified Bid Tab along with M&C's recommendation for award for the proposed work had to be submitted to GDOT prior to May 8, 2020, three months earlier than expected.
11. On March 16, 2020, the TSPLOST Oversight Committee confirmed the Project Concept for TSPLOST 2018 Project 01 Sub-Project 3, Taxiway "A" met the intent of the initial Project Statement.
12. On March 17, 2020, M&C approved the Project Concept and authorized staff to move the project onto the Bid and Award Phase for TSPLOST 2018 Project 01 Sub-Project 3, Taxiway "A", for both Schedule A and Schedule B.
13. On April 2, 2020, ACCGov advertised for bids for the Taxiway "A" Construction Project. Based on the construction estimate from Holt Consulting and the preliminary indication from GDOT that there may not be adequate funding for all of Taxiway "A" at one time, the project was advertised for bids with separate pricing for the two portions (Schedule A&B) of Taxiway "A" as shown on **Attachment #2**.
14. On May 28, 2020, five bids were received as listed below in Facts & Issues #5.
15. On May 29, 2020, staff and Holt Consulting Company completed their review of the submitted bids and determined that the low bidder, Astra Group, LLC, had submitted a responsive bid and possesses the ability to perform the work.
16. On June 5, 2020, ACCGov executed a supplemental agreement with GDOT extending the grant for the Runway Extension until July 2021.
17. On July 7, 2020, M&C approved Astra Group, LLC as the lowest responsive bidder, and awarded a construction contact in a not-to-exceed amount of \$5,699,172 for Taxiway "A", and approved Holt Construction Company LLC to provide construction phase professional services and testing during construction for the Schedule A portion of Taxiway "A" & Schedule C, Localizer Replacement, relocation in a not to exceed amount of \$442,700.

18. On August 8, 2020, ACCGov entered into a supplemental agreement with GDOT extending the grant for the Runway 9/27 Rehabilitation Project until July 2021, in order to finish the Localizer work which was included in the bid Released on April 20, 2020 (History #13) as Schedule C.
19. On September 3, 2020 Astra Group, LLC agreed to extend their bid prices to January 23, 2021, in anticipation of the work being on the upcoming GDOT and FAA funding list.
20. On January 23, 2021 Astra Group, LLC agreed to extend their bid prices to April 23, 2021, in anticipation of the work being on the upcoming GDOT and FAA funding list.
21. On February 3, 2021 ACCGov executed the construction contract with Astra Group, LLC for the construction of the Schedule A portion of Taxiway "A" & Schedule C, Localizer Replacement.
22. On April 12, 2021 the Notice to Proceed was issued to Astra Group, LLC for the Schedule A portion of Taxiway "A" & Schedule C, Localizer Replacement.
23. On April 22, 2021 Astra Group, LLC agreed to extend their bid prices to June 30, 2021, in anticipation of the work being on the upcoming GDOT and FAA funding list.
24. On June 10, 2021, ACCGov was notified by GDOT that ACCGov would be receiving an allocation of federal funding assistance in the amount of \$6,014,174 in order to complete the Schedule B portion of the Taxiway "A" Construction Project.
25. On July 9, 2021 Astra Group, LLC agreed to extend their bid prices until July 31, 2021 and provided a signed change order document execution by ACCGov.

FACTS & ISSUES:

1. The Initial Project Statement for TSPLOST 2018 Project 01 Airport Capital Improvements Program reads as follows:
Project # 01 - Airport Capital Improvements Program (CIP) Matching Funds, will include the design and construction of capital improvement projects at the Athens-Ben Epps Airport as listed in the Airport's Capital Improvement Plan, as may be amended from time to time. This funding may be used to match funding for state and/or federal grants for these projects. The projects generally include Runway/Taxiway Reconstruction/ Rehabilitation/ Improvements, Apron Paving, Terminal Improvements, new parking, storm drainage associate with paving, and other preventive maintenance, reconstruction, and rehabilitation activities for airport pavement. Potential matching funds from GDOT of \$24 million dollars and from FAA of \$5.5 million.
2. Taxiway "A" is the main taxiway that provides access to Runway 9-27. The Proposed Project Concept for SP #3 Taxiway "A" Reconstruction and Realignment, reads as follows:

Taxiway "A" Reconstruction and Realignment including Apron Expansion at the Athens – Ben Epps Airport. The project shall address the deteriorating pavement section for the majority of existing taxiway "A" as well as several connecting taxiways by utilizing a combination of full depth reconstruction and asphalt overlay rehabilitation. In addition, the Terminal Apron will be expanded southward to provide additional aircraft parking. Related work will include grading, storm water, and taxiway safety area improvements. Taxiway edge lighting and signage, (new and relocated), will be incorporated in the project along with new pavement markings.

3. When the Project was released for bid (History #13), it was anticipated that GDOT would not be able to award all of the funding for each phases or "schedules of work" at one time. Since staff anticipated that the funding would be broken up into phases, staff bid the project with the scope of work broken into phase or "schedules of work" that could be awarded at different times. By doing this it allowed ACCGov the option of getting all of the work bid as part of one project, thus getting better bid prices through increased economies of scale, while at the same time allowing the flexibility of awarding the work as the funding becomes available.
4. Each bidder was asked to provide a cost for five different construction bid schedules that could be evaluated and awarded based on the amount of available grant funds at the time of award:
 - Schedule A – Includes all work to reconstruct the west side of Taxiway A, including use of direct burial cable and standard lighting fixtures. This portion of the work was awarded (History #17) and is currently under construction.
 - Schedule A – Add Alternate – Includes upgrading of the direct burial cable and standard lighting fixtures for Schedule A (i.e. west side of Taxiway A) to also include wiring protected by conduit and LED lighting fixtures. This portion of the work was not funded by GDOT or FAA but was instead funded by ACCGov and awarded (History #17) as part of the Astra Contract. The conduit will substantially lengthen the life of the cabling and the LED lighting helps ACCGov to get closer to 100% Renewable by consuming much less energy. This work is currently under construction.
 - Schedule B – Includes all work to reconstruct the east side of Taxiway A, including tie-in to the existing hardstand. Schedule B also includes the addition of a parallel Taxiway, adjacent to the hardstand; thus improving traffic flow and safety. It includes the use of direct burial cable and standard lighting fixtures. This portion of the work was originally bid and is now being recommended for award by change order.
 - Schedule B – Add Alternate – Includes upgrading of the direct burial cable and standard lighting fixtures for Schedule B (i.e. east side of Taxiway A) to include wiring protected by conduit and LED lighting fixtures. This portion of the work was not funded by GDOT or FAA but was instead funded by ACCGov and awarded (History #17) as part of the Astra Contract. The conduit will substantially lengthen the life of the cabling and the LED lighting helps ACCGov to get closer to 100% Renewable by consuming much less energy. This work is currently under construction.
 - Schedule C – Relocation of Localizer System – Includes all work to move and upgrade

new localizer system to include equipment and antenna. This portion of the work was awarded (History #17) and is currently under construction.

5. This project is included in the Airport’s Capital Improvement Program (CIP) on file with FAA and GDOT. Taxiway “A” is a FAA-certificated commercial taxiway and is eligible for FAA discretionary Airport Improvement Program grants and GDOT Aviation Program grants. Typically, ACCGov would be expected to cover 5% of the cost of this project with the other 95% being funded by FAA Airport Improvement Program and GDOT Aviation Program. However, the Taxiway “A” (Schedule A & B) project is now being funded at a rate of 100%; thus saving ACCGov over \$550,000 in matching funds.
6. The original bids received, for construction services on the base bids and all of the alternates, on May 28, 2020, are as provided below (History #14):

Firm	Schedule A & B Base Bids + all Alternates	Schedule C	Total Including all Alternates
Astra Group, LLC.	\$ 10,454,932	\$ 1,500,000	\$ 11,954,932
C.W. Mathews Contracting Co., Inc.	\$ 10,424,105	\$ 1,965,525	\$ 12,389,631
Barnett Southern Corporation, Inc.	\$ 11,040,425	No Bid	No Bid
ER Snell Contractor, Inc.	\$ 10,729,380	No Bid	No Bid
Pittman Construction Company, Inc.	\$ 11,599,939	No Bid	No Bid

7. Staff and the designer, Holt Consulting Company, LLC, reviewed the original bids (History #15) and determined Astra Group, LLC to be was the lowest responsive and responsible bidder based on the Total Base Bid Value, including Schedule A, B, and C of \$11,699,172.37 and lower on the combined on the Base Bid plus all Alternates \$11,954,932.
8. As a part of the original contract award to Astra (History #17), M&C approved staff’s request to negotiate with Astra Group, LLC to get Astra to hold their pricing for Schedule B and the Alternates for a period of no less than 180 days in case GDOT and FAA is able to provide additional grant funding for the full Taxiway “A” Schedule B and the Schedule A and B alternates. Staff has negotiated with Astra and they have agreed to hold their pricing for the Schedule B and the alternates at the original bid price of \$6,080,185, through July 31, 2021.
9. The updated schedule for this work is as follows:
 - Design Phase Services Completed
 - Bidding Completed
 - Bid Award & Recommendation and M&C Approval Completed
 - Grant Award Letter Recommendation to GDOT Completed
 - Anticipated Construction Completion of Taxiway A – Schedule A 09/28/21
 - Anticipated Construction Completion of Localizer - Schedule C 09/28/21

- Anticipated Construction Start of Taxiway A – Schedule B 08/27/21
- Anticipated Construction Completion of Taxiway A – Schedule B 01/01/22

10. Due to the pending expiration of the availability of the FAA grant funds and the current condition of the taxiway it is critical that the bid be awarded at the August 3, 2021 M&C meeting.

11. This recommendation supports the following M&C Strategic Commitment:

- Transportation Mobility and Connectivity

OPTIONS:

1. Mayor and Commission:
 - a. Adopt an ordinance to amend the FY20 Annual Operating and Capital Budget for Athens-Clarke County, Georgia so as to provide grant funding for the construction of TSPLOST 2018 Project 01 Airport Capital Improvements SP #3 Taxiway "A" at the Athens-Ben Epps Airport (**Attachment #1**);
 - b. Approve a Change Order with Astra Group, LLC for the Taxiway "A" (SP #3) Project to add the reconstruction and additional work to complete Schedule B portion of project, as shown on **Attachment #2** and as described in the Facts & Issues (#4) in a not-to-exceed amount of \$6,080,185; and,
 - c. Authorize the Mayor and appropriate staff to execute all related documents.
2. Mayor and Commission deny the approval of the Change Order with Astra Group, LLC.
3. Mayor and Commission defined options.

DEPARTMENT RECOMMENDED ACTION: Option #1 a, b, & c

DEPARTMENT: Office of the Manager – SPLOST Program Management

Prepared by: Keith Sanders



6/29/2021

Keith D Sanders, SPLOST
Program Administrator

Date:



06/29/2021

Mike Matthews

Date:

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1 a, b, & c



Manager

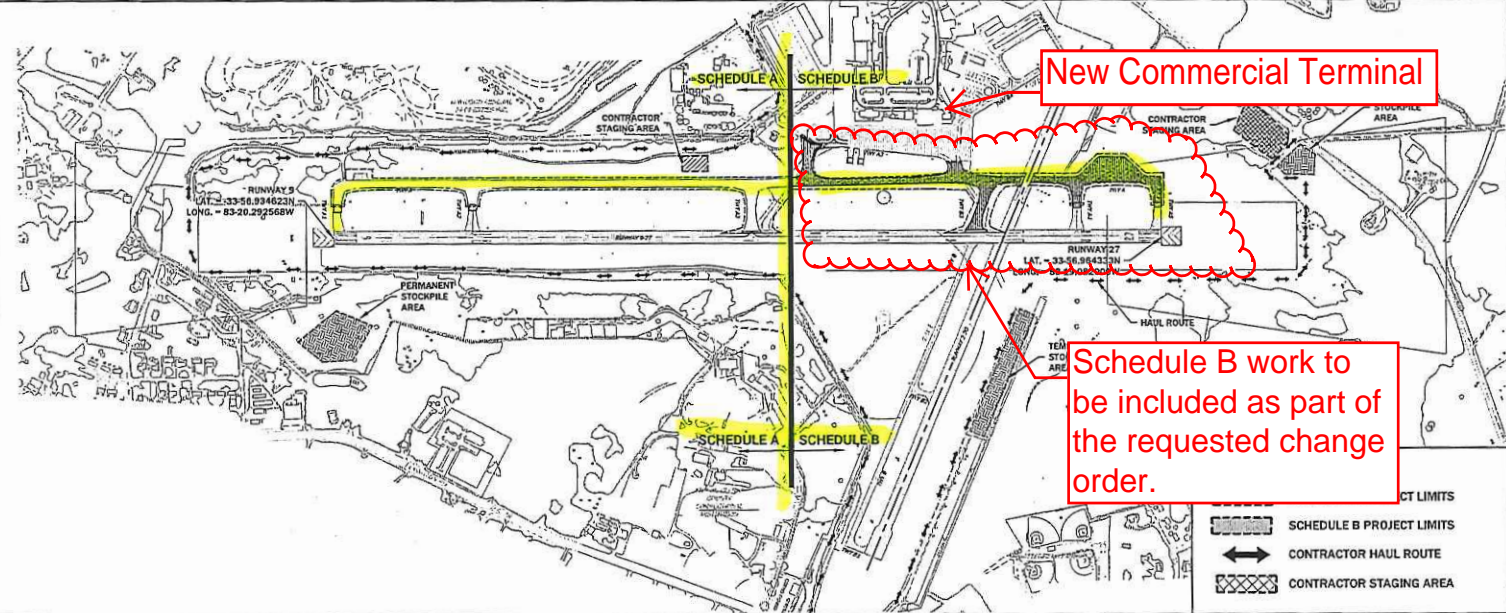
July 13, 2021

Date:

ATTACHMENTS:

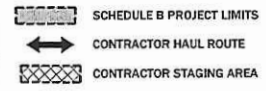
Attachment 1 – Sketch of Schedule A & B work

Attachment 2 – FY22 Budget Ordinance - Airport Rehab Taxiway Phase 2 Grant



New Commercial Terminal

Schedule B work to be included as part of the requested change order.



SAFETY AND SECURITY

- S-1. THE CONTRACTOR WILL OBTAIN, HAVE KNOWLEDGE OF, AND INCORPORATE THE FOLLOWING SAFETY PROVISIONS INTO THE CONSTRUCTION PROJECT:
 - * OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION - AC 150/5370-2 (CURRENT VERSION).
 - * AIRPORT SAFETY SELF-INSPECTION - AC 150/5200-10 (CURRENT VERSION).
 - * PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AIRPORT - AC 150/5210-5 (CURRENT VERSION).
- S-2. CONTRACTORS SHALL MAINTAIN RADIO COMMUNICATION WITH AIRPORT GROUND CONTROL AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL HAVE WORKING RADIOS ON-SITE AT ALL TIMES DURING CONSTRUCTION AND SHALL ASSIGN RESPONSIBLE PERSONNEL TO CONTINUOUSLY MONITOR THE GROUND CONTROL FREQUENCY OR COMMON TRAFFIC ADVISORY FREQUENCY (121.800 MHz). PROVIDE A RADIO AT EACH SEPARATE WORK LOCATION. CONTRACTOR WILL PROVIDE A MINIMUM OF THREE RADIOS (ON SOUND WORKING ORDER) WHICH SHALL REMAIN PROPERTY OF THE CONTRACTOR AT PROJECT COMPLETION.
- S-3. NOTICE TO AIRMEN (NOTAMS) - THE CONTRACTOR SHALL SCHEDULE AND PROVIDE THE NECESSARY INFORMATION ON CONSTRUCTION CONDITIONS SO THAT THE OWNER CAN ADVISE THE FLIGHT SERVICE STATION AND ISSUE NOTAMS IN ACCORDANCE WITH ESTABLISHED CRITERIA.
- S-4. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE PROJECT AREA THROUGH THE PROJECT ACCESS GATES SHOWN ON THESE PLANS. CONTRACTOR WILL BE RESPONSIBLE FOR SECURITY OF ALL GATES IN ACCORDANCE WITH THE AIRPORT'S APPROVED SECURITY PROGRAM. THE CONTRACTOR SHALL PROVIDE STRICT SECURITY FOR ALL PERSONNEL AT THE SITE AND TO TRUCK DRIVERS HAULING MATERIALS AND EQUIPMENT. ANYONE FOUND IN RESTRICTED AREAS OR CROSSING ACTIVE RUNWAYS, TAXIWAYS, AND RAMPS, WILL BE PROMPTLY AND PERMANENTLY REMOVED FROM THE JOB.
- S-5. AREAS OUTSIDE THE PROJECT LIMITS ARE DESIGNATED AS RESTRICTED AREAS. THE CONTRACTOR'S FORCES ARE PROHIBITED FROM ENTERING RESTRICTED AREAS AT ANY TIME, UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER OR AIRPORT OWNER.
- S-6. ALL VEHICLES USED ON THE AIRFIELD SHALL MEET AIRPORT REQUIREMENTS FOR MARKING AND LIGHTING.
- S-7. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A LIST TO THE AIRPORT OPERATOR WHICH CONTAINS THE RESPONSIBLE REPRESENTATIVES OR POINTS OF CONTACT FOR ALL INVOLVE PARTIES AND PROCEDURES FOR CONTACTING THEM 24 HOURS A DAY, SEVEN DAYS A WEEK.
- S-8. CONTRACTOR IS RESPONSIBLE FOR HAVING IN PLACE EMERGENCY NOTIFICATION PROCEDURES FOR MEDICAL, FIRE FIGHTING, AND POLICE.
- S-9. NO CONSTRUCTION MAY OCCUR WITHIN A SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS.
- S-10. THE CONTRACTOR WILL ALSO IMPLEMENT THE FOLLOWING SAFETY MEASURES DURING CONSTRUCTION:
 - * ALL OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN.
 - * APPROPRIATE COVERING OF EXCAVATIONS IN THE RSA OR TSA THAT CANNOT BE BACKFILLED BEFORE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN SHALL BE DETAILED BY CONTRACTOR.
 - * PROMINENT MARKING OF OPEN TRENCHES AND EXCAVATION AT THE CONSTRUCTION SITE IS PROVIDED.
 - * GRADING AND SOIL EROSION CONTROL TO MAINTAIN THE RSA & TSA STANDARDS ARE PROVIDED.
 - * ALL EQUIPMENT NOT IN USE MUST BE REMOVED FROM THE RSA & TSA AT THE END OF EACH DAY OR PRIOR TO REOPENING THE ASSOCIATED RUNWAY OR TAXIWAY, NO EQUIPMENT WILL BE ALLOWED IN AN ACTIVE RSA OR TSA.
- S-11. THE USE OF OPEN FLAME WELDING OR TORCHES IS PROHIBITED UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THE AIRPORT OPERATOR HAS APPROVED THEIR USE.
- S-12. THE USE OF FLARE POTS WITHIN THE ADA AT ANY TIME IS PROHIBITED.
- S-13. THE USE OF ELECTRICAL BLASTING CAPS ON OR WITHIN 1,000 FT OF THE AIRPORT PROPERTY IS PROHIBITED.
- S-14. CONSTRUCTION ACTIVITY WITHIN THE RUNWAY AND TAXIWAY SAFETY AREAS REQUIRE COORDINATION WITH THE AIRPORT MANAGER, NO ACTIVITY SHALL OCCUR CLOSER THAN 40' TO ANY ACTIVE TAXIWAY OR 200' TO ANY ACTIVE RUNWAY WITHOUT COORDINATION WITH THE AIRPORT MANAGER.
- S-15. FOR ADDITIONAL SAFETY AND SECURITY REQUIREMENTS, SEE SPECIFICATIONS, SECTION 01030

HAUL ROUTES, STAGING AREAS AND CONSTRUCTION ACTIVITIES

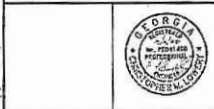
- C-1. THE CONTRACTOR SHALL CONDUCT HIS CONSTRUCTION OPERATIONS AS SHOWN ON THE CONSTRUCTION PHASING PLAN AND HIS APPROVED PHASING PLAN. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE ENGINEER TO MINIMIZE DISRUPTION TO AIRPORT OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE COMPLIANCE WITH SAFETY REQUIREMENTS AND TO MINIMIZE INTERFERENCE TO AIRCRAFT OPERATIONS DURING CONSTRUCTION.
- C-2. THE CONTRACTOR'S STAGING AREA AND HAUL ROUTES SHOWN ON THE PLANS ARE GENERAL AND FOR INFORMATION PURPOSES ONLY. THE ACTUAL SIZE AND LOCATION OF STAGING AREAS AND HAUL ROUTES WILL BE APPROVED BY OWNER PRIOR TO CONSTRUCTION.
- C-3. ALL EXISTING DRAINED AREAS WHICH ARE DISTURBED AS PART OF THE CONTRACTOR'S ACCESS ROAD, CONTRACTOR'S STAGING AREA, AND HAUL ROUTES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AFTER COMPLETION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER. IN ADDITION, ALL EXISTING ROADS THAT WILL BE USED AS THE CONTRACTOR'S HAUL ROUTE SHALL BE MAINTAINED DURING CONSTRUCTION AND RESTORED TO THEIR PRE-CONSTRUCTION CONDITION, NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS ITEM.
- C-4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ALL PERMANENT AND TEMPORARY UTILITY CONNECTIONS TO THE STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES.
- C-5. CONTRACTOR SHALL MAINTAIN ALL AIRFIELD SAFETY DEVICES SUCH AS STAKED LIMIT LINES, FOR THE DURATION OF THE PROJECT AS REQUIRED. DAMAGED STAKES OR FLAGGING SHALL BE REPLACED IMMEDIATELY. CONTRACTOR TO SUBMIT PLAN SHOWING LOCATION OF LIMIT LINES FOR EACH PHASE AND FOR PROJECT DURATION TO THE ENGINEER FOR APPROVAL.
- C-6. CONTRACTOR MUST COORDINATE WITH OWNER AND OTHERS INVOLVED WITH ALL CONSTRUCTION PROJECTS AT THE AIRPORT.
- C-7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING THEIR WORK IN ACCORDANCE WITH THE LATEST REQUIREMENTS AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA).
- C-8. WORK INVOLVING ACCESS TO THE AIRPORT SHALL CONFORM TO THE REQUIREMENTS OF THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS' LATEST VERSION AND ODOT TRAFFIC CONTROL STANDARDS. THE CONTRACTORS SHALL PROVIDE THE REQUIRED WARNING DEVICES, FLAGMEN, ETC. FOR TRAFFIC CONTROL.
- C-9. BURNING DEBRIS WILL NOT BE ALLOWED ON AIRPORT PROPERTY.
- C-10. THE CONTRACTOR'S STAGING AREA HAS BEEN SHOWN ON THE PLANS FOR INFORMATION PURPOSES ONLY. THE ACTUAL SIZE AND LOCATION WILL BE DETERMINED AT THE PRE-CONSTRUCTION CONFERENCE, THE INTENT IS TO UTILIZE THE SAME STAGING AREA FROM THE PREVIOUS PROJECT TO MINIMIZE IMPACT TO SITE.
- C-11. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING RUNWAY AND TAXIWAY LIGHTS AND ALL OTHER AIRFIELD EQUIPMENT IN THE CONSTRUCTION AREA. CONTRACTOR SHALL REPLACE LIGHTS OR EQUIPMENT DAMAGED BY CONSTRUCTION OPERATIONS UNDER SUPERVISION OF ENGINEERS AT NO ADDITIONAL COST TO THE OWNER.

EXISTING CONDITIONS/UNDERGROUND AND CONCEALED FACILITIES

- E-1. EXISTING CONDITIONS SHOWN ARE BASED ON FIELD SURVEY PERFORMED IN FEBRUARY 2020 BY WOLVERTON.
- E-2. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION AND REPORT TO ENGINEER ANY VARIATIONS FROM THE INFORMATION SHOWN ON CONSTRUCTION PLANS.
- E-3. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND IDENTIFICATION OF ALL EXISTING UTILITIES AND PIPELINES IN THE CONSTRUCTION AREA. ANY EXISTING UTILITIES OR PIPELINES (ON OR OFF AIRPORT PROPERTY) DAMAGED BY CONTRACTOR SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR ALL UTILITIES OR PIPELINES DAMAGED BY CONTRACTOR AT NO ADDITIONAL COST TO OWNER. CONTRACTOR SHALL PAY THE COUNTY LIQUIDATED DAMAGES OF \$1,000 FOR EACH CABLE CUT.
- E-4. CONTRACTOR SHALL PROTECT ALL EXISTING LIGHTING SYSTEMS THAT ARE TO REMAIN, OR IT TO BE REMOVED, UNTIL THEY ARE DESIGNATED FOR REMOVAL.
- E-5. ANY UNPLANNED, UNAPPROVED OR ACCIDENTAL SHUTDOWN OR INTERRUPTION OF SERVICE TO ANY LIGHTING CIRCUIT OR AVIATION/AID ACQUIRES IMMEDIATE NOTIFICATION OF THE AIRPORT MANAGER AND ENGINEER BY THE CONTRACTOR. ALL NECESSARY REPAIRS WILL BE MADE IMMEDIATELY AND AT CONTRACTOR'S EXPENSE.
- E-6. THE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING AND GRADE CONTROL OF ALL ELEVATIONS OF THE CONSTRUCTION.
- E-7. THE OWNER RESERVES THE RIGHT TO CONTRACT AND PERFORM OTHER OR ADDITIONAL WORK ADJACENT TO AND WITHIN THE WORK AREA COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT HIS WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OF THE COMPLETION OF THE WORK BEING COMPLETED BY OTHER CONTRACTORS. THE CONTRACTORS WORKING ON THE SAME PROJECT SHALL COOPERATE WITH EACH OTHER AS REQUESTED BY THE ENGINEER. ANY ADDITIONAL EFFORT OR WORK REQUIRED FOR SUCH COORDINATION WITH OTHER CONTRACTORS SHALL BE INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.



HOLI
CONSTRUCTION SOFTWARE, LLC
4340 Sugarloaf Parkway, Suite 200
Duluth, GA 30097
770.263.8724 • www.holisystems@hps.com



GRAPHIC SCALE (FEET)

REVISIONS

No.	Description	Date	By

Project Name:
TAXIWAY A RECONSTRUCTION AND REALIGNMENT PROJECT

Sheet Name:
PROJECT LAYOUT AND GENERAL NOTES PLAN

GOOT Project Number: TBD
Holt Project Number: 648194-12
Designed by: R. LAWSON
Checked by: C. LAWREY
Date: 11/06/2023
Permit/Revision Date: APRIL, 2023
Scale: 1"=400'
G1.01

AN ORDINANCE TO AMEND THE FY2022 OPERATING AND CAPITAL BUDGET FOR ATHENS-CLARKE COUNTY, GEORGIA SO AS TO PROVIDE GRANT FUNDING, IF AWARDED, FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AND THROUGH THE GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) FOR EXPENSES RELATED TO REHABILITATION AND OVERLAY OF THE TAXIWAY & CONNECTING TAXIWAYS, PHASE 2 AT THE ATHENS-BEN EPPS AIRPORT; AND FOR OTHER PURPOSES.

The Commission of Athens-Clarke County, Georgia hereby ordains as follows:

SECTION 1. The Commission of Athens-Clarke County, Georgia desires to amend the Grants Special Revenue Fund to provide grant funding, if awarded, from the Federal Aviation Administration (FAA) and through the Georgia Department of Transportation (GDOT) for expenses related to rehabilitation and overlay of the taxiway & connecting taxiways, Phase 2 at the Athens-Ben Epps Airport.

Said Operating & Capital budget is hereby amended as follows:

Grants Special Revenue Fund:

REVENUES:

Increase:

FAA/GDOT Aviation Programs Grant: \$6,014,172

EXPENDITURES:

Increase:

Taxiway Reconstruction &
Realignment Project \$6,014,172

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.