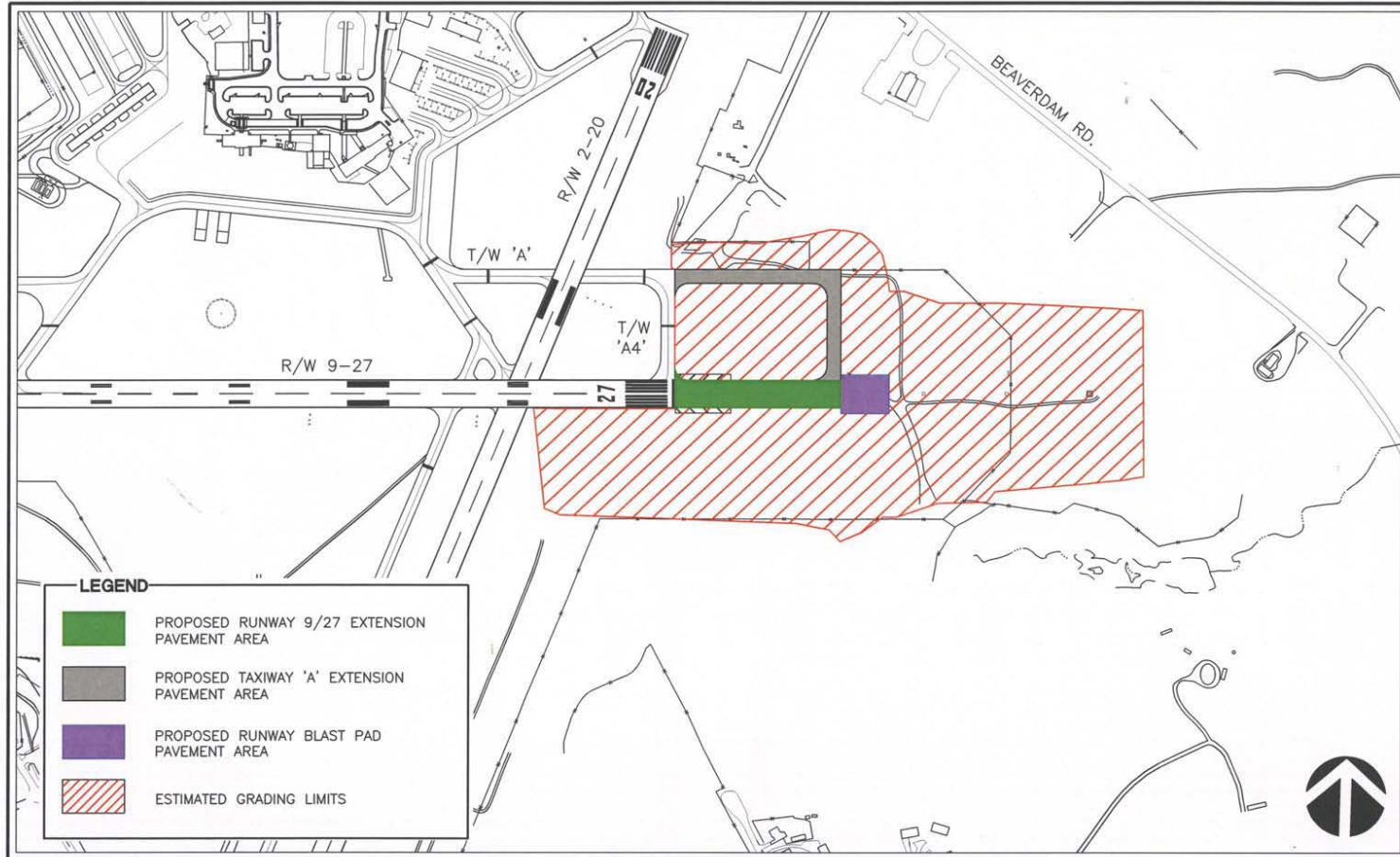


Project Concept Description

**9/27 Runway Extension (Phase I)
600' Extension to the West**

This project will extend the Athens Ben Epps Airport's primary Runway 9/27, the east/west runway, by 600 feet giving the runway a total length of 6,122 feet. The project includes the design, grading and drainage, relocation of the runway's Instrument Landing system (ILS) equipment, and all paving and lighting. The paving portion includes the 600 foot runway extension, aircraft blast pad, and adjacent taxiway. The pavement will be marked, and lighted including all aircraft directional signage. The current ILS system will be replaced with a newer system and the runway approach lights will also be upgraded. The work area will be contained within an area between at the west end of the current runway and Beaverdam Road on ACC owned airport property. As a follow-up to the previously conducted EA, environmental permitting and mitigation coordination will be conducted. Due to the new aircraft touch down points, as a result of the runway extension, engineers will conduct an FAA Spec 405 Approach Survey. The survey will provide the FAA information necessary to design new approach procedures for the runway and will take approximately 18 months to complete and be published.



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LEGEND

- PROPOSED RUNWAY 9/27 EXTENSION PAVEMENT AREA
- PROPOSED TAXIWAY 'A' EXTENSION PAVEMENT AREA
- PROPOSED RUNWAY BLAST PAD PAVEMENT AREA
- ESTIMATED GRADING LIMITS

THE LPA GROUP AVIATION CONSULTANTS

**ATHENS-BEN EPPS AIRPORT
CLARKE COUNTY, GEORGIA**

PROPOSED RUNWAY 9/27 600' EXTENSION AREA

Scope of Services

Runway 27 Extension – Grading & Drainage

The purpose of this task is to design the grading and drainage components for the extension of Runway 9/27 by 600 feet to the east. In order to design the grading and drainage components, it shall be necessary to preliminarily design the full 1,000 feet of extended runway. In addition to the runway grading, the parallel taxiway will also need to be extended, the Glide Slope critical area and the Localizer critical area will need to be revised, and the storm water management facilities will need to be located, so that all of these items, once completed, will be compatible with the associated FAA guidelines. The overall scope of work consists primarily of the following work items: clearing and grubbing, demolition of the existing approach lighting system, extensive erosion control measures, major grading and drainage improvements, construction of haul and access roads, and perimeter fencing. It is anticipated that the overall project will be sub-divided into a series of Base Bid and Additive Bids in order to accommodate the probable FAA funding levels for the project.

Due to the advertised 18-month timeline to get approach procedures revised for the extended runway, services will be performed to begin this process at this early stage so that the new approach procedures can be in-place when the runway extension is paved. A specialized FAA Spec 405 Approach Survey shall be performed to provide FAA with the detailed obstruction data information to design the new approach procedures.

Also, as follow-up to the Environmental Assessment record of decision issued by FAA for the runway extension project, some environmental permitting and mitigation coordination will be necessary to facilitate the construction of the project. Namely, a joint USACE Section 404 wetland permit and state Section 401 water quality certification application will be prepared and submitted to the Savannah District of the USACE and the EPD. The permit package will include a completed pre-construction notification form (PCN), a project narrative, permit drawings, mitigation credit worksheets, and other supporting documentation deemed necessary to obtain USACE and EPD approval. A request for a wetland delineation approval will also be submitted along with the permit application. One onsite meeting with representatives of the USACE and EPD to review the project site is anticipated. A stream variance request will be prepared and submitted to the EPD. The request package will include a completed application form, a project narrative, sediment and erosion control drawings, and other supporting documentation deemed necessary to obtain EPD approval. New mitigation guidelines issued by the USACE and the Environmental Protection Agency indicates a preference to the use of established mitigation banks rather than onsite mitigation. This works well with the FAA's concerns for creating wildlife attractant habitat on or near airports. USACE approved mitigation banks that service the project area will be contacted to find available mitigation credits for the project. LPA will coordinate with the chosen bank on behalf of the Airport to insure that the mitigation obligations are met.

Runway 27 Extension – ILS Glide Slope & Localizer Replacement

The purpose of this task is to design the replacement of the existing Glide Slope and Localizer facilities associated with the extension of Runway 9/27. The existing Glide Slope and Shelter was constructed in 1994, and conversations with the FAA approved maintenance technician for this facility, Mr. Stephen Mitchell, indicated that the shelter is in need of replacement and is too small to handle the current level of equipment to operate the facility. The existing Glide Slope location shall be revised to coincide with the new runway landing threshold location. To minimize the amount of time that the ILS will be out-of-service, a new facility shall be provided. The existing Localizer and Shelter was constructed in 1984, and conversations with the FAA approved maintenance technician for this facility, Mr. Stephen Mitchell, indicated that the manufacturer no longer makes some of the parts for this dated system. The existing Localizer is located within the Runway 9/27 object free area, and its proposed location shall be located outside of the object free area limits to comply with FAA guidelines for such systems. To minimize the amount of time that the ILS will be out-of-service, new facilities shall be provided. It is noted that the sitework improvements in support of the proposed Glide Slope & Localizer facilities shall also be designed under a separate, concurrent agreement. As the proposed funding strategy is not yet finalized for this overall runway improvement program (i.e. grading & drainage vs. paving and lighting vs. Glide Slope/Localizer Installation), this agreement has been set-up as if each major discipline of work will be packaged and bid separately with separate grants in different fiscal years. Should the actual funding strategy differ from this approach, then an amendment to this Agreement shall be executed.

Runway 27 Extension – Paving & Lighting

The purpose of this task is to design the paving and lighting components for the extension of Runway 9/27 by 600 feet to the east. In addition to the runway paving, the parallel taxiway will also need to be extended to provide access to the new runway end, a hold apron will be constructed to facilitate air traffic sequencing of departing aircraft during peak activity periods, and a blast pad will be constructed to reduce Foreign Object Damage (FOD) potential during takeoff operations. The extended portion of the runway will be grooved, and the full-length of the runway will need pavement marking to be removed and new markings installed. The runway and taxiway extension shall be lighted with Medium Intensity Runway Lights (MIRLs) and Medium Intensity Taxiway Lights (MITLs), respectively, a future Multi Approach Lighting Systems (MALs) threshold bar will be provided in the new blast pad to facilitate installation of the future Approach Lighting System (ALS), and new Runway End Indicator Lights (REILs)/ Precision Approach Path Indicators (PAPIs) shall be installed to serve the new runway end. Sitework improvements in support of the proposed Glide Slope & Localizer facilities shall also be constructed, whereas the Glide Slope & Localizer Equipment Installation itself shall be covered under a separate, concurrent agreement.