

CONTRACT CHANGE ORDER NO. 2

AIRPORT Augusta Regional Airport **Date** August 21, 2024
LOCATION Augusta, GA **AIP No.** N/A
PROJECT Construct Taxiway G / Apron G- **CONTRACTOR** Independence
0119700-210447.01 Excavating Inc.

You are requested to perform the following described work upon receipt of an approved copy of this document or as directed by the engineer.

Item No.	Bid Alternate	Description	Unit	Unit Price	Quantity	Amount
Quantity Adjustment Items – Base Bid						
P-501.1	Base	Portland Cement Concrete Pavement (14")	SY	\$149.50	434	\$64,883.00
Quantity Adjustment Items – Bid Alternate 1						
P-306.1	1	Lean Concrete Base Course (5")	SY	\$32.00	-905	(\$28,960.00)
P-501.1	1	Portland Cement Concrete Pavement (14")	SY	\$109.50	-1,308	(\$143,226.00)
Extra Work/New Bid Item – Base Bid						
P-101.4	Base	Portland Cement Concrete Pavement Removal (Sawcut, demo, disposal, haul, drilling, doweling, etc.)	LS	\$14,420.00	1	\$14,420.00
Extra Work/New Bid Item – Bid Alternate 1						
C-105.3	1	Additional Mobilization	LS	\$350,000.00	1	\$350,000.00
C-105.4	1	RSA Grade Limitations, Tapers, Nightwork	LS	\$170,000.00	1	\$170,000.00
P-501.2	1	Portland Cement Concrete Pavement (19")	SY	\$395.00	905	\$357,475.00
This Change Order Total						\$784,592.00
This Change Order Calendar Day Additions (Deletions)						47
Previous Change Order(s) Total						\$291,001.25
Previous Change Order(s) Calendar Day Additions (Deletions)						0
Original Contract Total						\$11,877,051.10
Original Contract Calendar Day Count Total						320
Revised Contract Total						\$12,952,644.35
Revised Contract Calendar Day Count Total						367

The time provided for completion in the contract is (~~unchanged~~) (~~decreased~~) increased by **47 calendar days**. This document shall become the Second Amendment to the contract and all provisions of the contract will apply.

Recommended by: _____ **Edwin J Scott, Jr., PE, Engineer (Mead & Hunt, Inc.)** _____ **Date**

Approved by: _____ **Dan Troutman, Chairman (Augusta Aviation Commission)** _____ **Date**

Approved by: _____ **Garnett L. Johnson, Mayor (Augusta, Georgia)** _____ **Date**

Attested by: _____
Lena J. Bonner, Clerk of Commission (Augusta, Georgia) _____ **Date** _____

Accepted by: _____
Contractor (Independence Excavating Inc.) _____ **Date** _____

AIP NO. _____ **N/A** _____ **CHANGE ORDER NO.** _____ **2** _____

AIRPORT _____ **Augusta Regional Airport (AGS)** _____ **LOCATION** _____ **Augusta, GA** _____

JUSTIFICATION FOR CHANGE

1. Brief description of the proposed contract Amendment and location(s).

Quantity Adjustments:

There are items included in the original bid that need to be adjusted in order to cover the quantities and revised unit cost shown on the construction plans to complete the approved project scope. These items include:

- **P-306.1 Unsuitable/Over Excavation – Bid Alternate 1:**
 - As-constructed quantity due to revised pavement section within RSA
- **P-501.1 Portland Cement Concrete Pavement (14”) – Base Bid, Bid Alternate 1:**
 - As-constructed quantity due to revised pavement section within RSA/scheduled nightwork operations along with revision/field change to taxiway connector 1.

Extra Work/New Bid Item:

There are several items that were erroneously not included in the original bid or extra items not included in the original bid that will be necessary to complete the approved project scope. These items include:

- **C-105.3 Additional Mobilization – Bid Alternate 1:** Additional mobilization required to complete the taxiway within the RSA due to the changes to the schedule and construction methods caused by the airlines.
- **C-105.4 RSA Grade Limitations, Tapers, Nightwork – Bid Alternate 1:** Additional work and effort not included with any existing line items. This line item was not included within the original contract.
- **P-101.4 Portland Cement Concrete Pavement Removal (Sawcut, demo, disposal, haul, drilling, doweling, etc.) – Base Bid:** Demolition and removal of existing Concrete not included within the original contract.
- **P-501.2 Portland Cement Concrete Pavement (19”) – Bid Alternate 1:** Additional 19” concrete pavement section to be completed within the RSA due to changes to the schedule and construction methods caused by the airlines. This line item was not included within the original contract.

New Construction Specifications:

N/A

Revised Construction Specifications

- **C-105 Mobilization**
- **P-101 Preparation/Removal of Existing Pavements**
- **P-501 Cement Concrete Pavement**

2. Reason(s) for the change(s) (*Continue on reverse if necessary*)

Note: The quantity of the following items did not change substantially enough to justify renegotiation of any of the original unit prices in the base bid.

C-105.3 Additional Mobilization – When bidding and awarding this contract, the work associated with the new Taxiway within the Runway Safety Area was intended to be completed via a Temporary Displaced Threshold. In Fall of 2023, the airlines voiced their concerns over the temporary displacement and how it may affect nighttime operations. Following this, options were presented to the Contractor, Owner, Airlines, and FAA to determine what may be the best way to move forward. After several months of deliberation, a modified nightly closure was agreed upon by all parties. This closure includes shutting Runway 17-35 down each night from October 5th through November 12th from 10:30 pm till 6:00 am. This period will allow the contractor enough time to complete work in a safe and efficient manner. Additional mobilization is required due to unforeseen delays to this work and the work itself falling outside of the original contract. Scheduled completion was proposed to be September 26th. Because the work extends until mid November, the Contractor must remain mobilized onsite thus resulting in soft costs to the project. These costs include Crew and Equipment mobilization (\$20,000 for a 25-man crew, trailers, screed, loads, etc.), Equipment standby for 2 months (\$175,000 for the batch plant, generator, mobile laboratory, field office, etc.), additional staff time for the delay – 1 month (\$25,000 for superintendent, project engineer, and project manager), and additional crew housing and per diem for a month (\$130,000 for a 25-man crew).

C-105.4 RSA Grade Limitations, Tapers, Nightwork – When bidding and awarding this contract, the work associated with the new Taxiway within the Runway Safety Area was intended to be completed via a Temporary Displaced Threshold. In Fall of 2023, the airlines voiced their concerns over the temporary displacement and how it may affect nighttime operations. Following this, options were presented to the Contractor, Owner, Airlines, and FAA to determine what may be the best way to move forward. After several months of deliberation, a modified nightly closure was agreed upon by all parties. This closure includes shutting Runway 17-35 down each night from October 5th through November 12th from 10:30 pm till 6:00 am. This period will allow the contractor enough time to complete work in a safe and efficient manner. This line item is intended to quantify the additional work and effort required when working within the RSA during nightly closures and reopening the Runway to resume normal operations during the day. Per the FAA Advisory Circular, parameters must be met within the safety area for the runway to be opened and used safely for aircraft operations. This includes additional grading, material, forms, etc.

P-101.4 Portland Cement Concrete Pavement Removal (Sawcut, demo, disposal, haul, drilling, doweling, etc.) – When paving connector 1, it was noted that the grades at the edge of the pavement did not tie-in correctly to the turfed transition and were exceeding allowable slope. After reviewing the plan and profile for that connector, a discrepancy was found at the edge of the proposed pavement. This line item includes the removal and prep work associated with removing the previously paved concrete in order to repave the area as designed.

C-306.1 Lean Concrete Base Course – When bidding and awarding this contract, the work associated with the new Taxiway within the Runway Safety Area was intended to be completed via a Temporary Displaced Threshold. In Fall of 2023, the airlines voiced their concerns over the temporary displacement and how it may affect nighttime operations. Following this, options were presented to the Contractor, Owner, Airlines, and FAA to determine what may be the best way to move forward. After several months of deliberation, a modified nightly closure was agreed upon by all parties. This closure includes shutting Runway 17-35 down each night from October 5th through November 12th from 10:30 pm till 6:00 am. This period will allow the contractor enough time to complete work in a safe and efficient manner. The reduction of quantity in the bid alternate associated with Lean Concrete Base Course is a result of the modified pavement section within the RSA. In order to pave and open the Runway for daytime operations, a thickened section of P-501 is required thus resulting in the removal of the P-306 in this work area.

P-501.1 Portland Cement Concrete Pavement (14” Depth) – When bidding and awarding this contract, the work associated with the new Taxiway within the Runway Safety Area was intended to be completed via a Temporary Displaced Threshold. In Fall of 2023, the airlines voiced their concerns over the temporary displacement and how it may affect nighttime operations. Following this, options were presented to the Contractor, Owner, Airlines, and FAA to determine what may be the best way to move forward. After several months of deliberation, a modified nightly closure was agreed upon by all parties. This closure includes shutting Runway 17-35 down each night from October 5th through November 12th from 10:30 pm till 6:00 am. This period will allow the contractor enough time to complete work in a safe and efficient manner. The additional P-501 base bid quantity is a result of this modified method of construction within the RSA resulting in additional quantity of P-501 at the base bid unit price. There is an additional 35 sy of P-501 along connector 1 to replace the area being removed.

P-501.2 Portland Cement Concrete Pavement (19” Depth) – When bidding and awarding this contract, the work associated with the new Taxiway within the Runway Safety Area was intended to be completed via a Temporary Displaced Threshold. In Fall of 2023, the airlines voiced their concerns over the temporary displacement and how it may affect nighttime operations. Following this, options were presented to the Contractor, Owner, Airlines, and FAA to determine what may be the best way to move forward. After several months of deliberation, a modified nightly closure was agreed upon by all parties. This closure includes shutting Runway 17-35 down each night from October 5th through November 12th from 10:30 pm till 6:00 am. This period will allow the contractor enough time to complete work in a safe and efficient manner. The new 19” Portland Cement Concrete Pavement line item is a result of the modified pavement section within the RSA. In order to pave and open the Runway for daytime operations, a thickened section of P-501 is required thus resulting in the removal of the originally contracted amount of P-501 in this work area.

3. The Sponsor’s share of this cost is available from:
General/Enterprise Funds

4. If this is a supplemental agreement involving more than \$2,000, is the cost estimate based on the latest wage rate decision? Yes No Not Applicable

5. Has consent of surety been obtained? Yes Not Necessary

6. Will this change affect the insurance coverage? Yes No

7. If yes, will the policies be extended? Yes No Not Applicable

8. Has this Change Order been discussed with FAA officials? Yes No

When: N/A

With Whom: N/A

Comment(s):