



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

NOTICE IS HEREBY GIVEN
that the Regular Meeting of the
Camarillo Airport Authority and Oxnard Airport Authority
will be held on:

Thursday

July 8, 2021

6:30 P.M.

DEPARTMENT OF AIRPORTS
ADMINISTRATION OFFICE
555 AIRPORT WAY, SUITE B
CAMARILLO, CA

IN RESPONSE TO THE DECLARED STATE AND LOCAL EMERGENCIES DUE TO THE NOVEL CORONAVIRUS, AND CONSISTENT WITH THE CALIFORNIA GOVERNOR'S EXECUTIVE ORDER N-29-20, THIS MEETING IS BEING CONDUCTED ELECTRONICALLY.

THE FOLLOWING PROVIDES INFORMATION ABOUT HOW TO OBSERVE AND/OR PARTICIPATE IN THE MEETING:

1. You may join the meeting via **Zoom**. See last page for detailed instructions about participating in the meeting via Zoom.
2. You may observe the meeting via the **Department of Airports YouTube channel**
https://www.youtube.com/channel/UC4jLWASMGn4wTrEPdT8BOTQ?view_as=subscriber
3. Public Comment Options
 - a. **Email** – You may submit your comment, limited to 250 words or less, via email by 5:00 p.m. on Thursday, July 8, 2021 to Airport Staff at AirportInfo@ventura.org. Please indicate in the Subject Line, the Agenda item number (e.g., Item No. 5.A.). When the Authorities reach your item of interest on the agenda, Airport Staff will read your comment during the time for public comments.
 - b. **Zoom** – You may provide verbal comments during the meeting. See last page for detailed instructions about participating in the meeting via Zoom.

AGENDA

1. **CALL to ORDER and PLEDGE of ALLEGIANCE**
2. **ROLL CALL**
3. **APPROVAL of MINUTES – June 10, 2021**
4. **PUBLIC COMMENT PERIOD**
5. **NEW BUSINESS**

OXNARD AIRPORT AUTHORITY

- A. Subject: Approval of Plans and Specifications for the Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, Including Addenda Nos. 1-3; Waiver of Any Minor Irregularities in the Bid; Award a Contract for the Base Bid Schedule A and Base Bid Transition Schedule B to Sully-Miller Company, in the Amount of \$12,274,001, on the Basis of the Lowest Responsive Bid, Conditioned Upon Receipt of a Federal Aviation Administration Grant Sufficient to Fund the Project; Authorization for the Director of Airports, or Designee, to Execute the Subject Contract, if Awarded**
(Exhibit 1 available for review on the Department of Airports website www.ventura.org/airports)

Recommendations:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

1. Approve the plans and specifications (Exhibit 1) for the Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, including Addenda Nos. 1-3 (Exhibit 2);
2. Waive any minor irregularities in the bids;
3. Award a Contract for the Base Bid Schedule A and Base Bid Transition Schedule B to Sully-Miller Company, in the Amount of \$12,274,001, on the basis of the lowest responsive bid, conditioned upon receipt of a Federal Aviation Administration Grant sufficient to fund the project; and
4. Authorize the Director of Airports, or his designee, to execute the subject Contract if awarded (Exhibit 3).

- B. Subject: Approval and Award of a Construction Administration Services Contract to Aviation, a Woolpert Company, in the Not-to-Exceed Amount of \$1,086,169, for the Runway 7-25, Connector Taxiways and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, Conditioned Upon Receipt of a Federal**

**Aviation Administration Grant Sufficient to Fund the Project; Authorization
for the Director of Airports, or Designee, to Execute the Subject Contract**

Recommendations:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

1. Approve and award a construction administration services contract (Exhibit 1) to Aviation, a Woolpert Company, in the not-to-exceed amount of \$1,086,169, for the Runway 7-25 Pavement Reconstruction at Oxnard Airport, conditioned upon receipt of a Federal Aviation Administration Grant sufficient to fund the project; and
2. Authorize the Director of Airports, or his designee, to execute the subject contract.

CAMARILLO AIRPORT AUTHORITY

C. Subject: Receive and File a Report Regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

Recommendation:

Staff requests that your Authority receive and file a report regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use Joint Powers Agreement (JPA).

6. DIRECTOR'S REPORT

7. REPORTS

Monthly Activity Report – May 2021
Monthly Noise Complaints – May 2021
Consultant Reports – May 2021
Airport Tenant Project Status – June 2021
Project Status – June 2021
Financial Statements Period Ended – March 31, 2021
Financial Statements Third Quarter – FY 2020/2021
Meeting Calendar

8. CORRESPONDENCE

Letter dated June 5, 2021 from Erin Powers to Eric Landegger, C.A. Rasmussen re: Bid Protest for Oxnard Airport - Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction; Specification No: DOA 20-02; Project No: OXR-146

Letter dated June 16, 2021 from Erin Powers to Eric Landegger, C.A. Rasmussen re: Response to June 11th Bid Protest for Oxnard Airport - Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction; Specification No: DOA 20-02; Project No: OXR-146

Letter dated June 18, 2021 from Madeline Herrle to Kim Rivers, Times Media Group re: Public Records Request dated June 8, 2021

Estimate dated June 18, 2021 from Ana Castro to Kathleen Wilson, Ventura County Star re: Public Records Request of June 9, 2021

Letter dated June 18, 2021 from Madeline Herrle to Dominick Mills, Mills Law Group re: Public Records Request dated June 8, 2021

Notice re: Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project Tenant Workshop #3 Rescheduled to June 29, 2021

Notice re: Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project Tenant Workshop #3 Rescheduled to July 6, 2021

9. AUTHORITY COMMENTS – Comments by Authority members on matters deemed appropriate.

10. ADJOURNMENT

The next regular Authority meeting will be on Thursday, August 12, 2021 at 6:30 p.m. Location to be determined.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT ANA CASTRO AT (805) 388-4211. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE DEPARTMENT OF AIRPORTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



Webinar Instructions

Public link to Zoom webinar:

<https://us06web.zoom.us/j/88440731619?pwd=c2FvZDhQZnVudmFPZU1RWHJMYU1Ldz09>

Webinar ID: 884 4073 1619

Passcode: 992798

Phone Numbers: 1-669-900-6833
1-253-215-8782

Cell Phone or Computer with Audio (Microphone) Feature: Click on the link above and enter passcode. Enter your name so we may call on you when it is your turn to speak.

The Chairperson will ask if anyone wishes to speak to the item. At that time, raise your hand by clicking the Raise Hand button. Follow the instructions below regarding Speaking.

Computer without Audio (Microphone) Feature: Click on the link above and enter passcode. This will allow you to view and listen to the meeting. In order to speak, follow the instructions below for Telephone.

Telephone: If you do not have access to the internet, you can watch the live broadcast of the meeting on the City of Camarillo Local Government Channels – Spectrum Channel 10 and Frontier Channel 29, or via the Department of Airports YouTube channel. If you are interested in speaking to an item, you can call into one of the phone lines listed above, and when prompted enter the Webinar ID and Passcode shown above. Once in the meeting, you will be listening to the meeting through your phone handset.

The Chairperson will ask if anyone wishes to speak to the item. At that time, raise your hand by dialing *9. Follow the instructions below regarding Speaking.

Speaking

When it is your turn to speak, the Chairperson will call your name or the last 4 digits of your phone number if you are calling from a phone, and you will have 3 minutes to speak. Please ensure that all background noise is muted (TV, radio, etc.). You will be prompted to unmute your microphone/phone. Unmute and begin speaking; start by stating your name.

The timer on the screen will count down your 3 minutes. The timer starts green indicating you have 3 minutes; when the time hits 1 minute remaining, the timer will change to yellow; when the 3 minutes have elapsed, the timer will turn red. At that time, your microphone will be muted and we will move onto the next speaker. If you called in on one of the phone lines listed above, you will not be able to see the timer. Instead, you will be prompted when the 3 minutes has begun; when the time hits 1 minute remaining; when the 3 minutes have elapsed.





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CAMARILLO AIRPORT AUTHORITY AND OXNARD AIRPORT AUTHORITY

MINUTES

June 10, 2021

1. CALL to ORDER and PLEDGE of ALLEGIANCE

CAA Vice-Chair, Bill Thomas, called the meeting to order at 6:30 p.m. and led the pledge of allegiance.

2. ROLL CALL

CAA PRESENT

Kelly Long (L)
Carmen Ramirez
Shawn Mulchay
Susan Santangelo
Bill Thomas
Michael Hodson (Alt)

CAA ABSENT

OAA PRESENT

Kelly Long (L)
Carmen Ramirez
Vianey Lopez
Walter Calhoun
Eugene Fussell (Alt)(L)

OAA ABSENT

Bert Perello

Excused (E)

Late (L)

Alternate (Alt)

AIRPORT STAFF

Kip Turner, Director
Erin Powers, Projects Administrator
Jamal Ghazaleh, Accounting Manager
John Feldhans, Operations Supervisor
Ana Castro, Management Assistant

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3. APPROVAL OF MINUTES – April 8, 2021

Camarillo Airport Authority: Councilmember Susan Santangelo moved to approve the April meeting minutes and Vice Mayor Shawn Mulchay seconded the motion. All members voted in favor and the motion passed unanimously 4-0. Supervisor Kelly Long was absent for the vote.

Oxnard Airport Authority: Supervisor Carmen Ramirez moved to approve the April meeting minutes and Councilmember Vianey Lopez seconded the motion. All members voted in favor and the motion passed unanimously 3-0. Supervisor Kelly Long was absent for the vote.

4. PUBLIC COMMENT PERIOD

Public comments heard.

5. NEW BUSINESS

CAMARILLO AIRPORT AUTHORITY

A. Subject: Approval of, and Authorization for the Director of Airports or Designee to Sign, the Commercial Account Right of Entry Agreement with Charter Communications Operating, LLC for Service at 295 Willis Ave., Camarillo, California

Recommendation:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

Approve, and authorize the Director of Airports or his designee to sign, the attached Commercial Account Right of Entry Agreement with Charter Communications Operating, LLC.

Director Kip Turner introduced the item and provided a brief staff report.

Camarillo Airport Authority: Vice Mayor Shawn Mulchay moved to approve staff's recommendation and Councilmember Susan Santangelo seconded the motion. All members voted in favor and the motion passed unanimously 4-0. Supervisor Kelly Long was absent for the vote.

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CAMARILLO & OXNARD AIRPORT AUTHORITY

B. Subject: Authorization for the Director of Airports or Designee to Award Annual Consulting-Services Contracts for FY 2021-2022 and to Issue Work Orders Against These Contracts

Recommendations:

Staff requests that your Commission/Authorities recommend that the Board of Supervisors (Board):

1. Authorize the Director of Airports, or his designee, to award annual consulting-services contracts for fiscal year 2021-2022 to the consultants listed in the Annual Consultant Services Contracts Summary (Exhibit 1) using a contract form negotiated in compliance with the County of Ventura Public Works Agency Project Processing Procedures Manual (an exemplar contract form is attached as Exhibit 2); and
2. Authorize the Director of Airports, or his designee, to issue work orders against such contracts for up to \$35,000 each project for planning of construction projects not yet approved by the Board, and for up to \$200,000 each work order for other services.

Director Kip Turner introduced the item and stated that projects administrator Erin Powers will provide staff's report. Ms. Powers stated that each fiscal year the department seeks to enter into several general on-call service type contracts to support projects at Camarillo and Oxnard airports. Ms. Powers shared examples of the types of services provided. Ms. Powers explained that although contracts will be in place, no work is guaranteed to consultants and the airport is not obligated to issue work orders against the contracts. Fiscal impacts only occur when work requests are issued and services are needed. The department is seeking annual contracts for four companies which include Jviation, Coffman & Associates, Mead & Hunt, and Adams Companies. Ms. Powers responded to general questions posed by Authority members.

Camarillo Airport Authority: Supervisor Carmen Ramirez moved to approve staff's recommendations and Vice Mayor Shawn Mulchay seconded the motion. All members voted in favor and the motion passed unanimously 4-0. Supervisor Kelly Long was absent for the vote.

Oxnard Airport Authority: Councilmember Vianey Lopez moved to approve staff's recommendations and Supervisor Carmen Ramirez seconded the motion. All

members voted in favor and the motion passed unanimously 3-0. Supervisor Kelly Long was absent for the vote.

OXNARD AIRPORT AUTHORITY

C. Subject: Receive and File a Presentation from the Channel Islands Neighborhood Council Regarding Noise Concerns Surrounding Oxnard Airport

Recommendation:

Staff requests that your Commission/Authority receive and file a presentation from the Channel Islands Neighborhood Council regarding noise concerns surrounding Oxnard Airport.

Director Kip Turner stated that the Oxnard Airport Authority requested that department staff provide a platform for the Channel Islands Neighborhood Council (CINC) to present their noise concerns. Steve Tannehill, Committee Leader, CINC Airport Safety & Noise Committee began the presentation. Walter Hagedorn, Chair, Oxnard Shores Neighborhood Council provided comments. Audrey Keller, Chair, Channel Islands Neighborhood Council also provided comments. Authority members provided comments regarding the presentation. A discussion took place about the history and background of the noise concerns, and discrepancies between the number of noise complaints that the CINC stated were reported to the Department of Airports and the number of complaints that were reflected in the department's noise reports. Director Turner shared next steps the department will pursue to address the noise concerns. Mr. Turner also shared that administrative changes have already been made to the department's reporting which is reflected in the meeting packet. Chair Walter Calhoun stated that the CINC has the Oxnard Airport Authority's full support to address this matter.

Oxnard Airport Authority: Supervisor Kelly Long moved to approve staff's recommendation and Supervisor Carmen Ramirez seconded the motion. All members voted in favor and the motion passed unanimously 4-0.

CAMARILLO & OXNARD AIRPORT AUTHORITY

D. Subject: Approval of the Department of Airports' Fiscal Year 2021-22 Rent and Fee Schedule, Effective July 1, 2021; Adoption of a Resolution Establishing Rents, Fees, and Insurance Requirements for the Department of Airports; Delegation of Authority to the County Executive Officer and the Director of Airports to Execute Leases, Subleases,

Licenses, Permits, Special Use/Activity Permits, Operation Agreements, Extensions, Amendments, Consents, Termination Notices, and Unlawful Detainer Complaints in Accordance with the Provisions of the Schedule

Recommendations:

Staff requests that your Commission/Authorities recommend that the Board of Supervisors (Board):

1. Approve the Department of Airports' ("Department") FY 2021-22 Rent and Fee Schedule (Exhibit 1 is a clean version and Exhibit 2 is a legislative version with track changes), with an effective date of July 1, 2021; and
2. Authorize the County Executive Officer and the Director of Airports to execute certain leases, subleases, licenses, permits, special use/activity permits, operation agreements, extensions, amendments, consents, termination notices, and unlawful detainer complaints as described in section III of the attached resolution (pages 30-37 of Exhibit 1); and
3. Approve, adopt, and execute the resolution (pages 30-37 of Exhibit 1) establishing rents, fees, and insurance requirements for the Department.

Director Kip Turner introduced the item and provided staff's report. Director Turner shared that the rates and fees have essentially remain unchanged for the third year in a row but he reviewed new fees that have been added to the Rent and Fee Schedule. New fees in FY 21-22 include a day-use fee for the shared use ramps at both Camarillo and Oxnard Airports, a fee to recover staff time/costs associated with third party development, and an administrative fee when a tenant initiates a new hangar lease or upgrades/changes their hangar. Director Turner responded to questions and concerns about the new fees. Specifically, concerns about the administration fee and shared use ramp fee were noted. A discussion took place about whether the new administration fee is waived if the transaction is subject to the 2% transfer fee which applies when a private hangar is sold. There was a recommendation for the department to add signage for pilots on the airfield to indicate where the shared ramp use is located and fees associated with parking in that area.

Camarillo Airport Authority: Vice Mayor Shawn Mulchay moved to approve staff's recommendations with the following amendments: 1) In the Rent and Fee Schedule, Section I.D., include a visual identification of the transient ramps as an attached

exhibit; 2) In the Rent and Fee Schedule, add language to clarify whether the \$150 administration fee applies to the sale of a hangar; 3) Staff to update Authority members on the aforementioned items prior to the Board of Supervisors meeting and staff to update Authority members with what will be presented to the Board of Supervisors. Councilmember Susan Santangelo seconded the motion. All members voted in favor and the motion passed unanimously 5-0.

Oxnard Airport Authority: Supervisor Long moved to approve staff's recommendations with the following amendments: 1) In the Rent and Fee Schedule, Section I.D., include a visual identification of the transient ramps as an attached exhibit; 2) In the Rent and Fee Schedule, add language to clarify whether the \$150 administration fee applies to the sale of a hangar; 3) Staff to update Authority members on the aforementioned items prior to the Board of Supervisors meeting and staff to update Authority members with what will be presented to the Board of Supervisors. Supervisor Carmen Ramirez seconded the motion. All members voted in favor and the motion passed unanimously 4-0.

6. DIRECTOR'S REPORT

Director Turner provided an update on the private hangar lease agreement. The department anticipates bringing the lease agreement before the Airport Authorities in July. Director Turner shared that Western Cardinal assigned their lease to AVEX and the documents were executed on May 28, 2021. Regarding the northeast hangar development at Camarillo Airport, 15-16 out of the 41 hangars have been leased. Regarding the Oxnard Airport runway and taxiway reconstruction project, the third tenant workshop scheduled on June 15, 2021 has been postponed to June 29, 2021 because the grant has not been finalized with the Federal Aviation Administration. Construction will start no earlier than the end of July or beginning of August. Regarding the master plan update, this effort has been paused so that over the next year, the department can address concerns raised in the first public workshop. Director Turner shared that the department has been watching the centerline of the runway at Camarillo Airport due to severe cracking. The department just received a scope of work from the engineers. When the work begins it is anticipated to be a three to four day project. Director Turner reminded the Airport Authorities that the venue for these meetings will be the Oxnard Airport terminal when in-person meetings resume.

7. REPORTS

Monthly Activity Report – March, April 2021

Monthly Noise Complaints – March, April 2021

Consultant Reports – March, April 2021

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Airport Tenant Project Status – May 2021
Project Status – May 2021
Meeting Calendar

Reports were received and filed.

8. CORRESPONDENCE

Letter dated April 7, 2021 from Madeline Herrle to Justin Guan, Federal Aviation Administration re: Application for Conveyance of Surplus Property; Camarillo Airport – 275 Skyway Drive, Camarillo, CA; GSA Control No 9-X-CA-0410 AO; DHS Ice Building

Letter dated April 13, 2021 from Kip Turner to Greg Ramirez, City of Camarillo re: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

Notice re: Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project Tenant Workshop #3 on May 25, 2021

A Message from the Director of Airports dated May 26, 2021 from Kip Turner re: Camarillo and Oxnard Airport Master Plan Update

Notice re: Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project Tenant Workshop #3 Rescheduled on June 15, 2021

Correspondence was received and filed.

9. AUTHORITY COMMENTS

In reference to a discussion that took place during Agenda Item #8 – CORRESPONDENCE, Supervisor Kelly Long requested that the matter of the 1976 Agreement between the County of Ventura and the City of Camarillo, including correspondence, be agendized for next month's meeting. Supervisor Long shared that her understanding is that the County is not moving forward with commercial air service at Camarillo Airport and that the County is not implementing new regulations. Supervisor Long would like County Counsel available to comment on the matter. Supervisor Long thanked Director Turner and staff for all the work that everyone is doing.

Vice Mayor Shawn Mulchay supports Supervisor Long's request for the matter of the 1976 Agreement to be agendized. Mr. Mulchay requests that the letter dated April 13, 2021 from the Department of Airports to the City of Camarillo and the letter dated May 21, 2021 from the City of Camarillo to the Department of Airports be included for discussion.

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Supervisor Carmen Ramirez commented that the matter of the 1976 Agreement needs to be properly agendaized in order to have a good dialogue and full discussion. Supervisor Ramirez stated that going forward it is imperative that County Counsel join the meeting.

Alternate Public Member Michael Hodson commented that trust and transparency are the overriding concerns of the community and this Authority. He stated that department staff, this Authority and everyone involved needs to reestablish the trust of the community and complete transparency is a good start to doing so.

Vice-Chair Bill Thomas added that an overview discussion of the 1976 Agreement itself would be valuable to see where the areas of confusion might be. Mr. Thomas agrees with Mr. Hodson's comments about trust and transparency.

10. ADJOURNMENT

There being no further business, the June 10, 2021 Authority meeting was adjourned at 9:48 p.m.

KIP TURNER, C.M.
Administrative Secretary

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COUNTY of VENTURA

Department of Airports

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July 7, 2021

Aviation Advisory Commission
Oxnard Airport Authority
555 Airport Way, Suite B
Camarillo, CA 93010

Subject: Approval of Plans and Specifications for the Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, Including Addenda Nos. 1-3; Waiver of Any Minor Irregularities in the Bid; Award a Contract for the Base Bid Schedule A and Base Bid Transition Schedule B to Sully-Miller Company, in the Amount of \$12,274,001, on the Basis of the Lowest Responsive Bid, Conditioned Upon Receipt of a Federal Aviation Administration Grant Sufficient to Fund the Project; Authorization for the Director of Airports, or Designee, to Execute the Subject Contract, if Awarded
(Exhibit 1 available for review on the Department of Airports website www.ventura.org/airports)

Recommendations:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

1. Approve the plans and specifications (Exhibit 1) for the Runway 7-25, Taxiway Connectors and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, including Addenda Nos. 1-3 (Exhibit 2);
2. Waive any minor irregularities in the bids;
3. Award a Contract for the Base Bid Schedule A and Base Bid Transition Schedule B to Sully-Miller Company, in the Amount of \$12,274,001, on the basis of the lowest responsive bid, conditioned upon receipt of a Federal Aviation Administration Grant sufficient to fund the project; and
4. Authorize the Director of Airports, or his designee, to execute the subject Contract if awarded (Exhibit 3).

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Fiscal/Mandates Impact:

Mandatory: No

Source of funding: *Federal Aviation Administration (90%)*
Caltrans (up to 4.5%)

Funding match required: *Airport Enterprise Fund (5.5%)*

Impact on other departments: *None*

| <u>Summary of Revenue and Project Costs</u> | <u>FY 2020/21</u> | <u>FY 2021/22</u> |
|--|--------------------------|--------------------------|
| Revenue: FAA (90%) | \$ 0 | \$11,046,600* |
| Caltrans (up to 4.5%) | 0 | 100,000* |
| Direct Costs | \$ 0 | \$12,274,001 |
| Net Costs – Airport Enterprise Fund | <u>\$ 0</u> | <u>\$ 1,127,401</u> |

**Estimated Total Grant Amount. Actual grant amount will be dependent upon FAA available funding.*

Current Fiscal Year Budget Projection:

| FY 2021-22 Budget Projection for Airports Capital Projects - Division 5040, Unit 5041 | | | | |
|---|----------------|-----------------|------------------|-----------------------------|
| | Adopted Budget | Adjusted Budget | Projected Budget | Estimated Savings/(Deficit) |
| Appropriations | \$27,930,872 | \$27,930,872 | \$27,930,872 | \$0 |
| Revenue | 25,237,812 | 25,237,812 | 25,237,812 | 0 |
| Net Cost | \$ 2,693,060 | \$ 2,693,060 | \$ 2,693,060 | \$0 |

Revenue and appropriations are included in the FY 2021-22 Adopted Budget.

The estimated total fiscal impact, including all phases of design and construction, are as follows:

| <u>Costs</u> | |
|---------------------------------|-----------------------------|
| Engineering & Environ./Design: | \$ 719,520 |
| Construction**: | 12,274,001 |
| Construction Administration: | 1,086,169 |
| Project Administration: | 136,241 |
| Total | <u>\$ 14,215,931</u> |
| FAA Grant Revenue | \$ 12,794,338 |
| Caltrans Grant Revenue | 100,000 |
| Total Grant Revenue | <u>\$ 12,894,338</u> |
| Cost to Airport Enterprise Fund | <u>\$ 1,321,593</u> |

***This award of contract only references the construction contract.*

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Discussion:

The construction contract is for improvements at the Oxnard Airport which is anticipated to be funded in part by the Federal Aviation Administration (FAA) under Airport Improvement Grant No. 3-06-0179-038-2021 and a matching Caltrans Grant. The FAA has recently indicated that it will be ready to offer a grant for the base bid and base bid transition work at Oxnard Airport before the end of the federal fiscal year. In anticipation of the FAA's deadline for grant award and the Board's meeting schedule, staff asks that the Department of Airports be authorized to award a contract to the lowest responsive and responsible bidder, conditioned upon receipt of grants sufficient to fund the project.

The project includes a base bid to reconstruct the runway and two bid alternates to reconstruct the taxiway connectors and parallel taxiway F (Location Map, Exhibit 4). Due to the FAA's indication that funding will only be available for the base bid and base bid transition work, the award of contract for construction has been updated to reflect award of only those elements.

Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction

- Base Bid:** Runway improvements include, grading, paving lighting, MALSF upgrades, signage, grading, storm-drainage, and marking.
- Bid Alternate 1:** Taxiway Connector improvements include grading, paving, lighting, signage, storm-drainage, and marking.
- Bid Alternate 2:** Parallel Taxiway F improvements include grading, paving, lighting, signage, storm-drainage, and marking.

Bids for the project were opened on April 29, 2021. A copy of the bid abstract for the five (5) bids received is attached as Exhibit 5. The bid has been reviewed for form. Sully-Miller Company, submitted the lowest responsible bid for the Base Bid (Schedule A) and the Base Bid Transition (Schedule B) in the amount of \$12,274,001. The low base bid is 4.4% under the engineer's estimate of \$12,832,636. We believe that the bid reflects the value of work to be done.

The Department of Airports received bid protests from the second lowest bidder, C.A. Rasmussen, on May 25 and June 11, 2021. After careful consideration and consultation with County Counsel, the Airport concluded that the various grounds raised in the bid protests regarding subcontractor listing requirements and Disadvantage Business Enterprise goals were without merit and the bid proposal from Sully-Miller was confirmed to be responsive.

5a3

The estimated project construction schedule is:

Grant Award – June 30, 2021
Contract Award – July 20, 2021
Notice to Proceed – July 21, 2021
Construction Completion – November 24, 2021

The work described in this letter is in line with the County of Ventura Strategic Plan, Focus Area 3, Strategic Goals 2 and 3. The project was included in the FY 2021/22 capital budget for the Airport Enterprise Fund which was adopted by the Board on June 21, 2021. The project was also included in the current Capital Improvement Program that was previously approved by your Commission and your Authority and adopted by the Board.

If you have any questions regarding this item, please call Erin Powers at 388-4205, or me at 388-4372.

A handwritten signature in black ink, appearing to read "Kip Turner". The signature is fluid and cursive, with a long horizontal stroke at the end.

KIP TURNER, C.M.
Director of Airports

Attachments:

- Exhibit 1 – Plans and Specifications (available for review on the Department of Airports website www.ventura.org/airports)
- Exhibit 2 – Addenda Nos. 1-3
- Exhibit 3 – Contract
- Exhibit 4 – Location Map
- Exhibit 5 – Bid Abstract

**Exhibit 1 -
Plans and
Specifications
(available for
review on the
Department of
Airports website
[www.ventura.org/
airports](http://www.ventura.org/airports))**

BID ADDENDUM NO. 1

To: All Plan Holders

From: Jannet Loera, PE
Mead & Hunt, Inc.

Date: April 5, 2020

Project: **Oxnard Airport**
Runway 7-25 and Taxiway Connectors and Parallel Taxiway Pavement Reconstruction
AIP No.: 3-06-0179-38-2021



The following modifications are to be made part of the Plans, Contract Documents, and Specifications for the subject project. **All bidders must acknowledge receipt of this Addendum in the space provided on the Bid Form.**

Bid Opening – Time and date of bid opening is unchanged.

Revisions – None

Questions / Answers – None

Clarifications

- C1. Non-mandatory pre-bid conference will be on April 6, 2021 at 10:00 a.m. PST as shown on the Project Specifications. Time has been revised in the Quest advertisement.

Attachments

Pre-bid meeting agenda.



AGENDA
PRE-BID MEETING
Oxnard Airport



Runway 7-25 and Taxiway Connectors and Parallel Taxiway Pavement Reconstruction

AIP No. 3-06-0179-38-2021

Tuesday, April 6, 2021 at 10:00 a.m.

[https://teams.microsoft.com/l/meetup-](https://teams.microsoft.com/l/meetup-join/19%3ameeting_YWZiZDZiYzAtMmU1Zi00YzAyLWEwNjctOTVmM2FmYTViOWQ5%40thread.v2/0?context=%7b%22Tid%22%3a%22b467145b-e9b5-4d22-a13d-8331f319ce09%22%2c%22Oid%22%3a%22ea867038-9ac8-4e16-90d9-cd540d59dfb6%22%7d)

[join/19%3ameeting_YWZiZDZiYzAtMmU1Zi00YzAyLWEwNjctOTVmM2FmYTViOWQ5%40thread.v2/0?context=%7b%22Tid%22%3a%22b467145b-e9b5-4d22-a13d-8331f319ce09%22%2c%22Oid%22%3a%22ea867038-9ac8-4e16-90d9-cd540d59dfb6%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_YWZiZDZiYzAtMmU1Zi00YzAyLWEwNjctOTVmM2FmYTViOWQ5%40thread.v2/0?context=%7b%22Tid%22%3a%22b467145b-e9b5-4d22-a13d-8331f319ce09%22%2c%22Oid%22%3a%22ea867038-9ac8-4e16-90d9-cd540d59dfb6%22%7d)

1-213-282-4570, PIN 764632121#

Nothing said in this meeting is binding if not in the plans, specifications, or an addendum.

1. INTRODUCTIONS

A. General Introductions

B. Sign-in Sheet

- For participants attending the pre-bid conference, send attendee's name, company name, telephone number, and email address to Jannet Loera at Jannet.Loera@meadhunt.com by 5:00 p.m. PST on April 6, 2021 to be included in the meeting attendance list.

2. WORK SCOPE

A. Base Bid – Reconstruction of Runway 7-25

- Paving, lighting, Medium Intensity Approach Lighting System (MALSF) upgrades, signage, grading, storm-drainage, and marking.
- In the event that only the Base Bid is awarded, pavement transitions will also be constructed on the north portions of Taxiway Connectors A, B, C, D, and E to match existing grades.

B. Bid Alternate 1 – Reconstruction of Taxiway Connectors A, B, C, D, and E

- Paving, lighting, signage, grading, storm-drainage, and marking.
- In the event that only the Base Bid and Bid Alternate 1 are awarded, pavement transitions will also be constructed on the south portions of Taxiway Connectors A, B, C, D, and E to match existing grades along parallel Taxiway F.

C. Bid Alternate 2 – Reconstruction of Parallel Taxiway F

- Paving, lighting, signage, grading, storm-drainage, and marking.

D. Basis of Award = Base Bid + Base Bid Transition

3. REQUEST FOR INFORMATION (RFIs)

- All RFIs and any other questions or information must be sent by email to Jannet Loera at Jannet.Loera@meadhunt.com no later than April 16, 2021 at 5:00 pm. Inquiries received after this date and time WILL NOT BE ANSWERED. No response will be given to questions received by phone.
- All RFIs / questions will be provided to all plan holders in an Addendum, which will be emailed by QuestCDN.com. Make sure QuestCDN.com has your correct email address and that their site is not blocked on your computer.

4. PROJECT TIMING AND LIQUIDATED DAMAGES

A. Bid Opening: Thursday, April 29, 2021 at 3:00 p.m.

B. Notice to Proceed (NTP)

- NTP – Mobilization: 14 calendar days after award of contract.
 1. Mobilization to be completed within the following time limits, based on construction phase:
 - Phase 1 – 14 calendar days
 - Phase 2 – 28 calendar days
- NTP – Construction: 14 calendar days after issuance of Mobilization Phase 1 NTP and required submittals for project startup have been approved.

C. Overall Time for Completion

Construction to be completed within a set number of days per construction phase and awarded bid alternate, shown in the table below:

| Contract Award | Mobilization Element Phase 1 | Mobilization Element Phase 2 | Construction Element Phase 1 | Construction Element Phase 2 | Total |
|--------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|----------------------|
| Base Bid Only | 14 Calendar Days | 28 Calendar Days | 91 Calendar Days | 14 Calendar Days | 147 Calendar Days |
| Base Bid + Bid Alternate 1 | 14 Calendar Days | 28 Calendar Days | 98 Calendar Days | 14 Calendar Days | 154 Calendar Days |
| Base Bid + Bid Alternates 1 and 2 | 14 Calendar Days | 28 Calendar Days | 105 Calendar Days | 14 Calendar Days | 161 Calendar Days |

D. Liquidated Damages

If any of the time limitations for any element / phase of work are not met, liquidated damages may be assessed per the specifications, Section 80, General Contract Provisions.

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- Mobilization: \$500 per calendar day
- Construction: \$9,000 per calendar day

5. FEDERAL LABOR REQUIREMENTS / REQUIRED PROVISIONS

This Project is being funded under the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP). Contractor must comply with FAA and Federal Provisions. These are contained in the project specifications. They include items such as the following:

A. Federal Contract Provisions

- Buy American Preference – Certification will need to be included with each material submittal.
- Disadvantaged Business Enterprise (DBE) – Goal: 5.00% and good faith efforts.
- Wage Rates – Davis-Bacon Act; higher of either the federal or state prevailing wage; submit certified payroll for verification.
- Contractor should also be aware of the requirement to include certain federal clauses in any of their subconsultant / lower tier contracts.

B. FAA Standard Specifications for Construction of Airports (AC 150/5370-10H)

- Part 1 - FAA General Contract Provisions:
 - Proposal requirements, contract award, scope of work, control of work, control of materials, legal regulations, execution and progress, and measurement and payment.
- Part 2 - FAA General Construction Items:
 - Contractor Quality Control Program (CQCP) — must be approved before construction begins.
 - Erosion control measures.
 - Construction Management Plan.

C. Ventura County Standard Specifications

- This section includes additional provisions as required by the County of Ventura. In the event of a conflict, County's Standard Specifications, Section 2.5.2, establishes order of precedence.

6. BIDDING / PROPOSAL REQUIREMENTS

A. Bid Documents

- Bids will be accepted until 3:00 p.m. on Thursday, April 29, 2021 at the Department of Airports, Administration Office, at the address shown below:

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Public Counter, 2nd Floor Lobby

555 Airport Way, Suite B

Camarillo, CA 93010

- Bid Opening (virtual): Information to be provided as part of an Addendum.
- Questions will not be answered after 5:00 p.m. on April 16, 2021. All RFIs and any other questions or information must be submitted by email. (Refer to Instructions to Bidders.)
- All proposal forms included in the contract documents and specifications book shall be completed and signed. (This includes a list of subcontractors, Key Personnel Requirements, and Critical Path Schedule.)
- The Bid Schedules must show unit prices in words as well as figures.

B. Bidder / Contractor Requirements

- Contractor must be registered with the Department of Industrial Relations. (Information is provided online at the address shown on the bid advertisement.)
- Contractor must possess a Class A Contractor License.
- Each bidder shall submit "evidence of competency" and "evidence of financial responsibility" to the Owner at the time of bid opening. (FAA General Provisions, Section 20.)
- Critical Path Schedule and Key Personnel Requirements.

C. Bonds

- Bid Bond: All bids must be accompanied by a bid security "bond" in the amount of 5% of the bid.
- Performance Bond and Payment Bond: The successful bidder will be required to submit a Performance Bond and a Payment Bond, each in the amount of 100% of the contract price.

7. CONSTRUCTION LIMITATIONS AND REQUIREMENTS

Refer to Project Specific Requirements for Airport Construction, Part 1, General Requirements for Airport Construction, Item SP-100 and the Construction Safety and Phasing Plan (CSPP) included as Part 2 of said section. CSPP contains information on items such as the following:

(A preconstruction meeting will be held after award of this Project and prior to start of construction.)

- A. Calendar Days Project:** Meeting phase schedules is crucial for this Project. Any weekend work, additional staff needs, and shifts to be accounted for in bid price.
- 24-hour schedule could be accommodated.
 - Project encouraged to be completed ahead of time.

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B. Safety and Security

- Driver and Safety Training: Supervisor and Safety Foreman who will be driving in Air Operations Area (AOA) to attend training provided by Airport Operator.
- Radios: Contractor shall have on site at all times and available for all work areas.
Radio Frequencies: Oxnard Ground – 121.9, Oxnard Tower – 134.95, CTAF – 134.95

C. Engineer's Field Office: An engineer's field office will be required to be established as part of this Project. The field office shall conform to the requirements listed in the project specifications, FAA General Construction Items, Item C-105, Mobilization.

D. Contractor Access and Staging Areas

- Refer to the CSPP and the project plans for information on staging areas, and access and haul routes.
- Contractor access points: Gate 9 from South Victoria Avenue, then use the service road to enter the staging area and the work area at Taxiway E. The Contractor can also use Gate 6 and the service road parallel to Taxiway F as an alternate access point.
- Fire hydrant locations: One close to the staging area and the other is by the Fire Station. Both are on a leasehold; if used during construction water stand with hose connection will be required.

E. Safety Plan Compliance Document (SPCD): To be completed by the Contractor prior to NTP.

F. Required Environmental Measures: Refer to project specifications.

- Storm Water Pollution Prevention Plan (SWPPP): An SWPPP is required to be developed as part of this contract. Requirements are listed in the Project Specific Requirements for Airport Construction section of the specifications, Item SP-102A.
- Dust Control: Dust control shall be maintained for the duration of construction activities.

G. Pavement Closures and Schedule: Please refer to the CSPP for a full list of pavement closures and expected construction schedule for each bid alternate. A list of important dates for this Project is shown below:

- Bid Opening: 4/29/2021
- Recommendation of Award: 5/12/2021
- Submission of Revised Grant Amount to FAA: 5/14/2021
- County Receipt and Execution of Grant: 5/28/2021
- Execution of Construction Contract: 5/31/2021
- Submission of Caltrans Grant Application: 6/3/2021
- County Issue of NTP for Mobilization Phase 1: 6/14/2021
- NTP for Mobilization Phase 2 and Construction: 6/28/2021

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The above dates are an estimated schedule. If delay of the FAA grant does not permit construction Phase 1 completion by November 1, 2021, the Project may not start until 2022 to avoid a suspension of work with an unusable runway.

H. Hazard Marking and Lighting

- Barricades: Contractor to provide all barricades for the Project. Refer to plans and specifications for placement and spacing requirements.
- Lighted Runway Closure Markers: Need to be turned on 24-hours when the runway is closed. Contractor to supply lighted runway closure markers.

I. On-Site Construction Observation: To be performed by Jviation.

J. Material Testing: Quality Assurance (QA) and Quality Control (QC) will be handled by the Contractor.

- Jviation and their respective subconsultants will be responsible for QA.

K. Submittals and Prequalification Tests

L. Partnering Workshop Requirements: Requirements are listed in the Project Specific Requirements for Airport Construction section of the specifications, Item SP-108.

8. JOB WALK

- A.** An escorted, vehicular site visit will be provided by appointment only.
- B.** Appointments will be available from April 7, 2021 to April 8, 2021 between 9:00 a.m. and 3:00 p.m. PST at the Airport. Appointments can be made by contacting Erin Powers by email at erin.powers@ventura.org.
- C.** Each Prime Bidder will be allowed one (1) vehicle with up to two (2) occupants on site during this time period. A Prime Bidder shall be a bidder who has downloaded the bid documents from QuestCDN.com and is listed as a Prime Bidder as of 3:00 p.m. on April 6, 2021.
- D.** Vehicles will be under continuous escort, and no questions will be answered during the escort. The deadline to request a job walk / site visit is April 6, 2021 at 5:00 p.m. PST.

9. ADDITIONAL INFORMATION

A. Pothole Utility Locations per SP-100

- Contractor shall coordinate with Resident Project Representative (RPR) and FAA when locating any FAA lines / electrical boxes.

10. QUESTIONS — LIMITED TO ITEMS DISCUSSED IN THIS AGENDA

Nothing said in this meeting is binding if not in the plans, specifications, or an addendum.

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BID ADDENDUM NO. 2

To: All Plan Holders

From: Jannet Loera, PE
Mead & Hunt, Inc.

Date: April 7, 2021

Project: **Oxnard Airport**
Runway 7-25 and Taxiway Connectors and Parallel Taxiway Pavement Reconstruction
AIP No.: 3-06-0179-38-2021



The following modifications are to be made part of the Plans, Contract Documents, and Specifications for the subject project. **All bidders must acknowledge receipt of this Addendum in the space provided on the Bid Form.**

Bid Opening – Time and date of bid opening is unchanged.

Revisions – None

Questions / Answers

- Q1. Are there going to be site visits after this week?
- A1. There will not be any other offered site visits besides April 7, 2021 and April 8, 2021.

Clarifications

- C1. Meeting agenda included in Addendum 1 was released for information purposes only. If there is a discrepancy, Plans and Specifications shall rule.

Attachments

Pre-bid Meeting Attendance Sign-In Sheet (2 pages) (for informational purposes only)



Attendance Sign-in Sheet
Pre-Bid Meeting
 Oxnard Airport
 Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction / AIP No. 3-06-0179-38-2021
 Tuesday, April 6, 2021 at 10:00 a.m.

| Name | Representing | Address | Email | Phone | Cell |
|-----------------|-------------------|---|------------------------------|--------------|------|
| Kip Turner | County of Ventura | 555 Airport Way, Suite B Camarillo, CA 93010 | Kip.Turner@ventura.org | | |
| Erin Powers | County of Ventura | 555 Airport Way, Suite B Camarillo, CA 93010 | Erin.Powers@ventura.org | | |
| Chuck McCormick | Mead & Hunt | 3110 E. Guasti Road, Suite 330 Ontario, CA 91761 | Chuck.McCormick@meadhunt.com | 909-467-8576 | |
| Jannet Loera | Mead & Hunt | 3110 E. Guasti Road, Suite 330 Ontario, CA 91761 | Jannet.Loera@meadhunt.com | 909-259-9252 | |
| Chris Hunter | Mead & Hunt | 3110 E. Guasti Road, Suite 330 Ontario, CA 91761 | Chris.Hunter@meadhunt.com | 608-443-0609 | |
| Joan Van Dran | Mead & Hunt | 3110 E. Guasti Road, Suite 330 Ontario, CA 91761 | Joan.VanDran@meadhunt.com | | |
| Jon Noble | Jviation | | Jon.Noble@woolpert.com | | |
| Matt Gilbreath | Jviation | | Matt.Gilbreath@woolpert.com | | |
| Mike Quinn | Jviation | | Mike.Quinn@woolpert.com | | |

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| Name | Representing | Address | Email | Phone | Cell |
|-----------------------------|-------------------------------|--|-----------------------------------|--------------|--------------|
| Ben Ramirez | Toro Enterprises, Inc. | | bramirez@toroenterprises.com | 805-483-4515 | |
| Robert Sainsbury | Granite Construction | 4820 McGrath Street, Suite 101 Ventura, CA 93003 | robert.sainsbury@gcinc.com | 805-765-6867 | |
| Spencer Norton | Granite Construction | 4820 McGrath Street, Suite 101 Ventura, CA 93003 | spencer.norton@gcinc.com | 805-765-6892 | |
| Rich Rodriguez | Granite Construction | 4820 McGrath Street, Suite 101 Ventura, CA 93003 | richard.rodriguez@gcinc.com | | 831-750-2546 |
| Danielle Tellez | C.A. Rasmussen, Inc. | 28548 Livingston Avenue, Valencia, CA 91355 | dtellez@carasmussen.com | 661-367-9062 | 805-441-1995 |
| Nick Ferndino | Security Paving Company, Inc. | 3075 Townsgate Rd, Ste 200 Westlake Village, CA 91361 | Nick@SecurityPaving.com | 818-362-9200 | |
| Joseph Ferdino | Security Paving Company, Inc. | 3075 Townsgate Rd, Ste 200 Westlake Village, CA 91361 | estimating@securitypaving.com | 818-362-9200 | |
| Christopher Selvey | Taft Electric Company | | cselvey@taftelectric.com | 805-654-7936 | 805-320-8727 |
| Ky McLeod | Griffith Company | 3050 E. Birch Street Brea, CA 92821 | estimating@griffithcompany.net | 562-204-4683 | |
| Scott Conover | Sully-Miller Contracting Co. | 135 S. State College Blvd., Suite 400 Brea, CA 92821 | scott.conover@sully-miller.com | | 714-793-3822 |
| Antonio Viramontes Bautista | Sully-Miller Contracting Co. | 135 S. State College Blvd., Suite 400 Brea, CA 92821 | Antonio.bautista@sully-miller.com | | 714-337-7254 |
| Brian Enge | Staples Construction | | benge@staplesconstruction.com | 805-535-7791 | 805-320-2175 |

BID ADDENDUM NO. 3

To: All Plan Holders

From: Jannet Loera, PE
Mead & Hunt, Inc.

Date: April 23, 2021

Project: **Oxnard Airport**
Runway 7-25 and Taxiway Connectors and Parallel Taxiway Pavement Reconstruction
AIP No.: 3-06-0179-38-2021



The following modifications are to be made part of the Plans, Contract Documents, and Specifications for the subject project. **All bidders must acknowledge receipt of this Addendum in the space provided on the Bid Form.**

Bid Opening – Time and date of bid opening is unchanged.

Bid Opening will be hosted live via online/telephone. Scheduled April 29, 2021 at 3:00 p.m. PDT. Any people that wish to attend may join through the following link:

<https://zoom.us/j/94408715212?pwd=MXZzamZQaVdDYnkyb3Z2T2k3bFNxdz09>
Passcode: 441972

Or One tap mobile:

US: +16699006833,,94408715212#,,,,*441972# or +12532158782,,94408715212#,,,,*441972#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or
+1 301 715 8592 or +1 312 626 6799

Webinar ID: 944 0871 5212

Passcode: 441972

International numbers available: <https://zoom.us/j/aeJ0m3W1HI>

Revisions

- R1.** The *Ventura County Standard Specifications* Section 3-3.2.3 *Markup* had some text overlaps. Please REPLACE VS-20 page with Attachment 1.
- R2.** The *Ventura County Standard Specifications* page VS-50 has been REVISED to show correct section numbers. Changes are shown in red. Please REPLACE VS-50 page with Attachment 2.
- R3.** Gate 6 will not be allowed to be used as an access gate for construction purposes. Disregard all references in Bid documents to the use of Gate 6 by the Contractor. Contractor shall use Gate 9 for points of construction ingress/egress. The contractor shall be responsible for allowing two-way traffic at this gate and complying with latest edition of CA Manual on Uniform Traffic Control

Devices (CA MUTCD). Existing automatic Gate 9 is approximately 16 feet wide. Options include the following or combination of the following:

- 1) Provide multiple flaggers to control the ingress/egress and/or temporarily modify Gate 9 to allow for two-way traffic.
- 2) Modifications to the gate may be done by contractor's means and methods as approved by the Airport. These could include temporary modifications to the keypad, operator, gate, fence, etc.

Any costs associated with access gate traffic control or temporary modification to the gate including any associated costs related to permits and fees by the City of Oxnard shall be incidental to *Schedule A - Base Bid, Schedule C – Bid Alternate 1, and Schedule E – Bid Alternate 2 Bid Items SP-100-3.1 Airfield Safety and Traffic Control*. All other and additional costs associated with using this gate shall be incidental to the cost of the contract. Plan Sheets have been REVISED, REPLACE the following Plan Sheets included in Attachment 5. Changes have been clouded.

- G-021: Project Layout Plan (sheet 4)
- G-100: CSPP Overall (sheet 7)
- G-101: CSPP – Base Bid (sheet 8)
- G-102: CSPP – Bid Alt 1 (sheet 9)
- G-103: CSPP – Bid Alt 2 (Work Area 1) (sheet 10)
- G-104: CSPP – Bid Alt 2 (Work Area 2) (sheet 11)
- G-105: CSPP – Phase 2 (sheet 12)

- R4.** Erosion Control Notes 6 and 7 have been REVISED, REPLACE C-101 to C-105 Erosion Control Plan Sheets included in Attachment 5. Changes have been clouded.
- R5.** Detail 6 on Sheet C-481 has been REVISED to show the liner below the asphalt millings. Plan Sheet has been REVISED, REPLACE Plan Sheet C-481 (sheet 110) included in Attachment 5. Changes have been clouded.
- R6.** The Bid Schedule A - Base Bid has been REVISED to include liner to be installed under asphalt millings (Bid Item SP-100-3.11), see Attachment 3.
- R7.** Specification *SP-100 General Requirements for Airport Construction* has been REVISED to include liner to be installed under asphalt millings. Changes are shown in red text, see Attachment 4.
- R8.** The estimated total Project cost of construction (Engineer's estimate) has been revised to \$26.6 million.

Questions / Answers

- Q1.** Working Hour Clarification:
- a) Special Provisions section 6-13 (Page VS-36) states working hours are from 7AM to 7PM.
 - b) Plan sheet G-102 stipulate 24-hour working window for phase 1 construction and 10 PM to 6AM for phase 2 construction.
- A1.** Per *Ventura County Standard Specifications* Section 2-5.2 Precedence of Contract Documents, the Drawings/Plan Sheets take precedence over the *County of Ventura Standard Specifications*.

Therefore, a 24-hour schedule could be accommodated for Construction Phase 1. Construction Phase 2 will be done at night from 10PM to 6AM. The intent of the workhour provisions on VS-36 is that, for miscellaneous work required outside the hours listed in the CSPP and Construction Drawings, the 7-to-7 window is the timeframe at which the Contractor should expect to be granted site access and the timeframe at which with coordination with Airport Operations is readily available.

- Q2.** Please confirm Bid will be awarded based on Schedule A + B.
- A2.** Basis of Award is based on Schedule A: Base Bid plus Schedule B: Base Bid Transition.
- Q3.** Is Engineer's estimate based on Schedules A+B+E?
- A3.** The Engineer's estimate is based on the total Project costs, which consists of the aggregate sum of Schedule A (Base Bid), Schedule C (Bid Alternate 1), and Schedule E (Bid Alternate 2). As the transitions will not be constructed if the Base Bid, Bid Alternate 1, and Bid Alternate 2 are awarded, they are not included in the Estimate.
- Q4.** Please clarify purpose of multiple bid items of "Resident Project Engineer's Field Office" and "Mobilizations". Project has total duration of 161 Calendar days for Base plus any Alternates. Is it necessary to have one for each package?
- A4.** "Resident Project Engineer's Field Office" and "Mobilization" are included in each of the schedules to account for the additional work/time required if the different schedules get awarded. For example, if just the Base Bid gets awarded, the duration for the Construction Element Phase 1 is 91 calendar days, but if both Base Bid and Bid Alternate 1 are awarded, the Construction Element Phase 1 is 98 calendar days. Refer to SP-100-1.10 for Project durations.
- Q5.** Are all requirements in section *SP-107 Project Requirements – Scheduling of Work* to be followed when submitting a draft schedule with bid submission?
- A5.** The intent for this requirement at the time of bid is that the schedule provided can be developed into a working schedule after Project award. It is understood that significant coordination with subcontractors and material suppliers will be required after the Project is awarded. It is not the objective to require a final construction schedule at the time of bid; rather, this is a baseline schedule for coordination purposes due to the tight construction schedule of the Project. Pay close attention to the phase limits included in *CSPP* Section 4.2. Schedules are expected to be doable in one to two pages of 11"x17" per each required option. Schedule should include major work items such as pavement demolition, subgrade preparation, lime treatment, base course placement, paving, underdrain installation, storm drain improvements, electrical demolition and construction, MALSF bar construction, and pavement markings.
- Q6.** For the electrical scope of work. Can airport experience from dedicated staff members be used for qualifying electrical scope of work?
- A6.** Assuming your question is related to *SP-106.1.2.d Airfield Electrical Superintendent*, this position is to oversee the electrical work on the airport, therefore the electrical superintendent should have done/supervised the electrical work themselves.
- Q7.** On Sheet 28 – C-101 of the plan set. Note number 6 States "Contractor to locate existing storm drain, camera them, and clean existing inlets in project vicinity."

- a) This Note is vague and can be construed for the contractor to clean inlets and storm drain pipe. Please clarify as Notes are point to inlets and pipe.
- b) Please clarify condition of existing inlets. How do we quantify the amount of debris in them currently?
- c) Which item will this be paid under and is there a qty/allowance?

A7. Erosion Control Note number 6 shall be revised to say "Contractor shall vacuum clean storm drain inlet."

- a) Disregard any storm drain cleaning or camering related to Note 6. The intent is that the inlets identified on the Erosion Control Plans need to be cleaned and free of any dirt and debris collected along the bottom. The inlets requiring cleaning are those identified as Note 6.
- b) Assume there are 3-5 inches of dirt or silt in the inlets similar to the photo below.



- c) There is no separate measurement for this item. This item shall be incidental to Schedule A - Base Bid "SP-102-3.1 Compliance with Pollution, Erosion, and Siltation Control." All the inlets shown will be cleaned regardless of whether any Bid Alternates get awarded.

Q8. Can you clarify the allowable markups given in the Ventura County Standard Specifications Section 3-3.2.3 Markup?

3-3.2.3 Markup

- (a) **Work by Contractor.** The following percentage shall be added to the Contractor's costs and shall constitute the markup for all overhead and profits, and all other cost not specifically provided for:
 - (1) **Materials** 33%
 - (3) **Equipment Rental** 15%
 - (4) **Other Items and Expenditures** ... 15%

A8. The markup for Labor is 33% and 15% for Materials (see Revision 1 above).

Q9. I am working on putting together this bid packet and we unfortunately may not have our financial audit in time. And I am also unaware of any prequalification for Cal Trans, though we have been awarded and completed contracts with them.
Is there another alternative to proving financial responsibility?

Please see the phrasing stated below:

2. Provide evidence of financial responsibility consisting of a confidential statement or report of Contractor's financial resources and liabilities as of the last calendar year or last fiscal year. Such statement or report shall be certified by a public accountant. Unless otherwise specified, a bidder may submit evidence that he or she is prequalified with the State Highway Division and is on the current "bidder's list" of the state in which the proposed work is located. Such evidence of State Highway Division prequalification may be submitted as evidence of financial responsibility in lieu of the certified statements or reports specified above.

- A9. This requirement is per *Statement of Bidder's Qualifications and FAA Standard Specifications for Construction of Airports* Section 20-02. REVISE first sentence in all instances in contract documents to say, "Provide evidence of financial responsibility consisting of a confidential statement or report of Contractor's financial resources and liabilities as of the last calendar year or either of the contractor's last two fiscal years."

- Q10. Can you see if the agency will remove this clause highlighted below? It adds a bit of money to the bid and may not be required for this airport.

"The Agency requires that it be entitled to any available insurance proceeds maintained by the Contractor in excess of the specified minimum limits of insurance and coverage for the project."

7-4.2 Commercial General Liability Insurance

7-4.2.1 Minimum Limits and Scope: Insurance Classes. "Occurrence" coverage in the minimum amount of

| Coverage Class | Coverage |
|----------------|--|
| L-A | \$ 1,000,000 combined single limit (CSL) bodily injury and property damage each occurrence and \$1,000,000 aggregate |
| L-B | \$ 1,000,000 CSL bodily injury and property damage each occurrence and \$2,000,000 aggregate |
| L-C | \$ 5,000,000 CSL bodily injury and property damage each occurrence and \$5,000,000 aggregate |
| L-D | \$ 10,000,000 CSL bodily injury and property damage each occurrence and \$10,000,000 aggregate |

If no coverage class is specified in "Proposal", coverage class L-B shall apply.

If Contractor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

Coverages shall include premises/operations; products/completed operations; independent contractors; underground, explosion and collapse hazards; personal and advertising injury; broad form property damage; and broad form blanket contractual.

7-4.2.2 Coverage Exceptions. On projects where no explosives will be used and no demolition is involved, the coverage for explosion may be omitted. On projects where no excavation is involved, the coverage for underground hazard may be omitted. The omission of said coverages is at Agency's option, and shall not abrogate Contractor's responsibilities for indemnification as set forth in these Specifications.

7-4.2.3 Excess Liability Policies. All Excess Liability policies, if used, shall be on an "umbrella" or following form of the primary layer of coverage.

- A10. This is a requirement per *Ventura County Standard Specifications* and cannot be removed.

- Q11. Please see question below.

Based on the Insurance requirements, there is a "Course of Construction" coverage requirement – "should the work being constructed be damaged by fire or other causes during the construction it shall be replaced by Contractor..... without additional expense to Agency."

Is this a Builders Risk policy? Also is Earthquake and Flood required?

- A11.** A Course of Construction insurance is the same as a Builders Risk Policy. See *Ventura County Standard Specifications* Section 7-18 Acts of God, page VS-50 (see Revision 2 above) for requirements on earthquake and flood insurances. They are not required.
- Q12.** Can you clarify with the engineer on the 100% compaction requirement under P-154-2.10?
a) 100% compaction is almost impossible for subgrade depending on what is out there.
- A12.** Specification P-154 is not in the Project Specifications. Per Specification section P-152-2.10, "The subgrade under areas to be paved shall be compacted as shown on the plans, as determined by ASTM D1557. The subgrade in areas outside the limits of the pavement areas shall be compacted to a depth of 12 inches and to a density of not less than 95 percent of the maximum density as determined by ASTM D1557." Per Section 152-2.5 and 152-2.8, Contractor shall assess existing soil conditions, the top 12 inches of subgrade shall be compacted to not less than 100% of maximum density for non-cohesive soils, and 95% of maximum density for cohesive soils.

Clarifications – None.

Attachments

1. Revised *Ventura County Standard Specifications* Section page VS-20 (1 page)
2. Revised *Ventura County Standard Specifications* Section page VS-50 (1 page)
3. Revised Bid Schedule A - Base Bid (Pages PF-4 to PF-10) (7 pages)
4. Revised *SP-100 General Requirements for Airport Construction* (12 pages)
5. Revised *Plan Sheets* (13 pages)
 - G-021: Project Layout Plan
 - G-100: CSPP Overall
 - G-101: CSPP – Base Bid
 - G-102: CSPP – Bid Alt 1
 - G-103: CSPP – Bid Alt 2 (Work Area 1)
 - G-104: CSPP – Bid Alt 2 (Work Area 2)
 - G-105: CSPP – Phase 2
 - C-101 to C-105: Erosion Control Plans
 - C-481: Paving Details & Typical Sections

3-3.2.2 Basis for Establishing Costs (Continued)

(d) **Other Items.** The Agency may authorize other items which may be required on the Extra Work. Such items include labor, service, material and equipment which are different in their nature from those required for the Work specified in the Contract and which are of a type not ordinarily available from the Contractor or any of its subcontractors.

Invoices covering all such items in detail shall be submitted with the request for payment.

(e) **Invoices.** Vendors' invoices for material, equipment rental, and other expenditures, shall be submitted with the request for payment. If the request for payment is not substantiated by invoices or other documentation, the Agency may establish the cost of the item involved at the lowest price which was current at the time of the report.

3-3.2.3 Markup

(a) **Work by Contractor.** The following percentage shall be added to the Contractor's costs and shall constitute the markup for all overhead and profits, and all other cost not specifically provided for:

- | | | |
|-----|----------------------------------|-----|
| (1) | Labor..... | 33% |
| (2) | Materials..... | 15% |
| (3) | Equipment Rental..... | 15% |
| (4) | Other Items and Expenditures ... | 15% |

To the sum of the cost and markups provided for in this section, 1 percent shall be added as compensation for bonding.

(b) **Work by Subcontractor.** When all or any part of the Extra Work is performed by a Subcontractor, the markup established in 3-3.2.3(a) shall be applied to the Subcontractor's actual cost of such work. A markup of 10% on the first \$5,000 of the subcontracted portion of the Extra Work and a markup of 5% on work in excess of \$5,000 of the subcontracted portion of the Extra Work may be added by the Contractor.

3-3.3 Daily Extra Work Reports by Contractor. When the price for the Extra Work cannot be agreed upon, the Contractor shall submit a Daily Extra Work Report to the Engineer on forms furnished by the Agency, together with applicable delivery tickets, listing all labor, materials, and equipment involved for that day, and for other services and expenditures when authorized. Failure to submit the Daily Extra Work Report, showing the labor and equipment hours and the quantity of materials used, by the close of the next Working Day may waive any rights for that day. Failure to submit fully completed Daily Extra Work Reports, with the required supporting documentation, within ten calendar days after the Engineer makes a written request for the such reports shall waive all rights for the work covered by the requested reports. An attempt shall be made to reconcile the Daily Extra Work Report daily, and it shall be signed by the Engineer and the Contractor. In the event of disagreement, pertinent notes shall be entered by each party to explain points which cannot be resolved immediately. Each party shall retain a signed copy of the Daily Extra Work Report. Daily Extra Work Reports by Subcontractors or others shall be submitted through the Contractor.

The Daily Extra Work Report shall:

- 1) Show names of workers, classifications, and hours worked.
- 2) Describe and list quantities of materials used.
- 3) Show type of equipment, size, identification number, and hours of operation, including loading and transportation, if applicable.
- 4) Describe other services and expenditures in such detail as the Agency may require.

In addition to the Daily Extra Work Reports, the Contractor shall furnish Certified Payroll Records for the labor included in the reports before payment will be made.

7-10.5.3 Steel Plate Covers. The Contractor shall provide steel plate covers as necessary to protect from accidental entry into openings, trenches, and excavations.

7-11 PATENT FEES OR ROYALTIES. The Contractor shall absorb in its Bid, the patent fees or royalties on any patented article or process which may be furnished or used in the Work. The Contractor shall indemnify and hold the Agency harmless from any legal action that may be brought for infringement of patents.

7-12 ADVERTISING. The names of contractors, subcontractors, architects, or engineers, with their addresses and the designation of their particular specialties, may be displayed on removable signs. The size and location of such signs shall be subject to the Engineer's approval.

Commercial advertising matter shall not be attached or painted on the surfaces of buildings, fences, canopies, or barricades.

7-13 LAWS TO BE OBSERVED. The Contractor shall keep fully informed of State and National laws and County and Municipal ordinances and regulations which in any manner affect those employed in the Work or the materials used in the Work or in any way affect the conduct of the Work. It shall at all times observe and comply with all such laws, ordinances and regulations.

7-13.1 Mined Materials. Mined material from California surface mines, used on the Work, shall be from a mine identified in the list published by the California Department of Conservation (referred to as 3098 List), as required by Public Contract Code 20676. This list is available on the Internet at www.conservation.ca.gov/OMR/ab_3098_list/index.htm.

7-14 ANTITRUST CLAIMS. Section 7103.5 of the Public Contract Code provides:

"In entering into a public works contract or a subcontract to supply goods, services, or materials pursuant to a public works contract, the contractor or subcontractor offers and agrees to assign to the awarding body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 [commencing with Section 16700] of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services, or materials pursuant to the public works contract or subcontract. This assignment shall be made and become effective at the time the awarding body tenders final payment to the contractor, without further acknowledgement by the parties."

7-15 RECYCLABLE CONSTRUCTION & DEMOLITION WASTES. Ventura County Ordinance Code Section, 4421 et seq, requires that if any recyclable solid wastes or marketable reusable materials will be generated on the site of the Work within the unincorporated areas of Ventura County, the Contractor shall prepare a Construction & Demolition Debris Waste Diversion Plan and submit it to the Ventura County Public Works Agency, Water & Sanitation Department - Integrated Waste Management Division (IWMD). The Contractor shall prepare and file Construction & Demolition Debris Waste Diversion Reporting Forms as required by the IWMD.

For projects within the unincorporated areas of Ventura County, the Contractor shall submit an IWMD Form B-Recycling Plan approved by IWMD prior to issuance of the Notice to Proceed as provided in 6-7.4.

For projects within the unincorporated areas of Ventura County, the Contractor shall submit an IWMD Form C-Reporting Form approved by IWMD prior to the Engineer preparing the final estimate as provided in 9-3.2.

If the site of the Work is within an incorporated city, the Contractor shall comply with all the recycling, solid waste diversion, and hauling requirements of that incorporated city.

7-16 BLANK

7-17 LOSS OR DAMAGE TO THE WORK. The Contractor is responsible for delivering to the Agency Work completed in accordance with the Contract except as provided in 7-18. Should the Work being constructed be damaged by fire or other causes before Acceptance by the Agency, it shall be replaced in accordance with the requirements of the Plans and Specifications without additional expense to the Agency. The Agency does not carry "Course of Construction" insurance on the Work. Contractor should arrange for its own insurance to protect its interests.

7-18 ACTS OF GOD. As provided in Section 7105 of the California Public Contract Code, the Contractor shall not be responsible for the cost of repairing or restoring damaged portions of the Work determined to have been proximately caused by an act of God in excess of 5 percent of the contracted amount, provided that the Work damaged was built in accordance with accepted and applicable building standards and the Specifications and Drawings. The Contractor shall obtain insurance to indemnify the Agency for any damage to the Work caused by an act of God if the premium of said insurance coverage is called for as a separate bid item in the bidding schedule for the Work. For purposes of this section, the term "acts of God" shall include only the following occurrences or conditions and effects: earthquakes in excess of a magnitude of 3.5 on the Richter Scale, and tidal waves.

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|--|-------------|---|-------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 1 | C-100-14.1 | Contractor Quality Control Program (CQCP) | LS | 1 | | | |
| 2 | C-105.1 | Mobilization | LS | 1 | | | |
| 3 | C-105.2 | Resident Project Engineer's Field Office | LS | 1 | | | |
| 4 | SP-102-3.1 | Compliance with Pollution, Erosion, and Siltation Control | LS | 1 | | | |
| 5 | SP-100-3.1 | Airfield Safety and Traffic Control | LS | 1 | | | |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | LS | 1 | | | |
| 7 | SP-100-3.3 | Airport Access and Haul Route Repair | SY | 2,000 | | | |
| 8 | SP-100-3.8 | Underground Utility Investigation and Potholing | HOURL | 16 | | | |
| 9 | P-101-5.1 | Demolish Asphalt Pavement | SY | 68,500 | | | |
| 10 | SP-126-4.1 | Remove and Salvage REILs. Demolish PCC Foundation | SET | 1 | | | |
| 11 | SP-126-4.2a | Demolish Conduit, Cable, and Counterpoise | LF | 1,000 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 1-11) | | | | | \$ | | |

5a24

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|-------------|---|------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 12 | SP-126-4.2b | Demolish Concrete Encased Conduit, Cable, and Counterpoise | LF | 460 | | | |
| 13 | SP-126-4.3 | Remove Cable and Counterpoise | LF | 10,800 | | | |
| 14 | SP-126-4.6 | Demolish Electrical Junction Can | EA | 2 | | | |
| 15 | SP-126-4.7b | Demolish FAA Pullbox | EA | 2 | | | |
| 16 | SP-126-4.8 | Demolish Airfield Sign and Pad | EA | 5 | | | |
| 17 | SP-126-4.9b | Remove and Salvage Elevated Runway Edge Light Fixture and Transformer. Protect Can. | EA | 53 | | | |
| 18 | SP-126-4.9c | Remove and Salvage Elevated Threshold Light Fixture and Transformer. Protect Can. | EA | 24 | | | |
| 19 | SP-126-4.13 | Demolish MALSF Threshold Bar (13 Lights). Salvage Existing Fixtures. | EA | 1 | | | |
| 20 | SP-126-4.14 | Demolish MALSF Centerline Bar (5 Lights). Salvage Existing Fixtures. | EA | 3 | | | |
| 21 | SP-126-4.15 | Demolish Reinforced Concrete Foundation from Abandoned MALSF Bars | LS | 1 | | | |
| 22 | SP-126-4.17 | Demolish Abandoned Waterline, if Encountered | LF | 410 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 12-22) | | | | | \$ | | |

5a25

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|-------------|--|------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 23 | P-152-4.1 | Unclassified Excavation and Haul-off | CY | 18,500 | | | |
| 24 | P-152-4.2 | Embankment in Place | CY | 13,500 | | | |
| 25 | P-152-4.3 | Subgrade Preparation | SY | 94,100 | | | |
| 26 | SP-100-3.7 | Place Asphalt Compacted Grindings, 24-inches thick | SY | 8,300 | | | |
| 27 | SP-100-3.11 | Place Liner | SF | 85,000 | | | |
| 28 | P-155-8.1 | Lime Treated Subgrade, 16-Inch Depth | SY | 72,500 | | | |
| 29 | SP-100-3.4 | In-place Drying Techniques | SY | 7,300 | | | |
| 30 | SP-100-3.5 | Subgrade Stabilization, Excavation Below Subgrade | CY | 1,500 | | | |
| 31 | SP-100-3.6 | Multi-axial Geogrid | SY | 2,200 | | | |
| 32 | P-209-5.1 | Crushed Aggregate Base Course, P-209 | CY | 25,900 | | | |
| 33 | P-401-8.1 | Asphalt Concrete Surface Course, P-401 | TON | 17,100 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 23-33) | | | | | \$ | | |

5a26

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|-------------|---|------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 34 | P-621-5.1 | Grooving | SY | 52,700 | | | |
| 35 | SP-100-3.9 | Install Runway Threshold Survey Monument | EA | 2 | | | |
| 36 | SP-100-3.10 | Install Checkpoint Markers | LS | 1 | | | |
| 37 | D-701-5.1 | 12-inch RCP, Class IV, outside Pavement Areas | LF | 750 | | | |
| 38 | D-701-5.2 | 12-inch RCP, Class IV, within Pavement Areas | LF | 190 | | | |
| 39 | D-705-5.1 | Underdrain Pipe, 6-Inch, Perforated | LF | 11,300 | | | |
| 40 | D-705-5.2 | Underdrain Pipe Cleanout | EA | 27 | | | |
| 41 | D-751-5.1 | 48" Stormdrain Manhole | EA | 17 | | | |
| 42 | D-751-5.3 | Adjust Catch Basin to Grade | EA | 2 | | | |
| 43 | D-751-5.4 | Connect to Existing Manhole/Basin | EA | 10 | | | |
| 44 | P-153-6.1 | Controlled Low-Strength Material (CLSM) for Existing Utility Protection | CY | 50 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 34-44) | | | | | | | \$ |

5a27

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|------------|---|------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 45 | L-108-5.1 | No. 8 AWG 5 kV, L-824, Type C Cable, Installed in Duct Bank or Conduit | LF | 12,000 | | | |
| 46 | L-108-5.2a | No. 6 AWG Bare Counterpoise Wire, Installed Adjacent to / In the Duct Bank or Conduit | LF | 10,600 | | | |
| 47 | L-108-5.2b | No. 1/0 AWG Bare Counterpoise Wire for MALSF, Installed Adjacent to / In the Duct Bank or Conduit | LF | 1,200 | | | |
| 48 | L-108-5.3a | No. 4/0 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 2,900 | | | |
| 49 | L-108-5.3b | No. 4 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 2,900 | | | |
| 50 | L-108-5.3c | No. 6 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 3,200 | | | |
| 51 | L-108-5.3d | No. 2 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 400 | | | |
| 52 | L-110-5.4 | Concrete-Encased Electrical Duct Bank, 1W - 2" RGS Conduit | LF | 210 | | | |
| 53 | L-110-5.5 | Non-encased Electrical Duct Bank, 1W - 2" Conduit | LF | 170 | | | |
| 54 | L-110-5.8b | Non-encased Electrical Duct Bank, 1W - 3" and 2W - 2" Conduit | LF | 380 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 45-54) | | | | | | | \$ |

5a28

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|------------|---|------|-----|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 55 | L-110-5.8c | Non-encased Electrical Duct Bank, 1W - 3" and 3W - 2" Conduit | LF | 140 | | | |
| 56 | L-115-5.1b | Construct FAA Pull Box | EA | 2 | | | |
| 57 | L-115-5.1c | Construct Junction Can: L-868 with Lid | EA | 4 | | | |
| 58 | L-115-5.1d | Adjust Junction Can to Grade | EA | 1 | | | |
| 59 | L-115-5.3a | Construct MALSF Threshold Bar | EA | 1 | | | |
| 60 | L-115-5.3b | Construct MALSF Centerline Bar | EA | 3 | | | |
| 61 | L-125-5.1a | Construct New L-858B(L) Distance Remaining Sign and Concrete Pad | EA | 4 | | | |
| 62 | L-125-5.4a | Install New L-861(L) Elevated Runway Edge Light and Adjust Existing Base Can | EA | 44 | | | |
| 63 | L-125-5.4b | Install New L-861(L) Elevated Runway Edge Light on Existing Base Can | EA | 9 | | | |
| 64 | L-125-5.6a | Install New L-861E(L) Runway Threshold Light and Transformer and Adjust Existing Base Can | EA | 18 | | | |
| 65 | L-125-5.6b | Install New L-861E(L) Runway Threshold Light and Transformer on Existing Base Can | EA | 6 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 55-65) | | | | | \$ | | |

5a29

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT REHABILITATION
SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | | TOTAL Price (Figures) |
|---|--------------|---|------|--------|------------|----------------------------|-----------------------|
| | | | | | Figures | in Words (dollars & cents) | |
| 66 | L-125-5.12 | Install ID Tag | EA | 77 | | | |
| 67 | L-125-5.13 | Install Salvaged REILs on New Concrete Pad | SET | 1 | | | |
| 68 | L-125-5.15a | Miscellaneous Lighting Equipment for Runway | LS | 1 | | | |
| 69 | P-620-5.2a | Marking, 2 Coats with Beads (All Colors) | SF | 78,300 | | | |
| 70 | P-620-5.2b | Marking, 2 Coats with No Beads (All Colors) | SF | 2,000 | | | |
| 71 | P-620-5.2c | Marking, Single Coat with No Beads (All Colors) | SF | 24,000 | | | |
| 72 | T-901-5.1 | Seeding | AC | 3 | | | |
| 73 | CVSS-DOA 9-4 | Execution of Release on Contract | LS | 1 | | | |
| PAGE SUBTOTAL IN FIGURES (ITEMS 66-73) | | | | | \$ | | |
| TOTAL BID SCHEDULE A IN FIGURES | | | | | \$ | | |
| TOTAL BID SCHEDULE A IN WORDS: | | | | | | | |

5a30

SP-100 General Requirements for Airport Construction

100-1.1 Overview. This section provides for construction safety in an Airport environment; limitations on construction operations; minimum requirements for construction management and scheduling; and site-specific information pertaining to potential impacts on construction activities. Unless otherwise noted, all costs associated with related work shall be included in the Contract pay item for Airfield Safety and Traffic Control.

100-1.2 Construction and Safety Phasing Plan (CSPP). A Construction Safety and Phasing Plan has been prepared for this project. Contractor shall comply with the CSPP included as *Project Specific Requirements for Airport Construction Part 2 (SP2)*. Included as part of the requirements of the CSPP is the Safety Plan Compliance Document (SPCD) to be completed by the Contractor. (Notice to Proceed for Construction will not be issued until SPCD is approved.)

100-1.3 Security Access. The Contractor shall be responsible for obtaining security badges for supervisory and any other necessary construction personnel from the Airport Administration Office. The security badge requirements and any costs shall be included in the bid item for Airfield Safety and Traffic Control.

Refer to the CSPP for specific requirements and training.

100-1.4 Submittals. All materials and equipment used to construct this work shall be submitted to the RPR for approval prior to ordering the equipment.

The data submitted shall be sufficient, in the opinion of the RPR, to determine compliance with the Drawings and Contract Documents. The RPR reserves the right to reject any and all equipment, materials or procedures, which, in the RPR's opinion, do not meet the system design and the standards and codes specified.

For items listed under 'a.' below – the Contractor shall provide the submittals at least five (5) working days prior to the pre-construction meeting. Issuance of a Notice to Proceed is dependent on the timelines and the proper level of detail of these submittals. Submittals shall be submitted to the RPR electronically.

Submittals shall include items as detailed in *Attachment 1, Contractor's Materials and Equipment Submittal Checklist*, and below, but are not limited to:

- a. General Requirements
Key Personnel, Telephone Numbers, and Emergency Telephone Numbers
Project Construction Schedule (CPM)
- b. Site Work - including but not limited to *Attachment 1, Contractor's Materials and Equipment Submittal Checklist*

Manufacturer's catalogs (or excerpts thereof) and affidavits of compliance with the Contract Documents shall be submitted for all materials to be used on the project. Alternate products may be approved by the RPR upon submittal of the following information and subject to the acceptance of the FAA.

The Agency will not consider an alternate product that does not have adequate demonstrated experience and meet all performance requirements of this specification.

Contractor shall allow a minimum of ten (10) working days for evaluation of requests for substitution or deviation from the Contract Documents.

100-1.5 Submittal Procedures.

- a. Submit electronic submittals via email as PDF electronic files.

b. Each submittal item shall be individually numbered accordingly to the checklist, so that approved and rejected submittals can be tracked.

c. Edit submittals so that the submittal specifically applies to only the equipment furnished. Neatly cross out all extraneous text, options, models, etc. that do not apply to the equipment being furnished, so that the information remaining is only applicable to the equipment furnished.

d. Present measurements in customary American units (feet, inches, pounds, etc.).

e. After the initial submittal package, a separate transmittal form shall be used for each subsequent submittal, specific item, or class of material or equipment for which a submittal is required. However, transmittal of a submittal of various items using a single transmittal form will be allowed when the items taken together constitute a "package" or are so functionally related that expediency dictates review of the package as a whole. A multiple-page submittal shall be collated into sets, and each set shall be stapled or bound, as appropriate, prior to transmittal to the RPR.

f. Each transmittal shall identify the specification section that relates to item being submitted.

g. After checking and verifying all field measurements, the Contractor shall thoroughly review each shop drawing for compliance and compatibility and stamp "APPROVED" and sign each shop drawing to indicate that a thorough review was made by the Contractor and that the Contractor has approved the shop drawing for the project prior to submission for the RPR's review.

(1) Submittals shall bear a stamp or specific written indication that Contractor has satisfied its responsibilities under the Contract Documents with respect to the review of the submittal and have a signature by the Contractor.

(2) Data shown shall be complete with respect to quantities, dimensions, specified performance and design criteria, materials, and similar data to enable RPR to review the information.

(3) Submittals shall specify by checking a box "Yes" or "No" as to whether the submittal meets the Buy American requirements. All submittals shall be accompanied with Buy American certifications or Buy American waivers. Only Third Party certified manufacturers, listed in AC 150/5345-53, Appendix 3 Addendum (as required) and meeting the BUY AMERICAN preference requirements can provide equipment and materials specified in the Contract Documents. Documentation certifying compliance with the BUY AMERICAN preference rules for Airport Improvement Program (AIP) cited in 49 USC §50101) shall be included with each equipment and material submittal.

h. Check the samples and accompany with specific written indication that Contractor has satisfied requirements under the Contract Documents with respect to review of submittals, and identify clearly as to material, supplier, pertinent data such as catalog numbers and the intended use.

i. Before submission of each submittal, determine and verify quantities, dimensions, specified performance criteria, installation requirements, materials, catalog numbers, and similar data with respect thereto; review and coordinate each submittal with other submittals, requirements of work, and the Contract Documents.

j. Submittals shall specify by checking a box "Yes" or "No" as to whether the submittal contains variations to the Contract. At the time of each submission, give RPR specific written notice of each variation that the submittal may have from the requirements of the Contract Documents; in addition, make specific notation on each shop drawing submitted to RPR for review and approval of each such variation.

k. The RPR will review up to two (2) submittals for each item. It is considered reasonable that the Contractor shall make a complete and acceptable submittal to the RPR by the second submission of a

submittal item. All costs to review shop drawings submitted more than twice to receive a "Re-submittal Not Required" or other approval designation, shall be borne by the Contractor. The Agency reserves the right to withhold moneys due the Contractor to cover additional cost of the RPR's review beyond the second submittal.

l. The RPR's review is for general conformance to the Contract Documents and no check will be made to confirm dimensions, compatibility with other elements of the Work, or deviations from the Contract Documents which have not been specifically identified by the Contractor. Contractor is responsible for the installation of complete, functional improvements in accordance with the Contract Documents.

m. RPR's review will be only for conformance with the design concept of the project and for compliance with the information given in the Contract Documents, not extending to means, methods, techniques, sequences, or procedures of construction (except where a specific means, method, technique, sequence, or procedure of construction is indicated in or required by the Contract Documents) nor to safety precautions or programs incident thereto. The review of a separate item as such will not indicate the review of the assembly in which the item functions.

n. Where a shop drawing or sample is required by the Specifications, related work performed prior to RPR's review and approval of the pertinent submission shall be the sole expense and responsibility of Contractor.

o. Review, acceptance, or approval of substitutions, schedules, shop drawings, list of materials, and procedures submitted or requested by Contractor shall not add to the Contract amount, and additional costs which may result therefrom shall be solely the obligation of Contractor.

p. The Agency is not responsible to provide engineering or other services to protect Contractor from additional costs accruing from submittals.

q. Submittals processed by RPR do not become Contract Documents and are not Change Orders. The purpose of submittal review is to establish a reporting procedure and is intended to allow the RPR to monitor Contractor's progress and understanding of the design.

r. Delays caused by the need for re-submittal shall not constitute a basis for claim.

s. The Agency reserves the right to modify the procedures and requirements for submittals, as necessary to accomplish the specific purpose of each submittal. Direct inquiries regarding the procedure, purpose, or extent of any submittal shall be submitted to the RPR.

100-1.6 Lines, Grades, and Survey Control. The Contractor shall provide construction and layout staking for the RPR to review and confirm prior to work being started. The use of GPS is allowed. The RPR will be given 48 hours' notice of pavement section layers, pavement marking, electrical facility layout, and pavement marking layout so it may be checked. Contractor is responsible for verifying the existing and tie-in locations for the improvements shown on the Plans. Any discrepancies shall be reported to the RPR immediately and prior to removal of existing pavement to determine if design modifications need to be addressed. RPR shall be allowed a minimum of 48 hours to render a decision.

Contractor shall notify the RPR immediately regarding any survey monuments, benchmarks, control points, stakes or marks, etc., that are in jeopardy of being disturbed or destroyed by construction, so that they may be relocated and perpetuated.

Construction Staking and Layout includes but is not limited to:

- a. Clearing and Grubbing perimeter staking
- b. Rough Grade slope stakes at 100-foot (30-m) stations
- c. Drainage Swales slope stakes and flow line blue tops at 50-foot stations

Subgrade (top of lime treated subgrade) blue tops at 25-foot stations and 25-foot offset distance (maximum) for the following section locations:

- a. Runway – minimum five (5) per station
- b. Taxiways – minimum three (3) per station
- c. Holding apron areas – minimum three (3) per station
- d. Roadways – minimum three (3) per station

Base Course blue tops at 25-foot stations and 25-foot offset distance (maximum) for the following section locations:

- a. Runway – minimum five (5) per station
- b. Taxiways – minimum three (3) per station
- c. Holding apron areas – minimum three (3) per station

Pavement areas:

- a. Edge of Pavement hubs and tacks (for stringline by Contractor) at 100-foot stations.
- b. Between Lifts at 25-foot stations for the following section locations:
 - (1) Runways – each paving lane width
 - (2) Taxiways – each paving lane width
 - (3) Holding areas – each paving lane width
- c. After finish paving operations at 25-foot stations:
 - (1) All paved areas – Edge of each paving lane prior to next paving lot
 - (2) Final survey of runway and taxiways shall include centerline, quarter point, and edge of pavement. Any areas that do not comply for elevation or width from centerline will need to be removed up to the nearest paving lane.
- d. Shoulder and safety area blue tops at 50-foot stations and at all break points with maximum of 50-foot offsets.
- e. Electrical and Communications System locations, lines and grades including but not limited to duct runs, connections, fixtures, signs, lights, Visual Approach Slope Indicators (VASIs), Precision Approach Path Indicators (PAPIs), Runway End Identifier Lighting (REIL), Wind Cones, Distance Markers (signs), pull boxes and manholes.
- f. Post construction survey of all electrical facilities.
- g. Drain lines, cut stakes and alignment on 25-foot stations, inlet and manholes.
- h. Painting and Striping layout (pinned with 1.5 inch PK nails) marked for paint Contractor. (All nails shall be removed after painting).
- i. Final survey of pavement markings at layout locations identified on the plans.
- j. Laser, or other automatic control devices, shall be checked with temporary control point or grade hub at a minimum of once per 400 feet per pass (i.e., 400 feet per paving lane).

Surveys shall be performed by a Professional Land Surveyor. AutoCAD (version 2020) files and signed/sealed PDFs shall be provided to RPR for review.

The establishment of Survey Control and/or reestablishment of survey control shall be by a Licensed Land Surveyor in the State of California. Controls and stakes disturbed or suspect of having been disturbed shall be checked and/or reset as directed by the RPR without additional cost to the Owner. The Contractor shall include the associated costs in the Contract item for Construction Staking and Survey Layout.

100-1.7 Record Drawings. The Contractor shall maintain Record Drawings of all work continuously as the job progresses. A separate set of prints, for this purpose only, shall be kept at the job site at all times. It shall be required that these Drawings be up to date and be reviewed by the field inspector at the time each progress bill is submitted. All deviations from the Drawings, exact locations and sizes of all utilities, mechanical and electrical lines, equipment details, and all stub outs and connections for future ex-

pansion, shall be incorporated. Fees for documentation of Record Drawings shall be included in other items of work and no separate payment will be made.

100-1.8 Material Testing and Retesting. All Quality Control shall be performed by the Contractor per Item C-100, Contractor Quality Control Program. Contractor shall submit Quality Control reports to the RPR for review of test results and frequency of testing in conformance with Contract Documents. All acceptance testing will be performed by the RPR as necessary.

In the event the acceptance tests do not pass and the RPR is required to retest the area, the cost for each retest shall be borne by the Contractor at the cost of the work plus 25% markup.

100-1.9 Schedule of Values. A schedule of value(s) shall be provided for each lump sum bid item within 5 days of request. The schedule of values shall be in the form of a detailed, itemized cost breakdown of the lump sum amount that includes the profit and overhead costs for each item including a line-by-line breakdown of labor and materials. All work to be performed by subcontractors shall be listed. The schedule of values, once established, will serve as the basis for estimating or evaluating the percentage of lump sum work completed for progress payments. Progress payments on Unit Price Work will be based on the number of units completed. The schedule of values may also be used to evaluate the impact of unbalanced pricing.

100-1.10 Time Limitations. The overall time of completion for this Project is as follows based on project award.

| Contract Award | Mobilization Element, Phase 1 | Mobilization Element, Phase 2 | Construction Element, Phase 1 | Construction Element, Phase 2 | Total |
|---------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------|
| Base Bid Only | 14 Calendar Days | 28 Calendar Days | 91 Calendar Days | 14 Calendar Days | 147 Calendar Days |
| Base Bid + Bid Alternate 1 | 14 Calendar Days | 28 Calendar Days | 98 Calendar Days | 14 Calendar Days | 154 Calendar Days |
| Base Bid + Bid Alternates 1 & 2 | 14 Calendar Days | 28 Calendar Days | 105 Calendar Days | 14 Calendar Days | 161 Calendar Days |

Should this time schedule not be met, liquidated damages will be assessed. Refer to the CSPP for detailed time limitations for the specific work areas. A summary of contract time is divided as follows:

- A. Mobilization Element.** Notice to Proceed with Mobilization shall be given immediately after award of Contract. All work included in Mobilization shall be completed within 42 calendar days; 14 calendar days for Mobilization Element Phase 1, and 28 calendar days for Mobilization Element Phase 2 (to begin only after Mobilization Element Phase 1 is completed).
- B. Construction Element.** Notice to Proceed with Construction shall be issued at the Agency's discretion after the Mobilization Element is complete. All work included in the Construction element shall be completed within the working days specified.

100-1.11 Liquidated Damages. Liquidated Damages in the amount of Five Hundred Dollars (\$500) per Calendar Day will be assessed for failure to complete Mobilization Element Phase 1 within the timelines specified. Liquidated Damages in the amount of Nine Thousand Dollars (\$9,000) per Calendar Day will be assessed for failure to complete the Construction Element of the Project or the overall Project within the Contract Time allowed. Since Mobilization Element Phase 2 is concurrent with the Construction Element, no additional Liquidated Damages will be assessed for this Phase. If failure to complete the requirements of Mobilization Phase 2 in a timely manner results in a delay of the Construction Element, Liquidated Damages will be assessed for the Construction Element as specified herein. Refer to the CSPP for descriptions of the Mobilization and Construction Elements.

100-1.12 Barricades and Delineators. The Contractor is responsible for providing, placing, and maintaining 8-foot, low-profile barricades, including batteries as needed; and shall provide two solar flashing lights and one 18-inch by 18-inch orange vinyl flag for each of the barricades. Contractor is responsible for additional barricades needed during project.

Additionally, the Contractor shall provide plastic delineators as required to barricade hazardous areas. Unless otherwise approved by the RPR, delineators shall be 42-inch-high molded plastic. Delineators shall be four inches in diameter, florescent orange, supplied with a double-weighted base and reflective stripes. Lighting for delineators will be provided at night as approved by the RPR. All costs associated with this item shall be included in Airfield Safety and Traffic Control.

The Agency shall determine the appropriate locations for the low-profile barricades and the delineators with respect to the proximity to aircraft.

100-1.13 Lighted Runway Closure Markers. The Contractor shall provide one set of trailer-mounted closure crosses. The Contractor will be responsible for placing, fueling, lubricating, maintaining flashing lights, and removing closure crosses. Runway closure markers will be placed on runways whenever runways are closed. When erected on the runway, the lighted markers shall be a minimum 14 feet on a side, inclined toward the approach end of the runway, and lighted crosses will be on 24/7. During the project, the Contractor shall have, at a minimum, one spare closure cross as a contingency in the event one of the crosses fails to operate. The contractor shall be responsible for checking and replacing bulbs on a daily basis. The lighted markers shall be removed by the contractor prior to opening per the schedule approved by the RPR. All costs associated with this item shall be included in Airfield Safety and Traffic Control.

100-1.14 High-visibility Fence. The contractor shall provide, install and maintain high-visibility plastic fence around NAVAIDs including MALSF, localizer, glideslope, PAPIs, and lighted windcones to be protected in place. All costs associated with this item shall be included in Airfield Safety and Traffic Control.

100-1.15 Aviation Radios. The Contractor is to provide at least two hand-held aviation radios to be used in communications with the Air Traffic Control Tower (ATCT) as specified in the CSPP. Radios shall be ICOM-IC-A6 transceivers, each supplied with battery pack, spare battery pack, whip antenna, desktop charger, and a 12V adaptor/charger. On completion of the Project the radios become the property of the Contractor. Providing the radios shall be included under the Contract price for Airfield Safety and Traffic Control.

100-1.16 Access and Security.

A. Contractor Access. Contractor access to the various work areas shall be via the closest access routes indicated on the Project Layout Plan. Additional haul routes on Airport property shall be approved by the Airport. All access routes and haul routes shall be kept clean and free of debris. Dust control shall be maintained. Where haul routes cross active runways, taxiways, or aprons, radio-equipped flaggers shall be provided by the Contractor as required to control movement of construction equipment and personnel.

B. Access Security Control.

The Contractor shall be responsible for maintaining Airport security at all gates designated for his use. Gates must be locked or manned by the Contractor's personnel to ensure no unauthorized access to the air operations area. All access gates shall be kept clear of equipment and material.

100-1.17 Work Hour Limitations. See CSPP for work hours per area.

100-1.18 Adverse Weather Conditions as Determined by the RPR. If, due to the onset of adverse weather as determined by the RPR, the Project cannot be satisfactorily completed, the Contractor may

request the Agency to issue a notice to stop work. At that time, the Contractor shall perform that work necessary to winterize/prepare the Project as directed by the Agency. Contract time will stop on the date the notice is issued. The Contractor shall maintain the construction area as required over the severe weather conditions. When weather improves, another Notice to Proceed shall be issued and the Project shall then be completed. Additional payment will not be made in the event an adverse weather shutdown is necessary. The Contractor shall honor all bid prices when construction resumes.

100-1.19 Construction Delay due to COVID-19. Once the Mobilization Element is complete and materials have been procured or a firm schedule for procurement is established, the Contractor shall determine if lack of an adequate labor force, materials and/or supplies due to the COVID-19 outbreak may have an impact on commencing and completing Construction in a timely manner. The Contractor, County, and RPR will arrive at a mutual determination as to whether the Construction Element should be delayed as a result of the COVID-19 outbreak. Due to the nature and geometry of the Project, suspending work once it has started will result in an incomplete product and will be detrimental to Airport operations.

A Notice to proceed with the Construction Element will be issued once the conditions described herein are met, and the Contractor, County, and RPR determine the Project can be satisfactorily completed without an anticipated suspension due to COVID-19 factors. Additional payment will not be made in the event a delay of the Construction Element is necessary. The Contractor shall honor all bid prices when construction commences.

100-1.20 Construction Water Meter Requirements. The Contractor is responsible for contacting the City of Oxnard to apply for a construction water meter. Please contact:

City of Oxnard – Water Service Division
305 West 3rd Street, Oxnard, California 93030
(805) 385-7816

The Contractor shall be responsible for all fees and charges to obtain construction water.

No separate measurement and payment will be made for construction water. All costs shall be included in other items of work.

Airport will specify the water location the contractor can utilize. Any other location will need to be approved in writing by the County.

100-1.21 Hearing Protection. Due to the nearby aircraft operations, the Contractor shall provide all necessary hearing protection for workers.

100-1.22 Cultural Resources Assessment. In the event that archaeological materials are encountered during construction, all construction work shall be halted, and a Ventura Agency certified archaeologist shall be consulted to determine the appropriate treatment of the discovery.

In the event human remains are encountered, State Health and Safety Code – Section 7050.5 states that, no further disturbance shall occur until the Agency Coroner has made a determination of origin and disposition pursuant to Public Resources Code – Section 5097.98. The Agency Coroner must be notified of the find immediately.

If the remains are determined to be Native American, the Agency Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

100-1.23 Application for Payment and Required Items. Applications for payment shall follow the standard County format based on the schedule of items included in the proposal forms. The Contractor shall also supplement the pay application with amounts being paid to subcontractors and the amounts

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being paid to DBE firms. Subcontractor and DBE amounts shall be delineated by bid items in the proposal forms.

100-1.24 Place Asphalt Compacted Grindings. This item consists of asphalt millings and existing base resulting from partial and full depth removal of the existing pavement section. Asphalt compacted grindings shall be placed on the contractor staging area as shown in the Plans and in conformance with the Plan details. Material larger than 2 inches in any dimension shall not be permitted. Grindings shall be placed to allow for positive drainage of the area and adjacent areas and shall be compacted to 98% maximum density. The asphalt compacted grindings shall remain on site at the end of the construction. Additional grindings shall not mixed with the subgrade within the pavement section area shall hauled off per P-152.

100-1.25 Airport Access and Haul Route Repair. For repairs to the haul roads required at the end of the construction when hauling operations are complete. Repairs will be a result of construction activities and not by the Contractor's negligence. Contractor shall mill and place 2" of surface course P-401 asphalt in areas defined by the RPR. Field adjustments may need to be made to the scope of work, based on the severity of pavement failure. Nothing in this paragraph waives the Contractor's requirements to maintain haul roads and paved areas throughout the project.

100-1.26 In-place Drying Techniques. This item covers in-place drying techniques for the areas of the Project improvements. Geotechnical Engineering Reports and Addendum were prepared by Earth Systems Pacific, dated July 10, 2020 for this Project and are included as *Attachment 2* to the specifications. The results of the findings included moist and expansive soils.

While preparing the subgrade prior to lime treating, any material containing vegetable or organic matter such as muck, peat, organic silt, or sod shall be considered unsuitable for use in embankment construction. Unsuitable material is defined as material the RPR determines to be:

- (1) Of such unstable nature as to be incapable of being compacted to specified density using ordinary methods at optimum moisture content; or
- (2) Too wet to be properly compacted and circumstances prevent suitable in-place drying prior to incorporation into the work.

The presence of excessive moisture in a material is not, by itself, sufficient cause for determining that the material is unsuitable. Immediate in-place drying techniques shall be employed prior to classifying the material as unsuitable. In-place drying techniques shall consist of ripping, windrowing, discing, and otherwise manipulating, twice daily, up to a 2-foot depth of material below the subgrade elevation, in 6 to 8-inch lifts for up to 2 consecutive working days (without rain) to achieve drying and compaction. Rubber-tired excavation and vibratory or steel drum compaction equipment shall not be used in unstable areas unless specifically approved by the RPR. The lower foot of the 2-depth of manipulated material should be compacted to 85% relative compaction, and the upper foot compacted to 90% compaction. Discing is mandatory.

If these drying techniques fail (if unhealed by the lime-treating process or at the direction of the RPR) the material shall be removed as detailed herein or stabilized as detailed below. In-place drying techniques, if directed by the RPR, will be paid under its respective bid item.

100-1.27 Subgrade Stabilization, Excavation Below Subgrade. The subsurface soils within the project limits contain expansive and moist native materials that become unstable when excessively wet. The Contractor shall give due diligence to subgrade moisture and avoid overwatering subgrade during compaction. Watered subgrade or base rock more than five percent (5%) above optimum moisture content shall be assumed to be overly wet and any instability that may occur shall be the responsibility of the Contractor to remedy with no additional payment. If, despite due care in watering, areas of subgrade become unstable or show unacceptable deflection during compaction after the lime treatment, they shall be dried as described above and subsequently stabilized as directed by the RPR as follows:

- (1) The pumping area, as designated by the RPR, shall be over excavated to a depth of 24 inches below the grading plane and the excavated material shall be disposed of off-site.
- (2) A multi-axial geogrid polymer fabric shall be placed in the bottom of the excavation and covered with 12 inches of asphalt millings and/or existing aggregate base material compacted to 85 percent relative compaction.
- (3) Place layer of multi-axial geogrid polymer fabric below before filling the remaining 12 inches of excavation with asphalt millings and/or existing aggregate base material in 6-inch lifts. The lower lift shall be compacted to 90 percent relative compaction and the top lift compacted to 95 percent relative compaction.

The multi-axial geogrid shall have an overlap of 2 feet at roll joints and shall be pinned to secure and shall be placed in accordance with manufacture's recommendations. Multi-axial geogrid shall meet the requirements detailed within this Specification.

The RPR reserves the right to require as much subgrade stabilization as necessary to satisfy site conditions. The significant change in character of work (work alteration and quantity variance) limitations of Section 40-02 shall not apply to this item.

No subbase, base, or surface course shall be placed on the subgrade until the subgrade has been approved by the RPR.

100-1.28 Multi-axial Geogrid. Geogrid shall have the following properties:

| Property | Test Reference | Specification |
|---|-------------------------|-------------------------|
| Aperture Shape | Observation | Triangular ¹ |
| Radial Stiffness @ 0.5% strain lbs/ft, Min. | ASTM D6637 ² | 15,430 |
| Radial Stiffness Ratio, dimensionless | ASTM D6637 ³ | >0.60 |
| Junction Strength Efficiency (%) | ASTM D7737 ⁴ | 93 |
| Ultraviolet Stability, @ 500 hrs (%) | ASTM D4355-05 | 70 |

- (1) Multi-axial geogrid contains six or more intersecting ribs at each junction formed into a radially stable network of open equilateral triangular apertures.
- (2) Minimum measured radial stiffness at 0.5% strain. Radial stiffness is measured on both the rib directions and the mid-rib directions (directions that bisect the angles between ribs).
- (3) Ratio of the minimum to maximum MARV values of radial stiffness at 0.5% strain.
- (4) Load transfer capability determined in accordance with ASTM D7737 and ASTM D6637 and expressed as a percentage.

Geogrid shall be placed within the excavation as described in paragraph SP-100-1.27, if required by the RPR. No limitations on change of quantity shall apply to this item.

100-1.29 Underground Utility Investigation and Potholing. The Plans depict underground utilities derived from record drawings and field investigations. Not all utilities locations or depths are known. Within two weeks prior to the completion of the Mobilization Element, the Contractor shall coordinate for location services. As the first part of work in the Construction Element and prior to the installation of underground utility systems, the Contractor shall pothole utility locations and verify location and depth. Contractor shall verify electrical pullboxes labeled in the Existing Conditions Plan Sheets are empty. If cables are found, Contractor shall verify/find power source. All work shall be coordinated with and performed under the observation of the RPR or their designated representative. Excavations within pavement limits shall be backfilled and capped with asphalt concrete (cold patch is acceptable). Contractor will document locations, depth, and type of utility and provide information to the RPR prior to full production work.

100-1.30 Installation of Runway Threshold Survey Monuments. This item shall consist of furnishing, installing, and verifying runway threshold survey monuments in conformance with the details and dimensions shown on the Plans. Concrete used in this item shall conform to the requirements of Item P-610. Cover and frame shall be per the dimensions shown on the Plans, constructed of cast iron and rated for 250 psi tire pressure. Solid brass marker shall be of survey monument quality.

Excavation for monuments shall be such that the adjoining pavement or base materials are not disturbed. The hole in the asphalt concrete or Portland Cement Concrete pavement shall be made with a coring machine as approved by the RPR.

The runway threshold marker shall be installed as indicated on the plans. The actual runway threshold location shall be stamped into the brass marker by a Professional Surveyor licensed in the State of California and include survey verification and registration of the control point. The monument shall be etched with the date of installation, height above sea level, datum, and the phrase "OXNARD AIRPORT SURVEY MONUMENT".

The Contractor shall exercise due diligence in maintaining cleanliness on the runway during construction. Laitance and slurry from coring shall be immediately removed with water to avoid staining the pavement surface. Excavated material shall not be placed on the runway surface. At completion of installation, the area shall be thoroughly swept and washed clean with water. Pressure washing shall be performed, if necessary, to adequately clean the area.

100-1.31 Install Checkpoint Markers. Prior to any work on the Runway and MALSF system and in coordination with FAA, Contractor shall locate and survey existing ILS (LOC/GS) ground. Contractor shall install disturbed check point markers within the paving/grading work areas in conformance with the details and dimensions shown on the Plans.

100-1.32 Install Liner. This item shall consist of furnishing and installing liner according to manufacturer's guidelines/specifications. Liner shall be HDPE 60 mil, LLDPE 60 mil, or equivalent.

Liner shall have the following properties:

| Property | Test Reference | Minimum Average Values | |
|--|----------------|------------------------|----------------|
| | | Value-Smooth | Value-Textured |
| Sheet Density @ 200,000 lb (lb/in ³) | ASTM D1505 | 0.034 | 0.034 |
| Tensile Strength at Break @ 20,000 lb, (lb/in) | ASTM D6693 | 228 | 90 |
| Tear Resistance @ 45,000 lb, (lb) | ASTM D1004 | 42 | 42 |
| Puncture Resistance @ 45,000 lb, (lb) | ASTM D4833 | 108 | 90 |

Welding of seams shall be done according to manufacturer's specifications. Contractor shall inspect the liner daily when placing the asphalt millings, so that the placement does not compromise the integrity of the liner.

100-1.33 FAA Joint Acceptance Inspection and Flight Check. Contractor and electrical subcontractor shall be present during FAA Joint Acceptance Inspection (JAI) and flight check. Everything noted in the JAI shall be cleared by the Contractor/Sponsor no later than 30 calendar days from the JAI inspection.

METHOD OF MEASUREMENT

100-2.1 Airfield Safety and Traffic Control, and all incidentals required to complete work described in this section will be measured as lump sum, as a percentage of the construction schedule.

100-2.2 Construction Staking and Survey Layout will be measured as a lump sum item as a percentage of the construction schedule.

100-2.3 Airport Access and Haul Route Repair, and all incidentals required to complete work described in this section, will be measured by the square yard.

100-2.4 In-place Drying Techniques will be measured by the square yard of material manipulated as described herein to a 2-foot depth, as directed by the RPR.

100-2.5 Subgrade Stabilization, Excavation Below Subgrade will be measured by the number of cubic yards to be replaced as directed by the RPR.

100-2.6 Multi-axial Geogrid will be measured by the number of square yards of ground covered as directed by the RPR. Overlap and edge anchoring will not be measured.

100-2.7 Place Asphalt Compacted Grindings will be measured by the number of square yards of ground covered, 24-inches thick, as directed by the RPR.

100-2.8 Underground Utility Investigation and Potholing will be measured per hour, rounded to the nearest quarter hour, as directed by the RPR.

100-2.9 Install Runway Threshold Survey Monument, and all incidentals required to complete work described in this section will be measured by each monument placed.

100-2.10 Install Checkpoint Markers, and all incidentals required to complete work described in this section will be measured as a lump sum item. The number of checkpoint markers to be installed is expected not to be more than ten.

100-2.11 Install Liner, and all incidentals required to complete work described in this section will be measured by square feet.

100-2.12 FAA Joint Acceptance Inspection and Flight Check will be incidental to Airfield Safety and Traffic Control per SP-100 and no separate payment will be made.

BASIS OF PAYMENT

100-3.1 Airfield Safety and Traffic Control will be paid for at the Contract lump sum price. This price shall include full compensation for all labor, materials, tools, equipment, CSPP compliance, SPCD preparation and compliance, and incidentals necessary to complete the work as specified in this Specification and requirements shown on the Plans.

100-3.2 Construction Staking and Survey Layout will be paid for at the Contract lump sum price and shall include all staking and survey required to construct the Project to the lines and grades as indicated on the Plans to meet the specified tolerances.

100-3.3 Airport Access and Haul Route Repair will be paid for at the Contract price per square yard of mill and overlay. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item. This item will not be paid for without prior authorization from the RPR for specific areas identified. Alterations of bid quantity greater than twenty-five (25%) percent will not result in change in unit bid price.

100-3.4 In-Place Drying Techniques will be paid for at the Contract price per square yard of material manipulated as described herein to a 2-foot depth as directed by the RPR. This item will not be paid for without prior authorization from the RPR for specific areas identified. Alterations of bid quantity greater than twenty-five (25%) percent will not result in change in unit bid price.

100-3.5 Subgrade Stabilization, Excavation Below Subgrade will be paid for at the Contract price per cubic of material manipulated as described herein to a 2-foot depth as directed by the RPR. This item will not be paid for without prior authorization from the RPR for specific areas identified. Alterations of bid

quantity greater than twenty-five (25%) percent will not result in change in unit bid price. Payment shall include excavation and backfilling with asphalt millings and/or existing aggregate base material and all work necessary including furnishing all labor, tools, equipment, and incidentals. Backfilling with asphalt millings and/or existing aggregate base shall be considered incidental and no separate payment shall be made. Geogrid shall be paid under the respective item.

100-3.6 Multi-axial Geogrid will be paid for at the Contract price per square yard of area covered and include all materials, equipment, and labor necessary to complete the item where specified. This item will not be paid for without prior authorization from the RPR for specific areas identified. Alterations of bid quantity greater than twenty-five (25%) percent will not result in change in unit bid price.

100-3.7 Placement of Asphalt Compacted Grindings will be paid for at the Contract price per square yard of area covered, 24-inches thick, and include all materials, equipment, and labor necessary to complete the item where specified.

100-3.8 Underground Utility Investigation and Potholing field work, to verify location of existing underground utility services shall be performed and paid for on a unit price basis per hour and provided to the RPR. The hourly unit of measurement, rounded to the nearest quarter hour, shall include full compensation for all labor, material and equipment necessary to complete operations, including a superintendent, an operator, a laborer, and a backhoe (minimum 2 person crew with one piece of equipment). Cold patch and any materials necessary to perform the Underground Utility Investigation and Potholing will be incidental to the "per hour" costs. Any hours spent performing utility investigation beyond contract quantity shall be incidental to the items for which investigation is required.

100-3.9 Install Runway Threshold Survey Monument will be paid for at the contract unit price per each. This price shall be full compensation for furnishing and installing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

100-3.10 Install Checkpoint Markers will be paid for at the Contract lump sum price. This price shall be full compensation for coordination, survey, furnishing and installing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

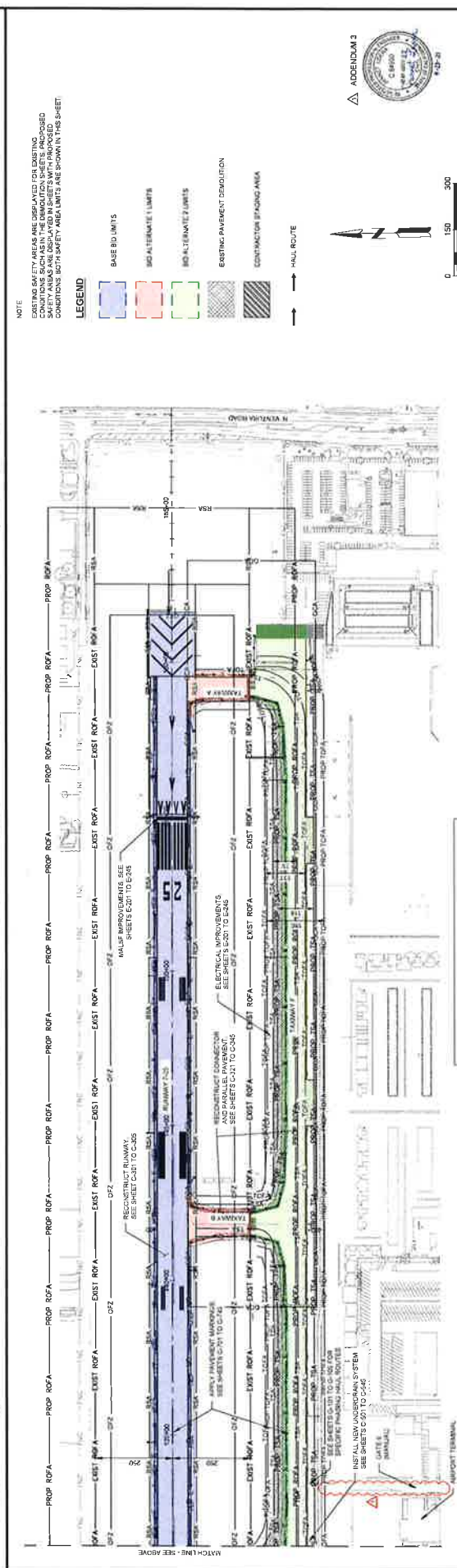
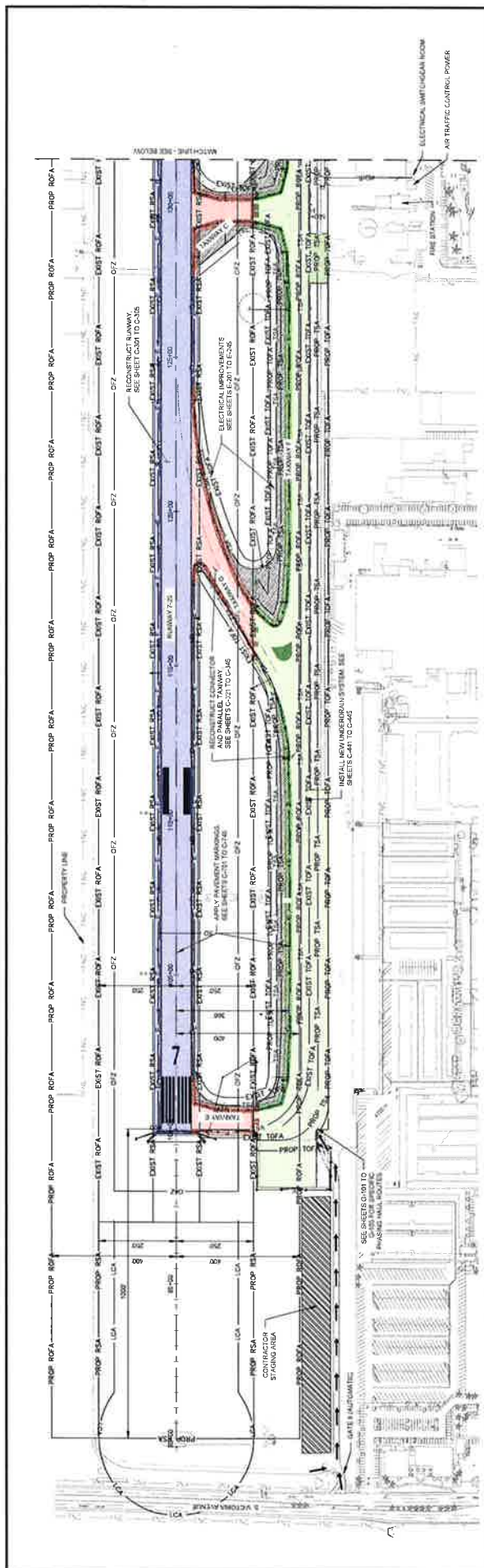
100-3.11 Install Liner will be paid for at the contract unit price per square foot. This price shall be full compensation for furnishing and installing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

100-3.12 No separate payment will be made for FAA Joint Acceptance Inspection and Flight Check. It is incidental to Airfield Safety and Traffic Control per SP-100.

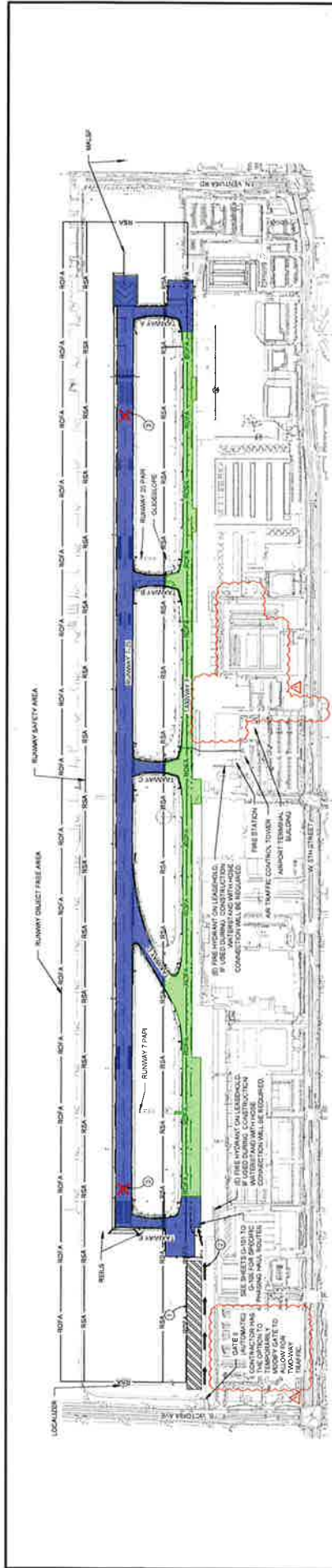
Payment will be made under:

| | |
|------------------|--|
| Item SP-100-3.1 | Airfield Safety and Traffic Control – per lump sum |
| Item SP-100-3.2 | Construction Staking and Survey Layout – per lump sum |
| Item SP-100-3.3 | Airport Access and Haul Route Repair – per square yard |
| Item SP-100-3.4 | In-place Drying Techniques – per square yard |
| Item SP-100-3.5 | Subgrade Stabilization, Excavation Below Subgrade – per cubic yard |
| Item SP-100-3.6 | Multi-axial Geogrid – per square yard |
| Item SP-100-3.7 | Place Asphalt Compacted Grindings, 24-inches thick – per square yard |
| Item SP-100-3.8 | Underground Utility Investigation and Potholing – per hour |
| Item SP-100-3.9 | Install Runway Threshold Survey Monument – per each |
| Item SP-100-3.10 | Install Checkpoint Markers – per lump sum |
| Item SP-100-3.11 | Install Liner – per square foot |

END OF ITEM SP-100

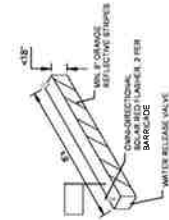
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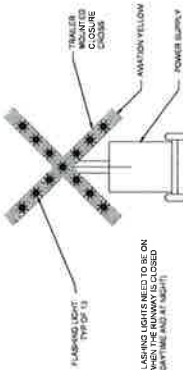


LOW PROFILE BARRICADES SHALL BE LESS THAN 18 IN HIGH. LOW PROFILE BARRICADES SHALL BE CONSTRUCTED OF AN RESISTANT NON-FLAMMABLE MATERIAL. FLASHING SOLAR AND BATTERY POWERED LIGHTS. MAXIMUM SPACING BETWEEN BARRICADES IS 50 FEET.

LOW PROFILE BARRICADES SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE INSTALLED TO KEEP ACCESS OUT OF THE WORK AREA.



2 NO SCALE



1 NO SCALE

NOTE: LIGHTED RUNWAY CLOSURE MARKERS SUPPLIED BY THE CONTRACTOR SHALL BE INSTALLED AT ANY TIME DURING THE PROJECT. THE MARKERS SHALL BE FUELED, OILED AND MAINTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND REPAIRING BURNING OR DAMAGED MARKERS.

ADDITIONAL NOTES

1. VALU-FLUOROCARBON CLOSURE MARKERS, LIGHTED MARKERS, AND BARRICADES SHALL BE USED TO CLOSE OFF THE WORK AREA AND TO BE PLACED AT LEAST 12 FT FROM THE PAVEMENT.
2. LOW PROFILE BARRICADES SHALL BE PLACED AT LEAST 12 FT FROM THE PAVEMENT.
3. ALL BARRICADES AND CLOSURE MARKERS SHALL BE PLACED AS SHOWN ON THESE PLANS.
4. ELECTRICAL PLANS FOR FURTHER DETAILS. THE PLAN WILL REQUIRE AT LEAST 120V AC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND ACTION IN THE SCHEDULE AND BE PREPARED TO COORDINATE WITH THE FAA AS NECESSARY.
5. NOT ALLOWED TO BE USED IN THE WORK AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND ELECTRICAL SUBCONTRACTOR SHALL BE PRESENT DURING THE FLIGHT CHECK IN CASE ADJUSTMENTS NEED TO BE MADE.



NOTE: PRINT IN COLOR

| | | | | | | | |
|---|--|--|--|--|--|--|--|
| <div> <div>ADDITIONAL 3</div> <div>REVISION</div> <div>DESCRIPTION</div> <div>DATE</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>DATE</div> <div>JUN 2021</div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> | <div> <div>PROJECT NO.</div> <div>3181 Loma Road Suite 218</div> <div>City of Ventura</div> <div>93021-0001</div> </div> |
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CSPP OVERALL

OXNARD AIRPORT

RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL

TAXIWAY PAVEMENT RECONSTRUCTION

DOA 20-02

OXR-146



KIP TURNER
DIRECTOR OF AIRPORTS
ERIN POWERS
PROJECT MANAGER

DATE: JUN 2021

3181 Loma Road Suite 218
City of Ventura
93021-0001

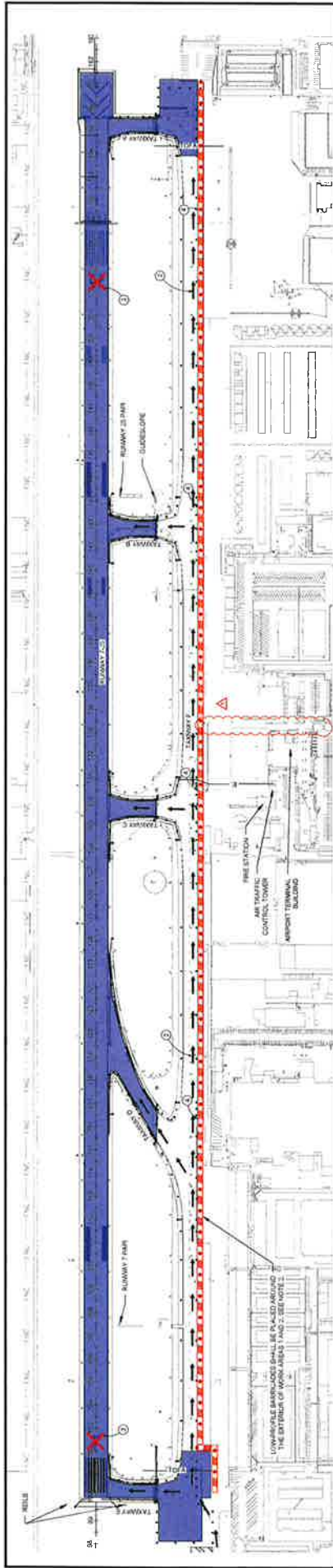
PROJECT NO. 3181 Loma Road Suite 218
City of Ventura
93021-0001

DATE: JUN 2021

3181 Loma Road Suite 218
City of Ventura
93021-0001

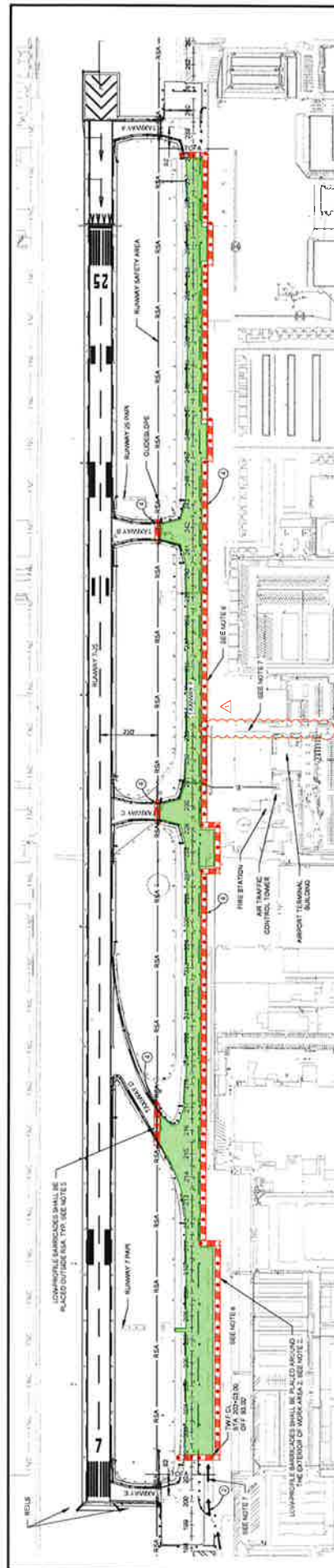
PROJECT NO. 3181 Loma Road Suite 218
City of Ventura
93021-0001

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- PHASE NOTES**
1. WALF LOCALIZER GLIDELOPE PANELED LIGHTS AND RELS NEED TO BE PROTECTED WITH HIGH-VISIBILITY PLASTIC FENCE. THE FENCE SHALL BE PLACED AT LEAST 12 FT FROM THE PAVEMENT CONSTRUCTION UNITS AND OUTSIDE THE SAFETY ZONES SHOWN ON THESE PLANS.
 2. ALL PAVEMENT WORK SHALL BE COMPLETED BY THE END OF THE PROJECT.
 3. ALL PAVEMENT WORK SHALL BE ON-SITE DURING CONSTRUCTION OF THE WALF SYSTEM (SEE ELECTRICAL PLANS FOR FURTHER DETAILS). THE PAVEMENT WORK SHALL BE COMPLETED BY THE END OF THE PROJECT.
 4. THE CONTRACTOR SHALL BE PREPARED TO COORDINATE WITH THE FAA AS NECESSARY. THE CONTRACTOR SHALL BE PREPARED TO COORDINATE WITH THE FAA AS NECESSARY. THE CONTRACTOR SHALL BE PREPARED TO COORDINATE WITH THE FAA AS NECESSARY.
 5. BE MADE OF WORK AREA 2 ON TAXIWAYS 2, 3, AND 7 SHALL BE LOCATED SUCH THAT ALL WORK IS PERFORMED OUTSIDE OF THE WMA WITH BARRICADES CLAMMING AS DEFINED IN NOTE 2.

| ELEMENT | PHASE | WORK HOURS | DESCRIPTION OF WORK | PAVEMENT CLOSURES | OPERATIONAL THRU EXISTING WORK AREA | DURATION | TEMPORARY LIGHTING AND MARKING CHANGES | IMPACTS TO UNPAID |
|--------------|-------|-----------------------|--|--|-------------------------------------|------------------------|--|---|
| MOBILIZATION | 1 | NOT APPLICABLE | PROCESSING OF ALL SUBMITTALS REQUIRED FOR PROJECT STARTUP PRELIMINARY TESTING, REVIEW, AND APPROVAL FOR SUBGRADE STABILIZATION MATERIALS AIRFIELD SAFETY DEVICES DELIVERED AT THE SITE (CONSTRUCTION FLAGS) LOW PROFILE BARRICADES, AIRPORT RADAR GLIDELOPE MARKERS, FLARE LIGHTS, AND OTHER SAFETY DEVICES DELIVERED AT THE SITE AIRFIELD SAFETY DEVICES DELIVERED AT THE SITE MATERIALS AND EQUIPMENT FOR REMAINING WORK ACTIVITIES DELIVERED TO SITE DURING THE MOBILIZATION PHASE TO MINIMIZE DELAYS DURING CONSTRUCTION | NOT APPLICABLE | NOT APPLICABLE | 14 CALENDAR DAYS | NOT APPLICABLE | NOT APPLICABLE |
| | 2 | NOT APPLICABLE | PROCESSING OF ALL REMAINING SUBMITTALS PRELIMINARY TESTING, REVIEW, AND APPROVAL FOR REMAINING SUBMITTALS MIX DESIGN PREPARATION, REVIEW AND APPROVAL MATERIALS AND EQUIPMENT FOR REMAINING WORK ACTIVITIES DELIVERED TO SITE | NOT APPLICABLE | NOT APPLICABLE | 28 CALENDAR DAYS | NOT APPLICABLE | NOT APPLICABLE |
| CONSTRUCTION | 3 | 24 HOURS PER DAY ONLY | PAVEMENT RECONSTRUCTION (TAXIWAYS 2, 3, AND 7) AND TAXIWAYS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 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RUNWAY 2, TAXIWAYS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 | WA 1: NONE | WA 1: 18 CALENDAR DAYS | WA 1: ALL RUNWAY AND TAXIWAY CIRCLES WILL BE POWDERED OFF PAVEMENT MARKINGS LEADING TO CLOSED AREAS WILL BE COVERED | POWER OFF PAVEMENT MARKINGS (SEE PHASING NOTE 3) PAVEMENT MARKINGS (SEE |

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NOTE: PRINT IN COLOR

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|------------------------------|-------|
| CSPP-BID ALT 2 (WORK AREA 2) | G-104 |
|------------------------------|-------|

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| OXNARD AIRPORT | $\frac{1000}{243} = 4.115226337$ |
|----------------|----------------------------------|

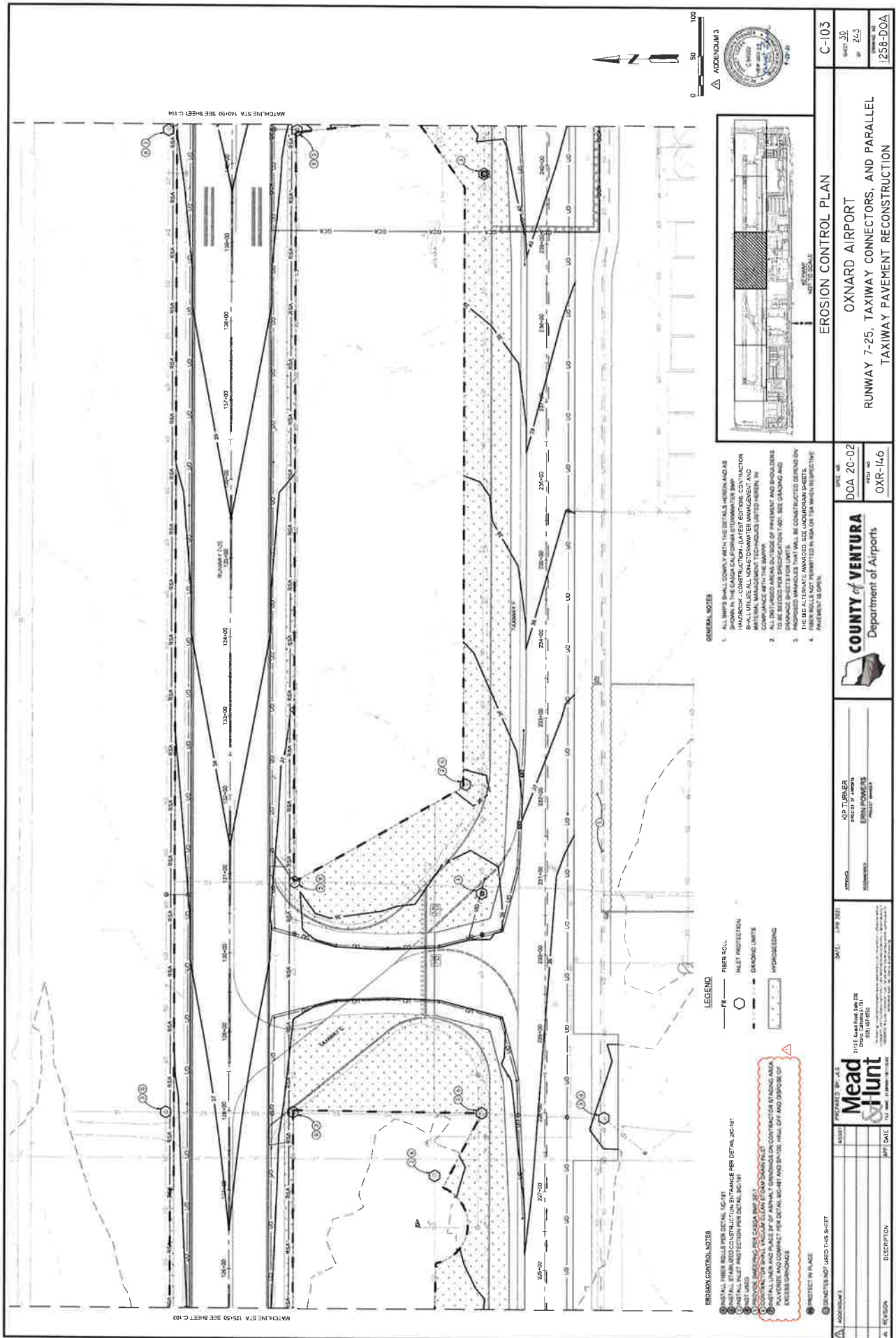
7-25, TAXIWAY CONNECTORS, AND PARALLEL

| | |
|--------------------------------|----------|
| AXIWAY PAVEMENT RECONSTRUCTION | I239-DOA |
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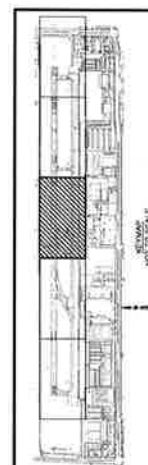
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- GENERAL NOTES**
1. ALL WORK SHALL COMPLY WITH THE DETAILS HEREIN AND AS SHOWN IN THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION - LATEST EDITION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND MATERIALS SHALL BE OF THE QUALITY SPECIFIED THEREIN.
 2. ALL EXISTING AREAS OUTSIDE OF PAVEMENT AND PROPOSED DRAINAGE SHALL BE PROTECTED AND MAINTAINED AS SHOWN ON THE DRAINAGE SHEET FOR THIS PROJECT.
 3. PROPOSED MANHOLES SHALL BE CONSTRUCTED ACCORDING TO THE STANDARD DETAILS FOR CONCRETE MANHOLES AND SHALL BE NOT PERMITTED IN USE OR FOR THE MAIN RESPECTIVE PAVEMENT TO BE OPEN.

- LEGEND**
- FR - FIBER SOIL
 - INLET PROTECTION
 - DRAINAGE LIMITS
 - HYDROSEEDING

- EROSION CONTROL NOTES**
1. INSTALL FIBER SOIL PER DETAIL 20-181
 2. INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 20-181
 3. INSTALL INLET PROTECTION PER DETAIL 20-181
 4. PROVIDE EROSION CONTROL PER DETAIL 20-181
 5. CONTRACTOR SHALL MAINTAIN CLEAN AND OPEN DRAINAGE INLET
 6. EXCESS DRAINAGE SHALL BE REMOVED BY THE CONTRACTOR AND SHALL NOT BE DEPOSITED ON EXCESS DRAINAGE
 7. PROTECT IN PLACE
 8. UNDESIRABLE NOT USED 24-5-GET



| | | | |
|-----------------------|---|--|--|
| ADDENDUM 3 | EROSION CONTROL PLAN | | DOA 20-02 ROAD NO. OXR-146 |
| | OXNARD AIRPORT RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT RECONSTRUCTION | | 258-DOA |

COUNTY of VENTURA
Department of Airports

APPROVED: **KIP TURNER**
DIRECTOR OF AIRPORTS
DATE: 10/10/2020

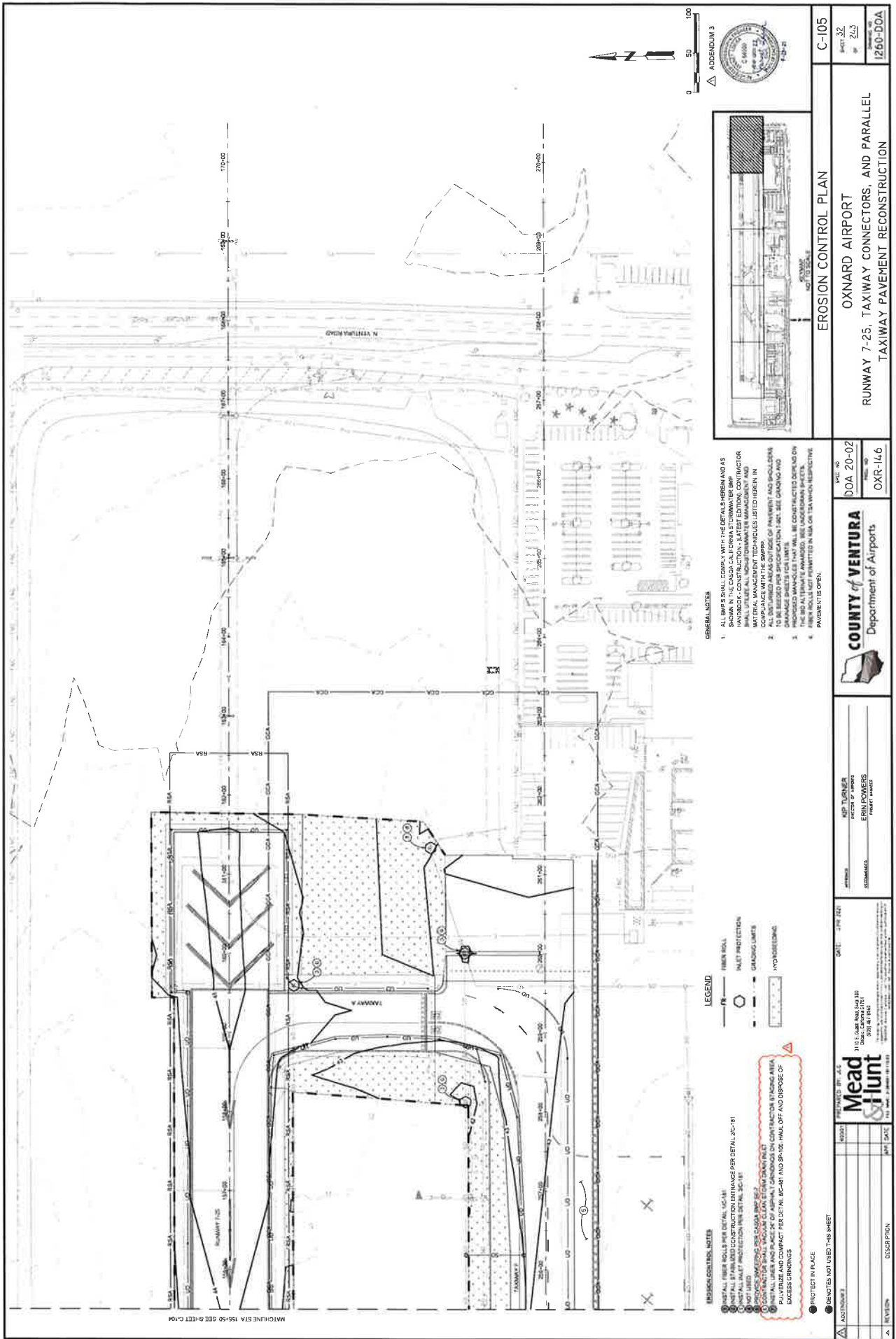
SCALE: 1" = 40' (HORIZONTAL)
1" = 20' (VERTICAL)

Mead & Hunt
3111 E. Coast Road, Suite 200
Oxnard, CA 93030
TEL: 805.461.1111
FAX: 805.461.1111

| REVISION | DESCRIPTION | DATE |
|----------|--------------------|------------|
| 1 | ISSUED FOR BIDDING | 10/10/2020 |

5052



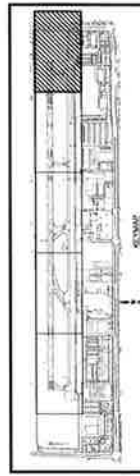


GENERAL NOTES

1. ALL BMP'S SHALL COMPLY WITH THE DETAILS HEREIN AND AS SHOWN IN THE CALIFORNIA STANDARD BMP HANDBOOK, CONSTRUCTION - LATEST EDITION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE LATEST EDITION OF THE BMP HANDBOOK.
2. COMPLIANCE WITH THE BMP'S SHALL BE VERIFIED BY THE COUNTY ENGINEER AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE COUNTY ENGINEER.
3. PROPOSED BMP'S SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE SPECIFICATIONS FOR BMP'S.
4. FILTER ROLLS NOT PERMITTED IN ANY OF THE AREAS WHERE PAVEMENT IS OPEN.

- LEGEND**
- 1. FILTER ROLL
 - 2. INLET PROTECTION
 - 3. GRASSING LIMITS
 - 4. HYDROSEEDING

- EROSION CONTROL NOTES**
1. INSTALL FILTER ROLL PER DETAIL 100-101
 2. INSTALL 8'x12' INLET PROTECTION PER DETAIL 100-102
 3. NOT TO EXCEED 10' GRASSING LIMITS PER DETAIL 100-103
 4. HYDROSEEDING PER DETAIL 100-104
 5. CONTRACTOR SHALL MAINTAIN CLEAN EROSION CONTROL DRAINAGE
 6. INSTALL LIMITS AND PLACE 24" OF ASPHALT GRADINGS ON CONTRACTOR EROSION AREA
 7. CONTRACTOR SHALL MAINTAIN PER DETAIL 100-105 AND 100-106 AND DISPOSE OF EXCESS GRADINGS
 8. PROTECT IN PLACE
 9. BENT NOT USED THIS SHEET



| | | |
|--|-------------------------------------|--|
| EROSION CONTROL PLAN OXNARD AIRPORT RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY PAVEMENT RECONSTRUCTION | | C-105 SHEET 32 OF 213 1260-DOA |
| COUNTY OF VENTURA Department of Airports | DATE: 02-20-20 DRAWN BY: OXR-146 | PROJECT NO.: 1260-DOA |
| APPROVED BY: KIP TURNER COUNTY ENGINEER REVIEWED BY: ERIN POWERS PROJECT MANAGER | PROJECT NO.: 1260-DOA | PROJECT NO.: 1260-DOA |

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CONTRACT

PROJECT: Oxnard Airport – RUNWAY 7-25 PAVEMENT RECONSTRUCTION
FAA AIP No.: 3-06-0179-038-2021
SPECIFICATION No.: DOA 20-02; PROJECT No.: OXR -146

The names and addresses of the parties to this Contract, who shall be referred to as "Agency" and "Contractor" respectively, are as follows:

AGENCY: COUNTY OF VENTURA – DEPARTMENT OF AIRPORTS
555 AIRPORT WAY, SUITE B
CAMARILLO, CA 93010

CONTRACTOR: Sully-Miller Co.
135 S. State College Blvd.
Brea, CA 92821

The Agency and the Contractor mutually agree on _____, 2021, as follows:

1. CONTRACT DOCUMENTS

This Contract consists of the contract documents as defined in Subsection 1-2 of the Ventura County Standard Specifications, which include the following documents and represents the complete agreement between Agency and Contractor:

- (a) Proposal.
- (b) Notice Inviting Bids.
- (c) Plans and Specifications identified by Specification No. DOA 20-02.
- (d) Addendum No. 1 dated April 5, 2021.
- (e) Addendum No. 2 dated April 7, 2021.
- (f) Addendum No. 3 dated April 23, 2021.
- (g) Board of Supervisors action of July 20, 2021, Agenda Item No. ____, delegating authority to the Director of Airports to award and execute the Contract, which is on file with the Clerk of the Board.
- (h) Performance and Payment Bonds as defined in Subsection 2-4 of the Specifications.
- (i) Prevailing Wage determinations.
- (j) Certificate/Proof of Insurance
- (k) Copy of appropriate Contractor's License

2. DESCRIPTION OF WORK

The Contractor shall perform and complete in strict conformity with this Contract the work as described and shown in the contract documents, consisting generally of:

Runway 7-25 Pavement Reconstruction

Base Bid (Schedule A) and Base Bid Transition (Schedule B): Runway improvements and taxiway connector transitions include, grading, paving lighting, MALSF upgrades, signage, crack seal, storm-drainage, and marking.

CONTRACTORS ARE REQUIRED BY LAW TO BE LICENSED AND REGULATED BY THE CONTRACTORS' STATE LICENSE BOARD. ANY QUESTIONS CONCERNING A CONTRACTOR MAY BE REFERRED TO THE REGISTRAR, CONTRACTORS' STATE LICENSE BOARD, P.O. BOX 26000, SACRAMENTO, CALIFORNIA, 95826

CONTRACTORS ARE REQUIRED TO BE REGISTERED WITH THE DEPARTMENT OF INDUSTRIAL RELATIONS PURSUANT TO LABOR CODE, SECTION 1725.5 AS A PREREQUISITE TO BEING AWARDED A CONTRACT.

CONTRACTORS AND SUBCONTRACTORS MUST FURNISH COPIES OF ELECTRONIC CERTIFIED PAYROLL RECORDS DIRECTLY TO THE LABOR COMMISSIONER (aka DIVISION OF LABOR STANDARDS ENFORCEMENT).

3. CONTRACT PRICE

The contract price, which is the amount which Contractor shall accept as full payment for the work above agreed to be done, are the amounts determined in accordance with the contract documents for the prices stated for lump sum items completed plus the total number of each of the units of work completed at the unit prices stated. The prices named in the proposal form are as follows:

BID SCHEDULE (SCHEDULE OF WORK PRICES)
OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY
PAVEMENT REHABILITATION SCHEDULE A - BASE BID

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | COST | TOTAL |
|----------|------------|---|------|--------|--------------|--------------|
| | | | | | | |
| 1 | C-100-14.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$71,000.00 | \$71,000.00 |
| 2 | C-105.1 | Mobilization | LS | 1 | \$949,000.00 | \$949,000.00 |
| 3 | C-105.2 | Resident Project Engineer's Field Office | LS | 1 | \$80,000.00 | \$80,000.00 |
| 4 | SP-102-3.1 | Compliance with Pollution, Erosion, and Siltation Control | LS | 1 | \$130,000.00 | \$130,000.00 |
| 5 | SP-100-3.1 | Airfield Safety and Traffic Control | LS | 1 | \$352,669.20 | \$352,669.20 |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | LS | 1 | \$275,000.00 | \$275,000.00 |
| 7 | SP-100-3.3 | Airport Access and Haul Route Repair | SY | 2,000 | \$29.00 | \$58,000.00 |
| 8 | SP-100-3.8 | Underground Utility Investigation and Potholing | HOUR | 16 | \$1,650.00 | \$26,400.00 |
| 9 | P-101-5.1 | Demolish Asphalt Pavement | SY | 68,500 | \$4.05 | \$277,425.00 |

| | | | | | | |
|----|-------------|---|-----|--------|-------------|----------------|
| 10 | SP-126-4.1 | Remove and Salvage REILs. Demolish PCC Foundation | SET | 1 | \$10,600.00 | \$10,600.00 |
| 11 | SP-126-4.2a | Demolish Conduit, Cable, and Counterpoise | LF | 1,000 | \$18.00 | \$18,000.00 |
| 12 | SP-126-4.2b | Demolish Concrete Encased Conduit, Cable, and Counterpoise | LF | 460 | \$33 | \$15,180.00 |
| 13 | SP-126-4.3 | Remove Cable and Counterpoise | LF | 10,800 | \$0.85 | \$9,180.00 |
| 14 | SP-126-4.6 | Demolish Electrical Junction Can | EA | 2 | \$600.00 | \$1,200.00 |
| 15 | SP-126-4.7b | Demolish FAA Pullbox | EA | 2 | \$2,400.00 | \$4,800.00 |
| 16 | SP-126-4.8 | Demolish Airfield Sign and Pad | EA | 5 | \$1,135.00 | \$5,675.00 |
| 17 | SP-126-4.9b | Remove and Salvage Elevated Runway Edge Light Fixture and Transformer. Protect Can. | EA | 53 | \$142.00 | \$7,526.00 |
| 18 | SP-126-4.9c | Remove and Salvage Elevated Threshold Light Fixture and Transformer. Protect Can. | EA | 24 | \$142.00 | \$3,408.00 |
| 19 | SP-126-4.13 | Demolish MALSF Threshold Bar (13 Lights). Salvage Existing Fixtures. | EA | 1 | \$18,000.00 | \$18,000.00 |
| 20 | SP-126-4.14 | Demolish MALSF Centerline Bar (5 Lights). Salvage Existing Fixtures. | EA | 3 | \$3,500.00 | \$10,500.00 |
| 21 | SP-126-4.15 | Demolish Reinforced Concrete Foundation from Abandoned MALSF Bars | LS | 1 | \$9,000.00 | \$9,000.00 |
| 22 | SP-126-4.17 | Demolish Abandoned Waterline, if Encountered | LF | 410 | \$26.50 | \$10,865.00 |
| 23 | P-152-4.1 | Unclassified Excavation and Haul-off | CY | 18,500 | \$9.30 | \$172,050.00 |
| 24 | P-152-4.2 | Embankment in Place | CY | 13,500 | \$7.50 | \$101,250.00 |
| 25 | P-152-4.3 | Subgrade Preparation | SY | 94,100 | \$1.50 | \$141,150.00 |
| 26 | SP-100-3.7 | Place Asphalt Compacted Grindings, 24-inches thick | SY | 8,300 | \$9.00 | \$74,700.00 |
| 27 | SP-100-3.6 | Place Liner | SF | 85,000 | \$0.95 | \$80,750.00 |
| 28 | P-155-8.1 | Lime Treated Subgrade, 16-Inch Depth | SY | 72,500 | \$20.25 | \$1,468,125.00 |

| | | | | | | |
|----|-------------|---|-----|--------|-------------|----------------|
| 29 | SP-100-3.4 | In-place Drying Techniques | SY | 7,300 | \$11.00 | \$80,300.00 |
| 30 | SP-100-3.5 | Subgrade Stabilization, Excavation Below Subgrade | CY | 1,500 | \$94.00 | \$141,000.00 |
| 31 | SP-100-3.6 | Multi-axial Geogrid | SY | 2,200 | \$20.00 | \$44,000.00 |
| 32 | P-209-5.1 | Crushed Aggregate Base Course, P-209 | CY | 25,900 | \$93.05 | \$2,409,995.00 |
| 33 | P-401-8.1 | Asphalt Concrete Surface Course, P-401 | TON | 17,100 | \$125.50 | \$2,146,050.00 |
| 34 | P-621-5.1 | Grooving | SY | 52,700 | \$3.25 | \$171,275.00 |
| 35 | SP-100-3.9 | Install Runway Threshold Survey Monument | EA | 2 | \$7,200.00 | \$14,400.00 |
| 36 | SP-100-3.10 | Install Checkpoint Markers | LS | 1 | \$2,800.00 | \$2,800.00 |
| 37 | D-701-5.1 | 12-inch RCP, Class IV, outside Pavement Areas | LF | 750 | \$190.00 | \$142,500.00 |
| 38 | D-701-5.2 | 12-inch RCP, Class IV, within Pavement Areas | LF | 190 | \$240.00 | \$45,600.00 |
| 39 | D-705-5.1 | Underdrain Pipe, 6-Inch, Perforated | LF | 11,300 | \$50 | \$565,000.00 |
| 40 | D-705-5.2 | Underdrain Pipe Cleanout | EA | 27 | \$1,200.00 | \$32,400.00 |
| 41 | D-751-5.1 | 48" Storm Drain Manhole | EA | 17 | \$15,000.00 | \$255,000.00 |
| 42 | D-751-5.3 | Adjust Catch Basin to Grade | EA | 2 | \$5,500.00 | \$11,000.00 |
| 43 | D-751-5.4 | Connect to Existing Manhole/Basin | EA | 10 | \$3,500.00 | \$35,000.00 |
| 44 | P-153-6.1 | Controlled Low-Strength Material (CLSM) for Existing Utility Protection | CY | 50 | \$320.00 | \$16,000.00 |
| 45 | L-108-5.1 | No. 8 AWG 5 kV, L-824, Type C Cable, Installed in Duct Bank or Conduit | LF | 12,000 | \$2.30 | \$27,600.00 |
| 46 | L-108-5.2a | No. 6 AWG Bare Counterpoise Wire, Installed Adjacent to / In the Duct Bank or Conduit | LF | 10,600 | \$2.65 | \$28,090.00 |
| 47 | L-108-5.2b | No. 1/0 AWG Bare Counterpoise Wire for MALSF, Installed Adjacent to / In the Duct Bank or Conduit | LF | 1,200 | \$6.75 | \$8,100.00 |
| 48 | L-108-5.3a | No. 4/0 AWG 600V, L-824, Type THWN-2 | LF | 2,900 | \$10.00 | \$29,000.00 |

| | | | | | | |
|----|------------|---|----|-------|--------------|--------------|
| | | Cable for MALSF, Installed in Duct Bank or Conduit | | | | |
| 49 | L-108-5.3b | No. 4 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 2,900 | \$2.90 | \$8,410.00 |
| 50 | L-108-5.3c | No. 6 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 3,200 | \$2.05 | \$6,560.00 |
| 51 | L-108-5.3d | No. 2 AWG 600V, L-824, Type THWN-2 Cable for MALSF, Installed in Duct Bank or Conduit | LF | 400 | \$4.10 | \$1,640.00 |
| 52 | L-110-5.4 | Concrete-Encased Electrical Duct Bank, 1W - 2" RGS Conduit | LF | 210 | \$32.50 | \$6,825.00 |
| 53 | L-110-5.5 | Non-encased Electrical Duct Bank, 1W - 2" Conduit | LF | 170 | \$22.50 | \$3,825.00 |
| 54 | L-110-5.8b | Non-encased Electrical Duct Bank, 1W - 3" and 2W - 2" Conduit | LF | 380 | \$25.75 | \$9,785.00 |
| 55 | L-110-5.8c | Non-encased Electrical Duct Bank, 1W - 3" and 3W - 2" Conduit | LF | 140 | \$137.00 | \$19,180.00 |
| 56 | L-115-5.1b | Construct FAA Pull Box | EA | 2 | \$28,250.00 | \$56,500.00 |
| 57 | L-115-5.1c | Construct Junction Can: L- 868 with Lid | EA | 4 | \$1,575.00 | \$6,300.00 |
| 58 | L-115-5.1d | Adjust Junction Can to Grade | EA | 1 | \$2,355.00 | \$2,355.00 |
| 59 | L-115-5.3a | Construct MALSF Threshold Bar | EA | 1 | \$100,000.00 | \$100,000.00 |
| 60 | L-115-5.3b | Construct MALSF Centerline Bar | EA | 3 | \$23,020.00 | \$69,060.00 |
| 61 | L-125-5.1a | Construct New L-858B(L) Distance Remaining Sign and Concrete Pad | EA | 4 | \$7,600.00 | \$30,400.00 |
| 62 | L-125-5.4a | Install New L-861(L) Elevated Runway Edge Light and Adjust Existing Base Can | EA | 44 | \$2,675.00 | \$117,700.00 |
| 63 | L-125-5.4b | Install New L-861(L) Elevated Runway Edge Light on Existing Base Can | EA | 9 | \$1,215.00 | \$10,935.00 |
| 64 | L-125-5.6a | Install New L-861E(L) Runway Threshold Light and Transformer and Adjust Existing Base Can | EA | 18 | \$3,100.00 | \$55,800.00 |
| 65 | L-125-5.6b | Install New L-861E(L) Runway Threshold Light and Transformer on Existing Base Can | EA | 6 | \$1,535.00 | \$9,210.00 |

CONTRACT

Spec. No.: DOA 20-02

| | | | | | | |
|----|--------------|---|-----|--------|-----------------|-----------------|
| 66 | L-125-5.12 | Install ID Tag | EA | 77 | \$132.00 | \$10,164.00 |
| 67 | L-125-5.13 | Install Salvaged REILs on New Concrete Pad | SET | 1 | \$44,800.00 | \$44,800.00 |
| 68 | L-125-5.15a | Miscellaneous Lighting Equipment for Runway | LS | 1 | \$15,000.00 | \$15,000.00 |
| 69 | P-620-5.2a | Marking, 2 Coats with Beads (All Colors) | SF | 78,300 | \$1.35 | \$105,705.00 |
| 70 | P-620-5.2b | Marking, 2 Coats with No Beads (All Colors) | SF | 2,000 | \$0.65 | \$1,300.00 |
| 71 | P-620-5.2c | Marking, Single Coat with No Beads (All Colors) | SF | 24,000 | \$0.44 | \$10,560.00 |
| 72 | T-901-5.1 | Seeding | AC | 3 | \$13,000.00 | \$39,000.00 |
| 73 | CVSS-DOA 9-4 | Execution of Release on Contract | LS | 1 | \$1.00 | \$1.00 |
| | | | | | Base Bid Total: | \$11,327,578.20 |

BID SCHEDULE (SCHEDULE OF WORK PRICES)

OXNARD AIRPORT - RUNWAY 7-25, TAXIWAY CONNECTORS, AND PARALLEL TAXIWAY
PAVEMENT REHABILITATION SCHEDULE B - BASE BID TRANSITION

| ITEM NO. | SPEC. REF | ITEM DESCRIPTION | UNIT | QTY | COST | TOTAL |
|----------|------------|---|------|-------|-------------|-------------|
| | | | | | | |
| 1 | C-100-14.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$16,500.00 | \$16,500.00 |
| 2 | C-105.1 | Mobilization | LS | 1 | \$40,000.00 | \$40,000.00 |
| 3 | C-105.2 | Resident Project Engineer's Field Office | LS | 1 | \$5,175.00 | \$5,175.00 |
| 4 | SP-102-3.1 | Compliance with Pollution, Erosion, and Siltation Control | LS | 1 | \$18,500.00 | \$18,500.00 |
| 5 | SP-100-3.1 | Airfield Safety and Traffic Control | LS | 1 | \$28,000.00 | \$28,000.00 |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | LS | 1 | \$2,000.00 | \$2,000.00 |
| 7 | P-101-5.2 | Asphalt Crack Repair (under 1.5" width) | LF | 6,100 | \$9.00 | \$54,900.00 |
| 8 | P-101-5.3 | Asphalt Crack Repair (over 1.5" width) | SF | 400 | \$22.50 | \$9,000.00 |
| 9 | P-101-5.4 | Remove Pavement Markings | SF | 500 | \$1.10 | \$550.00 |

| | | | | | | |
|----|-------------|---|-----|--------|------------|--------------|
| 10 | P-101-5.6 | Cold Mill, Variable Depth (2 inches Maximum) | SY | 8,200 | \$4.50 | \$36,900.00 |
| 11 | SP-126-4.3 | Remove Cable and Counterpoise | LF | 7,100 | \$0.85 | \$6,035.00 |
| 12 | SP-126-4.8 | Demolish Airfield Sign and Pad | EA | 8 | \$1,728.00 | \$13,824.00 |
| 13 | SP-126-4.9a | Remove and Salvage Elevated Taxiway EdgeLight Fixture and Transformer. Protect Can. | EA | 31 | \$141.30 | \$4,380.30 |
| 14 | SP-126-4.9b | Remove and Salvage Elevated Runway EdgeLight Fixture and Transformer. Protect Can. | EA | 2 | \$141.30 | \$282.60 |
| 15 | SP-126-4.10 | Remove and Salvage In-pavement RunwayEdge Light Fixture and Transformer. ProtectCan. | EA | 3 | \$141.30 | \$423.90 |
| 16 | P-152-4.1 | Unclassified Excavation and Haul-off | CY | 1,000 | \$15.15 | \$15,150.00 |
| 17 | P-152-4.2 | Embankment in Place | CY | 300 | \$125.00 | \$37,500.00 |
| 18 | P-152-4.3 | Subgrade Preparation | SY | 3,100 | \$4.75 | \$14,725.00 |
| 19 | P-209-5.1 | Crushed Aggregate Base Course, P-209 | CY | 1,200 | \$93.00 | \$111,600.00 |
| 20 | P-401-8.1 | Asphalt Concrete Surface Course, P-401 | TON | 2,000 | \$165.00 | \$330,000.00 |
| 21 | D-751-5.3 | Adjust Catch Basin to Grade | EA | 1 | \$5,500.00 | \$5,500.00 |
| 22 | L-108-5.1 | No. 8 AWG 5 kV, L-824, Type C Cable, Installed in Duct Bank or Conduit | LF | 11,700 | \$2.20 | \$25,740.00 |
| 23 | L-108-5.2a | No. 6 AWG Bare Counterpoise Wire, Installed Adjacent to / In the Duct Bank or Conduit | LF | 3,500 | \$2.60 | \$9,100.00 |
| 24 | L-110-5.5 | Non-encased Electrical Duct Bank, 1W - 2"Conduit | LF | 120 | \$24.25 | \$2,910.00 |
| 25 | L-115-5.2a | Adjust Electrical Pullbox to Grade | EA | 2 | \$8,900.00 | \$17,800.00 |
| 26 | L-125-5.1d | Construct New L-858(L) Airfield GuidanceSign (A3) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 27 | L-125-5.1g | Construct New L-858(L) Airfield GuidanceSign (B3) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 28 | L-125-5.1h | Construct New L-858(L) Airfield GuidanceSign (B4) | EA | 1 | \$8,900.00 | \$8,900.00 |

| | | | | | | |
|------------------------|------------|---|----|-------|----------------------------|---------------------|
| | | and Concrete Pad | | | | |
| 29 | L-125-5.1k | Construct New L-858(L) Airfield Guidance Sign (C3) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 30 | L-125-5.1l | Construct New L-858(L) Airfield Guidance Sign (C4) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 31 | L-125-5.1o | Construct New L-858(L) Airfield Guidance Sign (D3) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 32 | L-125-5.1p | Construct New L-858(L) Airfield Guidance Sign (D4) and Concrete Pad | EA | 1 | \$8,900.00 | \$8,900.00 |
| 33 | L-125-5.4a | Install New L-861(L) Elevated Runway Edge Light and Adjust Existing Base Can | EA | 2 | \$2,675.00 | \$5,350.00 |
| 34 | L-125-5.5 | Install New L-852D(L) In-Pavement Runway Edge Light and Adjust Existing Base Can | EA | 3 | \$4,150.00 | \$12,450.00 |
| 35 | L-125-5.11 | Install Salvaged Elevated Taxiway Edge Light and Transformer on Existing Base Can | EA | 32 | \$889.00 | \$28,448.00 |
| 36 | L-125-5.12 | Install ID Tag | EA | 37 | \$132.00 | \$4,884.00 |
| 37 | P-620-5.2a | Marking, 2 Coats with Beads (All Colors) | SF | 3,200 | \$11.05 | \$3,360.00 |
| 38 | P-620-5.2c | Marking, Single Coat with No Beads (All Colors) | SF | 7,900 | \$0.90 | \$7,110.00 |
| 39 | P-620-5.2d | Marking, Single Coat with Beads (All Colors) | SF | 1,500 | \$0.95 | \$1,425.00 |
| 40 | T-901-5.1 | Seeding | AC | 1 | \$14,600.00 | \$14,600.00 |
| | | | | | Base Bid Transition Total: | \$946,422.80 |
| Total Contract: | | | | | | \$12,274,001 |

4. CONTRACT TIME

The overall time for completion is up to ONE HUNDRED AND FORTY SEVEN (147) calendar days. A summary of contract time is divided as follows:

| Contract Award | Mobilization Element Phase 1 | Mobilization Element Phase 2 | Construction Element Phase 1 | Construction Element Phase 2 | Total |
|-----------------------|---|---|---|---|----------------------|
| Base Bid Only | 14 Calendar Days | 28 Calendar Days | 91 Calendar Days | 14 Calendar Days | 147 Calendar Days |

5. LIQUIDATED DAMAGES

Liquidated Damages in the amount of Five Hundred Dollars (\$500) per Calendar Day will be assessed for failure to complete the Mobilization Element Phase 1 within the timelines specified. Liquidated Damages in the amount of Nine Thousand Dollars (\$9,000) per Calendar Day will be assessed for failure to complete the Construction Element of the Project or the overall Project within the Contract Time allowed.

Oxnard Airport – RUNWAY 7-25 PAVEMENT RECONSTRUCTION

FAA AIP No.: 3-06-0179-038-2021

SPECIFICATION No.: DOA 20-02; PROJECT No.: OXR -146

IN WITNESS WHEREOF, the parties hereto have executed this agreement.

Type of Contractor's organization _____
(Corp./Partnership/Individual)

List names of all persons who have authority to bind firm (at least one name must be listed):

PLEASE FILL OUT THE FOLLOWING AND EXECUTE

(NOTE: If Corporation, Signatures of two Corporate Officers required.)

Name of President of Corporation _____

Name of Secretary of Corporation _____

Corporation is organized under the laws of State of _____

Firm Name _____

Signature _____

Title of Office _____

Signature _____

Title of Office _____

Address

Contractor's License Class & No. _____

(Corporate Seal)

License Exp. Date _____

Taxpayer I.D. No. _____

County of Ventura Agency

By _____

Director of Airports

Oxnard Airport – RUNWAY 7-25 PAVEMENT RECONSTRUCTION

FAA AIP No.: 3-06-0179-038-2021

SPECIFICATION No.: DOA 20-02; PROJECT No.: OXR -146

**COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS**

CONTRACTOR'S CERTIFICATION

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract.

Contractor's Name

By _____

Title _____

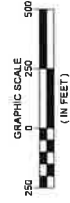
Oxnard Airport – RUNWAY 7-25 PAVEMENT RECONSTRUCTION
FAA AIP No.: 3-06-0179-038-2021
SPECIFICATION No.: DOA 20-02; PROJECT No.: OXR -146

LOCATION MAP



FY 2021 PROJECTS

- 1. RECONSTRUCT RUNWAY 7/25
- 2. RECONSTRUCT TAXIWAY CONNECTORS A, B, C, D, AND E
- 3. RECONSTRUCT TAXIWAY F



JVIATION®
A WOOLPERT COMPANY

720 S Colorado Blvd • Suite 1200-S • Glendale, Colorado 80246
Phone: 303.524.3030 • Fax: 303.524.3031
• jviation.com •

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2021

DATE: MARCH 5, 2021
SHEET 1 OF 6

Orland Airport, Ventura County
Runway 7-25, Taxiway Connections, and Parallel Taxiway Pavement Reconstruction
County Project Number: OXR-146
Bid Opening: April 23, 2021 at 3:00 PM
Bid Tabulation

| SCHEDULE A - BASE BID | | | | | | | | | | Granite Construction Company | | | Sully-Miller Contracting Company | | | Security Paving | | | C.A. Rasmussen Inc. | | | Toro Enterprises | | | Engineer | | |
|-----------------------|-------------|---|-------|----------|-----------------|-----------------|---------------|-----------------|---------------|------------------------------|-----------------|-----------------|----------------------------------|-----------------|---------------|-----------------|-----------------|-----------------|---------------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|--|
| Item | Spec Ref. | Item Description | Unit | Quantity | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | |
| 1 | C-105.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ 490,000.00 | \$ 490,000.00 | \$ 71,000.00 | \$ 71,000.00 | \$ 630,000.00 | \$ 630,000.00 | \$ 300,000.00 | \$ 300,000.00 | \$ 325,000.00 | \$ 325,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | \$ 1,037,000.00 | |
| 2 | C-105.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ 1,150,000.00 | \$ 1,150,000.00 | \$ 949,000.00 | \$ 949,000.00 | \$ 665,000.00 | \$ 665,000.00 | \$ 1,100,000.00 | \$ 1,100,000.00 | \$ 1,400,000.00 | \$ 1,400,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | \$ 26,000.00 | |
| 3 | C-105.2 | Resident Project Engineer's Field Office | LS | 1 | \$ 20,952.00 | \$ 20,952.00 | \$ 80,000.00 | \$ 80,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | | |
| 4 | SP-102-3.1 | Compliance with Pollution, Emission, and Silhouette Control | LS | 1 | \$ 176,000.00 | \$ 176,000.00 | \$ 130,000.00 | \$ 130,000.00 | \$ 198,000.00 | \$ 198,000.00 | \$ 45,000.00 | \$ 45,000.00 | \$ 85,000.00 | \$ 85,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | | |
| 5 | SP-102-3.2 | Airfield Safety and Traffic Control | LS | 1 | \$ 875,875.00 | \$ 875,875.00 | \$ 352,669.20 | \$ 352,669.20 | \$ 442,000.00 | \$ 442,000.00 | \$ 166,000.00 | \$ 166,000.00 | \$ 370,000.00 | \$ 370,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | \$ 258,000.00 | | |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | SY | 2,000 | \$ 102,912.00 | \$ 205,824.00 | \$ 275,000.00 | \$ 275,000.00 | \$ 292,000.00 | \$ 292,000.00 | \$ 100,000.00 | \$ 100,000.00 | \$ 175,000.00 | \$ 175,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | \$ 104,000.00 | | |
| 7 | SP-100-3.3 | Underground Utility Investigation and Potholing | HOURL | 16 | \$ 460.00 | \$ 7,360.00 | \$ 1,650.00 | \$ 26,400.00 | \$ 500.00 | \$ 8,000.00 | \$ 490.00 | \$ 7,840.00 | \$ 620.00 | \$ 9,920.00 | \$ 550.00 | \$ 8,800.00 | \$ 550.00 | \$ 8,800.00 | \$ 550.00 | \$ 8,800.00 | \$ 550.00 | \$ 8,800.00 | \$ 550.00 | \$ 8,800.00 | \$ 550.00 | \$ 8,800.00 | |
| 8 | SP-100-3.8 | Demolish Asphalt Pavement | SY | 68,500 | \$ 2.25 | \$ 154,125.00 | \$ 4.05 | \$ 277,425.00 | \$ 3.65 | \$ 251,225.00 | \$ 2.40 | \$ 164,400.00 | \$ 2.20 | \$ 150,720.00 | \$ 9.00 | \$ 615,000.00 | \$ 2.20 | \$ 150,720.00 | \$ 9.00 | \$ 615,000.00 | \$ 2.20 | \$ 150,720.00 | \$ 9.00 | \$ 615,000.00 | \$ 2.20 | \$ 150,720.00 | |
| 9 | SP-126-4.1 | Remove and Salvage REILs, Demolish POC Foundation | SET | 1 | \$ 7,750.00 | \$ 7,750.00 | \$ 10,600.00 | \$ 10,600.00 | \$ 42,150.00 | \$ 42,150.00 | \$ 6,300.00 | \$ 6,300.00 | \$ 6,417.00 | \$ 6,417.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | |
| 10 | SP-126-4.2a | Demolish Concrete Cable and Counterpoise | LF | 1,000 | \$ 4.30 | \$ 4,300.00 | \$ 18.00 | \$ 18,000.00 | \$ 5.50 | \$ 5,500.00 | \$ 5.50 | \$ 5,500.00 | \$ 4.72 | \$ 4,720.00 | \$ 8.00 | \$ 8,000.00 | \$ 4.72 | \$ 4,720.00 | \$ 8.00 | \$ 8,000.00 | \$ 4.72 | \$ 4,720.00 | \$ 8.00 | \$ 8,000.00 | \$ 4.72 | \$ 4,720.00 | |
| 11 | SP-126-4.2b | Demolish Concrete Encased Conduit, Cable, and Counterpoise | LF | 480 | \$ 8.60 | \$ 4,128.00 | \$ 33.00 | \$ 15,840.00 | \$ 11.00 | \$ 5,280.00 | \$ 28.40 | \$ 12,144.00 | \$ 71.00 | \$ 34,080.00 | \$ 30.00 | \$ 14,400.00 | \$ 71.00 | \$ 34,080.00 | \$ 30.00 | \$ 14,400.00 | \$ 71.00 | \$ 34,080.00 | \$ 30.00 | \$ 14,400.00 | \$ 71.00 | \$ 34,080.00 | |
| 12 | SP-126-4.3 | Remove Cable and Counterpoise | LF | 10,800 | \$ 0.65 | \$ 7,020.00 | \$ 0.85 | \$ 9,180.00 | \$ 0.75 | \$ 8,100.00 | \$ 0.85 | \$ 9,180.00 | \$ 0.83 | \$ 9,054.00 | \$ 1.50 | \$ 16,200.00 | \$ 0.83 | \$ 9,054.00 | \$ 1.50 | \$ 16,200.00 | \$ 0.83 | \$ 9,054.00 | \$ 1.50 | \$ 16,200.00 | \$ 0.83 | \$ 9,054.00 | |
| 13 | SP-126-4.4 | Demolish Electrical Junction Box | EA | 2 | \$ 596.00 | \$ 1,192.00 | \$ 1,180.00 | \$ 2,360.00 | \$ 455.00 | \$ 910.00 | \$ 490.00 | \$ 980.00 | \$ 653.00 | \$ 1,306.00 | \$ 600.00 | \$ 1,200.00 | \$ 653.00 | \$ 1,306.00 | \$ 600.00 | \$ 1,200.00 | \$ 653.00 | \$ 1,306.00 | \$ 600.00 | \$ 1,200.00 | \$ 653.00 | \$ 1,306.00 | |
| 14 | SP-126-4.7a | Demolish FAA Pilebox | EA | 2 | \$ 2,400.00 | \$ 4,800.00 | \$ 2,400.00 | \$ 4,800.00 | \$ 4,800.00 | \$ 9,600.00 | \$ 3,200.00 | \$ 6,400.00 | \$ 3,252.00 | \$ 6,504.00 | \$ 1,200.00 | \$ 2,400.00 | \$ 3,252.00 | \$ 6,504.00 | \$ 1,200.00 | \$ 2,400.00 | \$ 3,252.00 | \$ 6,504.00 | \$ 1,200.00 | \$ 2,400.00 | \$ 3,252.00 | \$ 6,504.00 | |
| 15 | SP-126-4.7b | Demolish Anded Sign and Pad | EA | 5 | \$ 1,120.00 | \$ 5,600.00 | \$ 1,135.00 | \$ 5,675.00 | \$ 1,440.00 | \$ 7,200.00 | \$ 1,700.00 | \$ 8,500.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | |
| 16 | SP-126-4.8 | Demolish Anded Sign and Pad | EA | 5 | \$ 1,120.00 | \$ 5,600.00 | \$ 1,135.00 | \$ 5,675.00 | \$ 1,440.00 | \$ 7,200.00 | \$ 1,700.00 | \$ 8,500.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | \$ 1,200.00 | \$ 6,000.00 | \$ 1,965.00 | \$ 9,825.00 | |
| 17 | SP-126-4.9a | Remove and Salvage Elevated Runway Edge Light Fixture and Transformer | EA | 53 | \$ 140.00 | \$ 7,420.00 | \$ 147.00 | \$ 7,751.00 | \$ 90.00 | \$ 4,770.00 | \$ 95.00 | \$ 5,035.00 | \$ 155.00 | \$ 8,215.00 | \$ 200.00 | \$ 10,600.00 | \$ 155.00 | \$ 8,215.00 | \$ 200.00 | \$ 10,600.00 | \$ 155.00 | \$ 8,215.00 | \$ 200.00 | \$ 10,600.00 | \$ 155.00 | \$ 8,215.00 | |
| 18 | SP-126-4.9b | Remove and Salvage Elevated Threshold Light Fixture and Transformer | EA | 24 | \$ 140.00 | \$ 3,360.00 | \$ 142.00 | \$ 3,408.00 | \$ 90.00 | \$ 2,160.00 | \$ 95.00 | \$ 2,280.00 | \$ 155.00 | \$ 3,720.00 | \$ 400.00 | \$ 9,600.00 | \$ 155.00 | \$ 3,720.00 | \$ 400.00 | \$ 9,600.00 | \$ 155.00 | \$ 3,720.00 | \$ 400.00 | \$ 9,600.00 | \$ 155.00 | \$ 3,720.00 | |
| 19 | SP-126-4.13 | Demolish MALSF Threshold Bar (13 Lights), Salvage Existing Fixtures | EA | 1 | \$ 920.00 | \$ 920.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 27,500.00 | \$ 27,500.00 | \$ 28,900.00 | \$ 28,900.00 | \$ 1,017.00 | \$ 1,017.00 | \$ 13,000.00 | \$ 13,000.00 | \$ 1,017.00 | \$ 1,017.00 | \$ 13,000.00 | \$ 13,000.00 | \$ 1,017.00 | \$ 1,017.00 | \$ 13,000.00 | \$ 13,000.00 | \$ 1,017.00 | \$ 1,017.00 | |
| 20 | SP-126-4.14 | Demolish MALSF Threshold Bar (13 Lights), Salvage Existing Fixtures | EA | 3 | \$ 70.00 | \$ 210.00 | \$ 3,500.00 | \$ 10,500.00 | \$ 8,960.00 | \$ 26,880.00 | \$ 8,960.00 | \$ 26,880.00 | \$ 77.00 | \$ 231.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 77.00 | \$ 231.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 77.00 | \$ 231.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 77.00 | \$ 231.00 | |
| 21 | SP-126-4.15 | Demolish Reinforced Concrete Foundation from Abandoned MALSF Bars | LS | 1 | \$ 16,020.00 | \$ 16,020.00 | \$ 9,000.00 | \$ 9,000.00 | \$ 8,960.00 | \$ 8,960.00 | \$ 11,000.00 | \$ 11,000.00 | \$ 17,717.00 | \$ 17,717.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 17,717.00 | \$ 17,717.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 17,717.00 | \$ 17,717.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 17,717.00 | \$ 17,717.00 | |
| 22 | SP-126-4.17 | Demolish Abandoned Wazeform L Encountered | LF | 410 | \$ 15.00 | \$ 6,150.00 | \$ 26.00 | \$ 10,660.00 | \$ 50.00 | \$ 20,500.00 | \$ 21.00 | \$ 8,610.00 | \$ 28.00 | \$ 11,480.00 | \$ 25.00 | \$ 10,250.00 | \$ 28.00 | \$ 11,480.00 | \$ 25.00 | \$ 10,250.00 | \$ 28.00 | \$ 11,480.00 | \$ 25.00 | \$ 10,250.00 | \$ 28.00 | \$ 11,480.00 | |
| 23 | P-152-4.1 | Underlaid Excavation and Haul-off | CV | 18,500 | \$ 27.35 | \$ 505,975.00 | \$ 9.30 | \$ 172,050.00 | \$ 18.85 | \$ 348,725.00 | \$ 17.00 | \$ 314,500.00 | \$ 7.87 | \$ 147,445.00 | \$ 40.00 | \$ 740,000.00 | \$ 7.87 | \$ 147,445.00 | \$ 40.00 | \$ 740,000.00 | \$ 7.87 | \$ 147,445.00 | \$ 40.00 | \$ 740,000.00 | \$ 7.87 | \$ 147,445.00 | |
| 24 | P-152-4.2 | Embankment in Place | SY | 13,500 | \$ 22.55 | \$ 304,425.00 | \$ 7.50 | \$ 101,250.00 | \$ 24.70 | \$ 333,450.00 | \$ 5.00 | \$ 67,500.00 | \$ 6.71 | \$ 90,585.00 | \$ 12.00 | \$ 162,000.00 | \$ 6.71 | \$ 90,585.00 | \$ 12.00 | \$ 162,000.00 | \$ 6.71 | \$ 90,585.00 | \$ 12.00 | \$ 162,000.00 | \$ 6.71 | \$ 90,585.00 | |
| 25 | P-152-4.3 | Subgrade Preparation | SY | 94,100 | \$ 1.40 | \$ 131,740.00 | \$ 1.50 | \$ 141,150.00 | \$ 2.65 | \$ 249,365.00 | \$ 1.40 | \$ 131,740.00 | \$ 1.37 | \$ 128,780.00 | \$ 3.00 | \$ 280,200.00 | \$ 1.37 | \$ 128,780.00 | \$ 3.00 | \$ 280,200.00 | \$ 1.37 | \$ 128,780.00 | \$ 3.00 | \$ 280,200.00 | \$ 1.37 | \$ 128,780.00 | |
| 26 | SP-100-3.7 | Place Asphalt Compacted Grindings, 24-inches thick | SY | 8,300 | \$ 17.80 | \$ 147,740.00 | \$ 9.00 | \$ 74,700.00 | \$ 8.90 | \$ 73,870.00 | \$ 4.10 | \$ 34,020.00 | \$ 12.28 | \$ 101,824.00 | \$ 10.00 | \$ 83,000.00 | \$ 12.28 | \$ 101,824.00 | \$ 10.00 | \$ 83,000.00 | \$ 12.28 | \$ 101,824.00 | \$ 10.00 | \$ 83,000.00 | \$ 12.28 | \$ 101,824.00 | |
| 27 | SP-100-3.11 | Place Liner | SY | 85,000 | \$ 1.05 | \$ 89,250.00 | \$ 0.95 | \$ 80,750.00 | \$ 1.50 | \$ 127,500.00 | \$ 1.80 | \$ 153,000.00 | \$ 1.00 | \$ 85,000.00 | \$ 1.00 | \$ 85,000.00 | \$ 1.80 | \$ 153,000.00 | \$ 1.00 | \$ 85,000.00 | \$ 1.80 | \$ 153,000.00 | \$ 1.00 | \$ 85,000.00 | \$ 1.80 | \$ 153,000.00 | |
| 28 | P-155-3.1 | Line Trench Subgrade, 16-inch Depth | SY | 72,500 | \$ 16.00 | \$ 1,160,000.00 | \$ 20.25 | \$ 1,466,250.00 | \$ 15.50 | \$ 1,119,250.00 | \$ 20.00 | \$ 1,450,000.00 | \$ 21.00 | \$ 1,521,000.00 | \$ 16.50 | \$ 1,196,250.00 | \$ 21.00 | \$ 1,521,000.00 | \$ 16.50 | \$ 1,196,250.00 | \$ 21.00 | \$ 1,521,000.00 | \$ 16.50 | \$ 1,196,250.00 | \$ 21.00 | \$ 1,521,000.00 | |
| 29 | SP-100-3.4 | In-place Drying, Techniques | SY | 7,300 | \$ 3.10 | \$ 22,630.00 | \$ 11.00 | \$ 80,300.00 | \$ 6.70 | \$ 49,110.00 | \$ 2.50 | \$ 18,250.00 | \$ 14.31 | \$ 104,483.00 | \$ 1.50 | \$ 10,950.00 | \$ 14.31 | \$ 104,483.00 | \$ 1.50 | \$ 10,950.00 | \$ 14.31 | \$ 104,483.00 | \$ 1.50 | \$ 10,950.00 | \$ 14.31 | \$ 104,483.00 | |
| 30 | SP-100-3.5 | Subgrade Stabilization, Extension Below Subgrade | CV | 1,500 | \$ 38.00 | \$ 57,000.00 | \$ 94.00 | \$ 141,000.00 | \$ 44.00 | \$ 66,000. | | | | | | | | | | | | | | | | | |

[illegible]

| SCHEDULE B - BASE BID Description | | | | | | | | | | | | | | | | |
|-----------------------------------|-------------|---|------|----------|------------------------------|---------------|----------------------------------|---------------|-----------------|---------------|---------------------|---------------|------------------|---------------|--------------|---------------|
| Item | Spec Ref | Item Description | Unit | Quantity | Granite Construction Company | | Sully-Miller Contracting Company | | Security Paving | | C.A. Rasmussen Inc. | | Toro Enterprises | | Engineer | |
| | | | | | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price |
| 1 | C-101-1.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ 355,000.00 | \$ 355,000.00 | \$ 16,500.00 | \$ 16,500.00 | \$ 55,000.00 | \$ 55,000.00 | \$ 14,000.00 | \$ 14,000.00 | \$ 45,000.00 | \$ 45,000.00 | \$ 7,000.00 | \$ 7,000.00 |
| 2 | C-102-1.1 | Mobilization | LS | 1 | \$ 105,000.00 | \$ 105,000.00 | \$ 40,000.00 | \$ 40,000.00 | \$ 49,000.00 | \$ 49,000.00 | \$ 70,000.00 | \$ 70,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 2,000.00 | \$ 2,000.00 |
| 3 | C-102-1.2 | Resident Project Engineer's Field Office | LS | 1 | \$ 900.00 | \$ 900.00 | \$ 1,175.00 | \$ 1,175.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 3,000.00 | \$ 3,000.00 | \$ 2,000.00 | \$ 2,000.00 |
| 4 | SP-102-3.1 | Compliance with Pollution, Erosion, and Sediment Control | LS | 1 | \$ 750.00 | \$ 750.00 | \$ 18,500.00 | \$ 18,500.00 | \$ 14,300.00 | \$ 14,300.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 11,000.00 | \$ 11,000.00 | \$ 7,000.00 | \$ 7,000.00 |
| 5 | SP-100-3.1 | Airfield Safety and Traffic Control | LS | 1 | \$ 3,750.00 | \$ 3,750.00 | \$ 28,000.00 | \$ 28,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 5,500.00 | \$ 5,500.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 14,000.00 | \$ 14,000.00 |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | LS | 1 | \$ 1,500.00 | \$ 1,500.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 11,000.00 | \$ 11,000.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 11,500.00 | \$ 11,500.00 | \$ 7,000.00 | \$ 7,000.00 |
| 7 | P-101-1.2 | Asphalt Crack Repair (over 1.5" width) | LF | 6,100 | \$ 3.00 | \$ 18,300.00 | \$ 9.00 | \$ 54,900.00 | \$ 5.00 | \$ 30,500.00 | \$ 3.30 | \$ 20,310.00 | \$ 1.15 | \$ 7,015.00 | \$ 5.00 | \$ 30,500.00 |
| 8 | P-101-1.3 | Asphalt Crack Repair (over 1.5" width) | SF | 400 | \$ 34.00 | \$ 13,600.00 | \$ 22.50 | \$ 9,000.00 | \$ 30.00 | \$ 12,000.00 | \$ 4.10 | \$ 1,640.00 | \$ 24.00 | \$ 9,600.00 | \$ 50.00 | \$ 20,000.00 |
| 9 | P-101-1.4 | Remove Pavement Markings | SF | 500 | \$ 2.20 | \$ 1,100.00 | \$ 1.10 | \$ 550.00 | \$ 2.35 | \$ 1,175.00 | \$ 1.07 | \$ 535.00 | \$ 1.15 | \$ 575.00 | \$ 2.00 | \$ 1,000.00 |
| 10 | P-101-1.5 | Cold Mill Variable Depth (2 inches Maximum) | SY | 5,200 | \$ 2.50 | \$ 13,000.00 | \$ 4.50 | \$ 23,400.00 | \$ 3.15 | \$ 16,350.00 | \$ 4.15 | \$ 21,525.00 | \$ 3.90 | \$ 20,280.00 | \$ 5.00 | \$ 25,000.00 |
| 11 | SP-126-4.3 | Remove Cable and Counterpoise | LF | 7,100 | \$ 0.80 | \$ 5,680.00 | \$ 0.85 | \$ 6,035.00 | \$ 0.75 | \$ 5,325.00 | \$ 0.87 | \$ 6,177.00 | \$ 0.90 | \$ 6,390.00 | \$ 1.00 | \$ 7,100.00 |
| 12 | SP-126-4.5 | Demolish Aiming Sign and Pad | EA | 8 | \$ 1,120.00 | \$ 8,960.00 | \$ 1,728.00 | \$ 13,824.00 | \$ 1,440.00 | \$ 11,520.00 | \$ 1,500.00 | \$ 12,000.00 | \$ 1,250.00 | \$ 10,000.00 | \$ 1,200.00 | \$ 8,800.00 |
| 13 | SP-126-4.6a | Remove and Salvage Elevated Taxiway Edge Light Fixture and Transformer | PI | 31 | \$ 140.00 | \$ 4,340.00 | \$ 141.30 | \$ 4,380.30 | \$ 95.00 | \$ 2,945.00 | \$ 90.00 | \$ 2,790.00 | \$ 155.00 | \$ 4,855.00 | \$ 200.00 | \$ 6,200.00 |
| 14 | SP-126-4.7a | Remove and Salvage Elevated Runway Edge Light Fixture and Transformer | PI | 2 | \$ 140.00 | \$ 280.00 | \$ 262.60 | \$ 525.20 | \$ 90.00 | \$ 180.00 | \$ 180.00 | \$ 180.00 | \$ 155.00 | \$ 310.00 | \$ 200.00 | \$ 800.00 |
| 15 | SP-126-4.10 | Remove and Salvage In-pavement Runway Edge Light Fixture and Transformer, Protect Can | EA | 3 | \$ 140.00 | \$ 420.00 | \$ 141.30 | \$ 423.90 | \$ 90.00 | \$ 270.00 | \$ 80.00 | \$ 240.00 | \$ 155.00 | \$ 465.00 | \$ 220.00 | \$ 860.00 |
| 16 | P-152-4.1 | Unclassified Excavation and Haul-off | CY | 1,000 | \$ 28.80 | \$ 28,800.00 | \$ 15.15 | \$ 15,150.00 | \$ 18.85 | \$ 18,850.00 | \$ 25.00 | \$ 25,000.00 | \$ 16.50 | \$ 16,500.00 | \$ 20.00 | \$ 20,000.00 |
| 17 | P-152-4.2 | Embankment in Place | CY | 300 | \$ 5.25 | \$ 1,575.00 | \$ 12.00 | \$ 3,600.00 | \$ 24.15 | \$ 7,245.00 | \$ 12.50 | \$ 3,750.00 | \$ 12.50 | \$ 3,750.00 | \$ 12.50 | \$ 3,750.00 |
| 18 | P-152-4.3 | Striping Preparation | SY | 1,100 | \$ 1,750.00 | \$ 1,925.00 | \$ 4,725.00 | \$ 4,725.00 | \$ 1,550.00 | \$ 1,665.00 | \$ 2.35 | \$ 2,585.00 | \$ 3.00 | \$ 3,300.00 | \$ 3.00 | \$ 3,300.00 |
| 19 | P-203-5.1 | C-Value Aggregate Base Course, P-209 | SY | 2,000 | \$ 120.00 | \$ 240,000.00 | \$ 83.00 | \$ 166,000.00 | \$ 99.80 | \$ 119,760.00 | \$ 122.00 | \$ 244,000.00 | \$ 110.00 | \$ 220,000.00 | \$ 75.00 | \$ 150,000.00 |
| 20 | P-201-5.1 | Asphalt Concrete Surface Course, P-401 | TCM | 2,000 | \$ 120.00 | \$ 240,000.00 | \$ 145.00 | \$ 290,000.00 | \$ 111.50 | \$ 223,000.00 | \$ 115.00 | \$ 230,000.00 | \$ 128.00 | \$ 256,000.00 | \$ 165.00 | \$ 330,000.00 |
| 21 | P-201-5.2 | Asphalt Concrete Surface Course, P-401 | EA | 1 | \$ 5,960.00 | \$ 5,960.00 | \$ 5,900.00 | \$ 5,900.00 | \$ 5,000.00 | \$ 5,000.00 | \$ 2,600.00 | \$ 2,600.00 | \$ 7,210.00 | \$ 7,210.00 | \$ 5,000.00 | \$ 5,000.00 |
| 22 | L-109-5.1a | Non-recessed Electrical Pad to Grade, 1W - 2" Conduit | LF | 11,700 | \$ 2.15 | \$ 25,155.00 | \$ 2.20 | \$ 25,740.00 | \$ 4.30 | \$ 50,520.00 | \$ 3.60 | \$ 42,120.00 | \$ 2.40 | \$ 28,080.00 | \$ 2.50 | \$ 29,250.00 |
| 23 | L-109-5.2a | Non-recessed Electrical Pad to Grade, 1W - 2" Conduit | LF | 3,500 | \$ 2.55 | \$ 8,925.00 | \$ 2.60 | \$ 9,100.00 | \$ 2.00 | \$ 7,000.00 | \$ 1.50 | \$ 6,300.00 | \$ 2.60 | \$ 9,100.00 | \$ 2.00 | \$ 7,000.00 |
| 24 | L-110-5.2a | Non-recessed Electrical Pad to Grade, 1W - 2" Conduit | LF | 120 | \$ 2,800.00 | \$ 336,000.00 | \$ 24.25 | \$ 2,910.00 | \$ 30.50 | \$ 3,660.00 | \$ 28.00 | \$ 3,360.00 | \$ 27.00 | \$ 3,240.00 | \$ 25.00 | \$ 3,000.00 |
| 25 | L-115-5.2a | Adjusted Electrical Pad to Grade | EA | 2 | \$ 8,760.00 | \$ 17,520.00 | \$ 17,560.00 | \$ 35,120.00 | \$ 20,440.00 | \$ 20,440.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 4,000.00 | \$ 4,000.00 |
| 26 | L-125-5.1a | Construct New L-458(L) Airtel Guidance Sign (A3) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 27 | L-125-5.1b | Construct New L-458(L) Airtel Guidance Sign (B3) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 28 | L-125-5.1c | Construct New L-458(L) Airtel Guidance Sign (B4) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 29 | L-125-5.1d | Construct New L-458(L) Airtel Guidance Sign (C3) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 30 | L-125-5.1e | Construct New L-458(L) Airtel Guidance Sign (C4) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 31 | L-125-5.1f | Construct New L-458(L) Airtel Guidance Sign (D3) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 32 | L-125-5.1g | Construct New L-458(L) Airtel Guidance Sign (D4) and Concrete Pad | EA | 1 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 8,900.00 | \$ 7,480.00 | \$ 7,480.00 | \$ 6,800.00 | \$ 6,800.00 | \$ 9,500.00 | \$ 9,500.00 | \$ 6,000.00 | \$ 6,000.00 |
| 33 | L-125-5.1h | Construct New L-458(L) Airtel Guidance Sign (E4) and Concrete Pad | EA | 2 | \$ 8,900.00 | \$ 17,800.00 | \$ 8,900.00 | \$ 17,800.00 | \$ 7,480.00 | \$ 14,960.00 | \$ 6,800.00 | \$ 13,600.00 | \$ 9,500.00 | \$ 19,000.00 | \$ 12,000.00 | \$ 24,000.00 |
| 34 | L-125-5.1i | Initial New L-452(D) In-Pavement Runway Edge Light and Ajust Existing Base Can | EA | 3 | \$ 4,110.00 | \$ 12,330.00 | \$ 4,150.00 | \$ 12,450.00 | \$ 3,475.00 | \$ 10,425.00 | \$ 3,700.00 | \$ 11,100.00 | \$ 4,550.00 | \$ 13,650.00 | \$ 920.00 | \$ 2,760.00 |
| 35 | L-125-5.1j | Initial Salvaged Elevated Taxiway Edge Light and Transformer on Existing Base Can | EA | 32 | \$ 880.00 | \$ 28,160.00 | \$ 880.00 | \$ 28,160.00 | \$ 275.00 | \$ 8,800.00 | \$ 8,800.00 | \$ 8,800.00 | \$ 975.00 | \$ 31,200.00 | \$ 520.00 | \$ 16,640.00 |
| 36 | L-125-5.12 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 37 | L-125-5.13 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 38 | L-125-5.14 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 39 | L-125-5.15 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 40 | L-125-5.16 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 41 | L-125-5.17 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 42 | L-125-5.18 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 43 | L-125-5.19 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 44 | L-125-5.20 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 45 | L-125-5.21 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 46 | L-125-5.22 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 47 | L-125-5.23 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 48 | L-125-5.24 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 49 | L-125-5.25 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 50 | L-125-5.26 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 51 | L-125-5.27 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 52 | L-125-5.28 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 53 | L-125-5.29 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 54 | L-125-5.30 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 55 | L-125-5.31 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 56 | L-125-5.32 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 57 | L-125-5.33 | Initial L-170g | EA | 37 | \$ 130.00 | \$ 4,810.00 | \$ 130.00 | \$ 4,810.00 | \$ 48.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 1,776.00 | \$ 145.00 | \$ 5,265.00 | \$ 75.00 | \$ 2,775.00 |
| 58 | | | | | | | | | | | | | | | | |

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| 66 | L-125-5.8 | Contract New L-8520(L) In-Pavement Turnaway Edge Light and Base Can | EA | 3 | \$ | 3,900.00 | \$ | 10,500.00 | \$ | 4,400.00 | \$ | 13,200.00 | \$ | 3,600.00 | \$ | 10,800.00 | \$ | 3,200.00 | \$ | 9,600.00 | \$ | 3,300.00 | \$ | 11,700.00 | \$ | 2,500.00 | \$ | 7,550.00 |
| 67 | L-125-5.9 | Contract New L-861(T) Medium Intensity Elevated Turnaway Edge Light and Base Can | EA | 58 | \$ | 1,690.00 | \$ | 98,020.00 | \$ | 2,120.00 | \$ | 123,960.00 | \$ | 1,910.00 | \$ | 110,760.00 | \$ | 1,700.00 | \$ | 98,600.00 | \$ | 1,870.00 | \$ | 108,480.00 | \$ | 2,300.00 | \$ | 133,470.00 |
| 68 | L-125-5.12 | Initial ID Tag | EA | 63 | \$ | 130.00 | \$ | 8,190.00 | \$ | 165.00 | \$ | 10,365.00 | \$ | 50.00 | \$ | 3,150.00 | \$ | 44.00 | \$ | 2,772.00 | \$ | 145.00 | \$ | 9,135.00 | \$ | 75.00 | \$ | 4,725.00 |
| 69 | L-125-5.14 | Change Sign Legend | EA | 18 | \$ | 1,650.00 | \$ | 18,900.00 | \$ | 1,320.00 | \$ | 23,760.00 | \$ | 458.00 | \$ | 2,940.00 | \$ | 420.00 | \$ | 7,200.00 | \$ | 1,150.00 | \$ | 20,850.00 | \$ | 800.00 | \$ | 14,400.00 |
| 70 | L-125-5.15b | Miscellaneous Lighting Equipment for Turnaways | LS | 1 | \$ | 57,850.00 | \$ | 57,850.00 | \$ | 205,000.00 | \$ | 205,000.00 | \$ | 13,340.00 | \$ | 13,340.00 | \$ | 12,000.00 | \$ | 12,000.00 | \$ | 47,200.00 | \$ | 47,200.00 | \$ | 50,000.00 | \$ | 50,000.00 |
| 71 | P-420-5.2a | Marking, 2 Coats with Beads (All Colors) | SP | 5,409 | \$ | 1.20 | \$ | 6,490.80 | \$ | 1.15 | \$ | 6,210.00 | \$ | 0.85 | \$ | 4,597.50 | \$ | 1.22 | \$ | 6,586.00 | \$ | 1.33 | \$ | 7,182.00 | \$ | 3.00 | \$ | 16,200.00 |
| 72 | P-420-5.2c | Marking, Single Coat with No Beads (All Colors) | SP | 9,100 | \$ | 0.40 | \$ | 3,640.00 | \$ | 0.35 | \$ | 3,185.00 | \$ | 0.25 | \$ | 2,275.00 | \$ | 1.40 | \$ | 3,840.00 | \$ | 0.44 | \$ | 4,004.00 | \$ | 1.50 | \$ | 13,500.00 |
| 73 | L-125-5.1 | Sealing | AC | 5 | \$ | 2,500.00 | \$ | 12,500.00 | \$ | 13,600.00 | \$ | 68,000.00 | \$ | 2,800.00 | \$ | 14,300.00 | \$ | 1,900.00 | \$ | 9,500.00 | \$ | 4,545.00 | \$ | 22,725.00 | \$ | 5,000.00 | \$ | 25,000.00 |
| | | | | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | | SUBTOTAL | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
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| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | | 1,901-5.1 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| SCHEDULE D - BID ALTERNATE 1 TRANSITION | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------|--|------------------------------|----------|------------|----------------------------------|-------------|------------|-----------------|------------|-------------|---------------------|-------------|------------|------------------|------------|-------------|------------|-------------|------------|----|------------|
| Item | Spec Ref | Item Description | Granite Construction Company | | | Sully-Miller Contracting Company | | | Security Paying | | | C.A. Rasmussen Inc. | | | Toro Enterprises | | | Engineer | | | | |
| | | | Unit | Quantity | Unit Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | Unit Price | Total Price | | | |
| 1 | C-100-1.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ | 9,550.00 | \$ | 48,000.00 | \$ | 48,000.00 | \$ | 65,000.00 | \$ | 18,000.00 | \$ | 52,000.00 | \$ | 52,000.00 | \$ | 10,000.00 | \$ | 10,000.00 |
| 2 | C-100-1.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ | 71,000.00 | \$ | 71,000.00 | \$ | 140,000.00 | \$ | 44,000.00 | \$ | 44,000.00 | \$ | 50,000.00 | \$ | 50,000.00 | \$ | 87,000.00 | \$ | 87,000.00 |
| 3 | C-100-1.1 | Contractor Quality Control Program (CQCP) | LS | 1 | \$ | 900.00 | \$ | 900.00 | \$ | 18,000.00 | \$ | 2,000.00 | \$ | 2,000.00 | \$ | 2,000.00 | \$ | 2,000.00 | \$ | 3,000.00 | \$ | 3,000.00 |
| 4 | SP-100-3.1 | Compliance with Pedestrian, Erosion, and Station Control | LS | 1 | \$ | 285.00 | \$ | 285.00 | \$ | 5,700.00 | \$ | 18,000.00 | \$ | 18,000.00 | \$ | 14,000.00 | \$ | 14,000.00 | \$ | 10,000.00 | \$ | 10,000.00 |
| 5 | SP-100-3.1 | Airfield Safety and Traffic Control | LS | 1 | \$ | 3,550.00 | \$ | 3,550.00 | \$ | 92,000.00 | \$ | 92,000.00 | \$ | 97,000.00 | \$ | 9,900.00 | \$ | 9,900.00 | \$ | 20,000.00 | \$ | 20,000.00 |
| 6 | SP-100-3.2 | Construction Staking and Survey Layout | LS | 1 | \$ | 1,500.00 | \$ | 1,500.00 | \$ | 78,000.00 | \$ | 11,550.00 | \$ | 11,550.00 | \$ | 6,500.00 | \$ | 6,500.00 | \$ | 10,000.00 | \$ | 10,000.00 |
| 7 | P-101-5.1 | Demolish Asphalt Pavement | SY | 4,300 | \$ | 3.25 | \$ | 13,975.00 | \$ | 72.00 | \$ | 311,750.00 | \$ | 10.00 | \$ | 43,000.00 | \$ | 43,000.00 | \$ | 5,000.00 | \$ | 5,000.00 |
| 8 | P-101-5.2 | Asphalt Crack Repair (over 1.5" width) | SY | 1,200 | \$ | 5.00 | \$ | 6,000.00 | \$ | 123.50 | \$ | 148,200.00 | \$ | 40.00 | \$ | 48,000.00 | \$ | 48,000.00 | \$ | 5,000.00 | \$ | 5,000.00 |
| 9 | P-101-5.3 | Asphalt Crack Repair (over 1.5" width) | SY | 1,200 | \$ | 5.00 | \$ | 6,000.00 | \$ | 123.50 | \$ | 148,200.00 | \$ | 40.00 | \$ | 48,000.00 | \$ | 48,000.00 | \$ | 5,000.00 | \$ | 5,000.00 |
| 10 | P-101-5.4 | Demolish Asphalt Pavement | SY | 4,300 | \$ | 3.25 | \$ | 13,975.00 | \$ | 72.00 | \$ | 311,750.00 | \$ | 10.00 | \$ | 43,000.00 | \$ | 43,000.00 | \$ | 5,000.00 | \$ | 5,000.00 |
| 11 | SP-126-4.2a | Demolish Concrete Encasement, Cable, and Counterpoise | LF | 1,200 | \$ | 4.20 | \$ | 5,040.00 | \$ | 9.60 | \$ | 11,520.00 | \$ | 1.90 | \$ | 2,280.00 | \$ | 2,280.00 | \$ | 2.00 | \$ | 2,400.00 |
| 12 | SP-126-4.2a | Demolish Concrete Encasement, Cable, and Counterpoise | LF | 1,200 | \$ | 4.20 | \$ | 5,040.00 | \$ | 9.60 | \$ | 11,520.00 | \$ | 1.90 | \$ | 2,280.00 | \$ | 2,280.00 | \$ | 2.00 | \$ | 2,400.00 |
| 13 | SP-126-4.2b | Demolish Concrete Encasement, Cable, and Counterpoise | LF | 1,200 | \$ | 4.20 | \$ | 5,040.00 | \$ | 9.60 | \$ | 11,520.00 | \$ | 1.90 | \$ | 2,280.00 | \$ | 2,280.00 | \$ | 2.00 | \$ | 2,400.00 |
| 14 | SP-126-4.3 | Remove Cable and Counterpoise | EA | 1 | \$ | 1,400.00 | \$ | 1,400.00 | \$ | 1.75 | \$ | 1,750.00 | \$ | 0.75 | \$ | 825.00 | \$ | 825.00 | \$ | 1.00 | \$ | 1,000.00 |
| 15 | SP-126-4.4 | Remove and Salvage Unit Information Sign | EA | 1 | \$ | 430.00 | \$ | 430.00 | \$ | 540.00 | \$ | 540.00 | \$ | 450.00 | \$ | 500.00 | \$ | 500.00 | \$ | 300.00 | \$ | 300.00 |
| 16 | SP-126-4.5 | Remove and Salvage Unit Information Sign | EA | 1 | \$ | 1,120.00 | \$ | 1,120.00 | \$ | 1,405.00 | \$ | 1,770.00 | \$ | 1,370.00 | \$ | 2,300.00 | \$ | 2,300.00 | \$ | 1,240.00 | \$ | 1,240.00 |
| 17 | SP-126-4.7a | Demolish Electrical Palletbox | EA | 1 | \$ | 1,190.00 | \$ | 1,190.00 | \$ | 1,500.00 | \$ | 1,810.00 | \$ | 1,430.00 | \$ | 2,100.00 | \$ | 2,100.00 | \$ | 1,300.00 | \$ | 1,300.00 |
| 18 | SP-126-4.8 | Demolish Airfield Sign and Post | EA | 3 | \$ | 490.00 | \$ | 1,470.00 | \$ | 1,500.00 | \$ | 4,500.00 | \$ | 1,300.00 | \$ | 3,900.00 | \$ | 3,900.00 | \$ | 2,500.00 | \$ | 2,500.00 |
| 19 | SP-126-4.11a | Demolish Elevated Turnaway Edge Light and Can, Salvage Existing Fixture, Base Can | EA | 16 | \$ | 2,400.00 | \$ | 38,400.00 | \$ | 514.00 | \$ | 8,224.00 | \$ | 300.00 | \$ | 4,800.00 | \$ | 4,800.00 | \$ | 3,600.00 | \$ | 3,600.00 |
| 20 | SP-126-4.12a | Demolish In-Pavement Turnaway Edge Light and Can, Salvage Existing Fixture, Base Can | EA | 6 | \$ | 490.00 | \$ | 2,940.00 | \$ | 614.00 | \$ | 3,684.00 | \$ | 300.00 | \$ | 1,800.00 | \$ | 1,800.00 | \$ | 750.00 | \$ | 4,500.00 |
| 21 | SP-126-4.17 | Demolish Asphalt Pavement, Turnaway Edge Light and Can, Salvage Existing Fixture, Base Can | EA | 40 | \$ | 47.00 | \$ | 1,880.00 | \$ | 51.60 | \$ | 2,064.00 | \$ | 75.00 | \$ | 3,000.00 | \$ | 3,000.00 | \$ | 25.00 | \$ | 1,000.00 |
| 22 | SP-126-4.17 | Demolish Asphalt Pavement, Turnaway Edge Light and Can, Salvage Existing Fixture, Base Can | EA | 40 | \$ | 47.00 | \$ | 1,880.00 | \$ | 51.60 | \$ | 2,064.00 | \$ | 75.00 | \$ | 3,000.00 | \$ | 3,000.00 | \$ | 25.00 | \$ | 1,000.00 |
| 23 | SP-126-4.17 | Demolish Asphalt Pavement, Turnaway Edge Light and Can, Salvage Existing Fixture, Base Can | EA | 40 | \$ | 47.00 | \$ | 1,880.00 | \$ | 51.60 | \$ | 2,064.00 | \$ | 75.00 | \$ | 3,000.00 | \$ | 3,000.00 | \$ | 25.00 | \$ | 1,000.00 |
| 24 | P-152-4.3 | Striping Preparation | SY | 6,500 | \$ | 2.50 | \$ | 16,250.00 | \$ | 4.75 | \$ | 30,875.00 | \$ | 2.75 | \$ | 17,875.00 | \$ | 15.82 | \$ | 102,850.00 | \$ | 102,850.00 |
| 25 | P-152-4.3 | Striping Preparation | SY | 4,400 | \$ | 24.00 | \$ | 105,600.00 | \$ | 33.75 | \$ | 148,500.00 | \$ | 20.40 | \$ | 89,760.00 | \$ | 23.25 | \$ | 102,300.00 | \$ | 102,300.00 |
| 26 | SP-100-3.4 | Impress Dyeing Techniques | SY | 500 | \$ | 5.50 | \$ | 2,750.00 | \$ | 54.50 | \$ | 27,250.00 | \$ | 4.00 | \$ | 2,000.00 | \$ | 3.90 | \$ | 1,950.00 | \$ | 1,950.00 |
| 27 | SP-100-3.4 | Impress Dyeing Techniques | SY | 500 | \$ | 5.50 | \$ | 2,750.00 | \$ | 54.50 | \$ | 27,250.00 | \$ | 4.00 | \$ | 2,000.00 | \$ | 3.90 | \$ | 1,950.00 | \$ | 1,950.00 |
| 28 | SP-100-3.4 | Impress Dyeing Techniques | SY | 500 | \$ | 5.50 | \$ | 2,750.00 | \$ | 54.50 | \$ | 27,250.00 | \$ | 4.00 | \$ | 2,000.00 | \$ | 3.90 | \$ | 1,950.00 | \$ | 1,950.00 |
| 29 | P-209-5.1 | Crushed Aggregate Base Course P-209 | CY | 200 | \$ | 17.00 | \$ | 3,400.00 | \$ | 48.00 | \$ | 9,600.00 | \$ | 16.00 | \$ | 3,200.00 | \$ | 16.00 | \$ | 3,200.00 | \$ | 3,200.00 |
| 30 | P-209-5.1 | Crushed Aggregate Base Course P-209 | CY | 200 | \$ | 17.00 | \$ | 3,400.00 | \$ | 48.00 | \$ | 9,600.00 | \$ | 16.00 | \$ | 3,200.00 | \$ | 16.00 | \$ | 3,200.00 | \$ | 3,200.00 |
| 31 | P-401-4.1 | Asphalt Concrete Surface Course P-401 | SY | 200 | \$ | 12.00 | \$ | 2,400.00 | \$ | 281.00 | \$ | 56,200.00 | \$ | 118.00 | \$ | 23,600.00 | \$ | 103.80 | \$ | 20,760.00 | \$ | 20,760.00 |
| 32 | P-401-4.1 | Asphalt Concrete Surface Course P-401 | SY | 200 | \$ | 12.00 | \$ | 2,400.00 | \$ | 281.00 | \$ | 56,200.00 | \$ | 118.00 | \$ | 23,600.00 | \$ | 103.80 | \$ | 20,760.00 | \$ | 20,760.00 |
| 33 | P-401-4.1 | Asphalt Concrete Surface Course P-401 | SY | 200 | \$ | 12.00 | \$ | 2,400.00 | \$ | 281.00 | \$ | 56,200.00 | \$ | 118.00 | \$ | 23,600.00 | \$ | 103.80 | \$ | 20,760.00 | \$ | 20,760.00 |
| 34 | P-401-4.1 | Asphalt Concrete Surface Course P-401 | SY | 200 | \$ | 12.00 | \$ | 2,400.00 | \$ | 281.00 | \$ | 56,200.00 | \$ | 118.00 | \$ | 23,600.00 | \$ | 103.80 | \$ | 20,760.00 | \$ | 20,760.00 |
| 35 | P-401-4.1 | Asphalt Concrete Surface Course P-401 | SY | 200 | \$ | 12.00 | \$ | 2,400.00 | \$ | 281.00 | \$ | 56,200.00 | \$ | 118.00 | \$ | 23,600.00 | \$ | 103.80 | \$ | 20,760.00 | \$ | 20,760.00 |
| 36 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 37 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 38 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 39 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 40 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 41 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 42 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 43 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 44 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 45 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 46 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 47 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 48 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 49 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 50 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 51 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 52 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 53 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 54 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 55 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 56 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 57 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility Protection | EA | 1 | \$ | 1,950.00 | \$ | 1,950.00 | \$ | 12,480.00 | \$ | 12,480.00 | \$ | 56.00 | \$ | 28,800.00 | \$ | 127.38 | \$ | 73,380.00 | \$ | 73,380.00 |
| 58 | P-151-3.4 | Connected Low-Strength Material (CLSM) for Extending Utility | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|----------|------------|--|----|--------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 65 | L-125-5.1a | Construct New L-858(L) Arrowhead Guidance Sign (F&G) and Concrete Pad | EA | 1 | \$ 10,230.00 | \$ 10,230.00 | \$ 12,900.00 | \$ 12,900.00 | \$ 7,300.00 | \$ 7,300.00 | \$ 6,400.00 | \$ 11,315.00 | \$ 11,315.00 | \$ 6,000.00 | \$ 6,000.00 |
| 66 | L-125-5.1b | Construct New L-858(L) Arrowhead Guidance Sign (F&G) and Concrete Pad | EA | 1 | \$ 10,230.00 | \$ 10,230.00 | \$ 12,900.00 | \$ 12,900.00 | \$ 7,300.00 | \$ 7,300.00 | \$ 6,400.00 | \$ 11,315.00 | \$ 11,315.00 | \$ 6,000.00 | \$ 6,000.00 |
| 67 | L-125-5.1c | Install Salvaged Unit Informational Sign on Existing Concrete Pad | EA | 1 | \$ 1,140.00 | \$ 1,140.00 | \$ 1,430.00 | \$ 1,430.00 | \$ 650.00 | \$ 650.00 | \$ 570.00 | \$ 1,261.00 | \$ 1,261.00 | \$ 1,000.00 | \$ 1,000.00 |
| 68 | L-125-5.3 | Install Salvaged Unit Informational Sign on New Concrete Pad | EA | 1 | \$ 3,420.00 | \$ 3,420.00 | \$ 4,300.00 | \$ 4,300.00 | \$ 2,850.00 | \$ 2,850.00 | \$ 2,500.00 | \$ 3,785.00 | \$ 3,785.00 | \$ 3,000.00 | \$ 3,000.00 |
| 69 | L-125-5.9 | Construct New L-861(T) Medium Intensity Elevated Taxway Edge Light and Base Can | EA | 70 | \$ 1,840.00 | \$ 128,800.00 | \$ 164,400.00 | \$ 164,400.00 | \$ 1,910.00 | \$ 133,700.00 | \$ 1,700.00 | \$ 130,000.00 | \$ 130,000.00 | \$ 2,300.00 | \$ 2,300.00 |
| 70 | L-125-5.10 | Construct New L-852(L) Medium Intensity In-Pavement Taxway Edge Light and Base Can | EA | 65 | \$ 2,220.00 | \$ 145,300.00 | \$ 184,800.00 | \$ 184,800.00 | \$ 3,500.00 | \$ 237,600.00 | \$ 2,200.00 | \$ 145,300.00 | \$ 145,300.00 | \$ 2,500.00 | \$ 2,500.00 |
| 71 | L-125-5.12 | Install ID Tag | EA | 136 | \$ 1,030.00 | \$ 138,080.00 | \$ 178,680.00 | \$ 178,680.00 | \$ 530.00 | \$ 72,080.00 | \$ 44.00 | \$ 5,984.00 | \$ 5,984.00 | \$ 75.00 | \$ 75.00 |
| 72 | L-125-5.14 | Change Sign Legend | EA | 136 | \$ 1,030.00 | \$ 138,080.00 | \$ 178,680.00 | \$ 178,680.00 | \$ 530.00 | \$ 72,080.00 | \$ 44.00 | \$ 5,984.00 | \$ 5,984.00 | \$ 75.00 | \$ 75.00 |
| 73 | P-625-S-2a | Marking 2 Coats with Base (All Colors) | SF | 22,100 | \$ 1,200 | \$ 26,520.00 | \$ 1,150 | \$ 25,415.00 | \$ 1.55 | \$ 34,255.00 | \$ 1.20 | \$ 26,520.00 | \$ 26,520.00 | \$ 3.00 | \$ 66,300.00 |
| 74 | P-625-S-2b | Marking 2 Coats with Base (All Colors) | SF | 67,400 | \$ 0.40 | \$ 26,960.00 | \$ 1,000 | \$ 67,400.00 | \$ 0.75 | \$ 50,550.00 | \$ 0.40 | \$ 26,960.00 | \$ 26,960.00 | \$ 1.50 | \$ 101,400.00 |
| 75 | P-625-S-2c | Marking 2 Coats with Base (All Colors) | SF | 10,800 | \$ 0.40 | \$ 4,320.00 | \$ 1,100 | \$ 11,880.00 | \$ 0.75 | \$ 8,100.00 | \$ 0.40 | \$ 4,320.00 | \$ 4,320.00 | \$ 2.00 | \$ 21,200.00 |
| 76 | T-901-S-1 | Seeding | AC | 9 | \$ 1,830.00 | \$ 16,470.00 | \$ 2,800.00 | \$ 2,800.00 | \$ 2,800.00 | \$ 25,200.00 | \$ 1,800.00 | \$ 17,100.00 | \$ 40,500.00 | \$ 5,000.00 | \$ 45,000.00 |
| SubTotal | | | | | \$ 14,416,562.50 | \$ 14,416,562.50 | \$ 14,416,562.50 | \$ 14,416,562.50 | \$ 10,654,915.00 | \$ 10,654,915.00 | \$ 11,300,756.00 | \$ 10,643,588.00 | \$ 11,506,770.00 | \$ 11,506,770.00 | \$ 11,506,770.00 |

didn't add the subtotal for each page

| SCHEDULE E - BID ALTERNATE 2 | | | | | Grante Construction Company | Sully-Miller Contracting Company | Security Paving | C.A. Rasmussen Inc. | Toro Enterprises | Engineer |
|---|--|--|--|--|-----------------------------|----------------------------------|-----------------|---------------------|------------------|------------------|
| RUNWAY ONLY PROJECT TOTAL (BASE BID+BASE BID TRANS) - BASIS OF AWARD | | | | | 1.5% | -4.4% | 2.7% | -3.3% | 3.6% | \$ 12,832,638.00 |
| RUNWAY AND TAXWAY CONNECTORS PROJECT TOTAL (BASE BID+ALTERNATE 1+ALTERNATE 2) | | | | | -1.5% | 11.3% | 2.8% | 1.0% | -3.6% | \$ 18,163,215.00 |
| PROJECT TOTAL (BASE BID+ALTERNATE 1+ALTERNATE 2) | | | | | -6.4% | 14.5% | -2.1% | -0.7% | -1.3% | \$ 26,552,046.00 |

denotes apparent low bidder
Engineer's Estimate Percentage Difference

This is a Bid Schedule Summary only and does not constitute review of any bid documents submitted with the bid. The Apparent Low Bidder on this sheet relies to the submitted Bid Schedule only and does not necessarily constitute a responsible bidder, to be determined by the Ventura County Department of Airports upon review of the Bid Documents.

Kip Turner
for
Director of Airports, Ventura County

5a73



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

July 7, 2021

Aviation Advisory Commission
Oxnard Airport Authority
555 Airport Way, Suite B
Camarillo, CA 93010

Subject: Approval and Award of a Construction Administration Services Contract to Jviation, a Woolpert Company, in the Not-to-Exceed Amount of \$1,086,169, for the Runway 7-25, Connector Taxiways and Parallel Taxiway Pavement Reconstruction at Oxnard Airport, Conditioned Upon Receipt of a Federal Aviation Administration Grant Sufficient to Fund the Project; Authorization for the Director of Airports, or Designee, to Execute the Subject Contract

Recommendations:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

1. Approve and award a construction administration services contract (Exhibit 1) to Jviation, a Woolpert Company, in the not-to-exceed amount of \$1,086,169, for the Runway 7-25 Pavement Reconstruction at Oxnard Airport, conditioned upon receipt of a Federal Aviation Administration Grant sufficient to fund the project; and
2. Authorize the Director of Airports, or his designee, to execute the subject contract.

Fiscal/Mandates Impact:

Mandatory: No

Source of funding: *Federal Aviation Administration (90%)*
Caltrans (4.5%)

Funding match required: *Airport Enterprise Fund (5.5%)*

Impact on other departments: *None*

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| <u>Summary of Revenue and Project Costs</u> | <u>FY 2020/21</u> | <u>FY 2021/22</u> |
|--|--------------------------|--------------------------|
| Revenue: FAA (90%) | \$ 0 | \$ 977,552* |
| Caltrans (up to 4.5%) | 0 | 0 |
| Direct Costs | \$ 0 | \$1,086,169 |
| Net Costs – Airport Enterprise Fund | \$ 0 | \$ 108,617 |

**Estimated Total Grant Amount. Actual grant amount will be dependent upon FAA available funding. Credit for the Caltrans grant has been applied to the construction contract award.*

Current Fiscal Year Budget Projection:

| FY 2021-22 Budget Projection for Airports Capital Projects - Division 5040, Unit 5041 | | | | |
|---|----------------|-----------------|------------------|-----------------------------|
| | Adopted Budget | Adjusted Budget | Projected Budget | Estimated Savings/(Deficit) |
| Appropriations | \$27,930,872 | \$27,930,872 | \$27,930,872 | \$0 |
| Revenue | 25,237,812 | 25,237,812 | 25,237,812 | 0 |
| Net Cost | \$ 2,693,060 | \$ 2,693,060 | \$ 2,693,060 | \$0 |

Revenue and appropriations are included in the FY 2021-22 Adopted Budget.

The estimated total fiscal impact, including all phases of design and construction, are as follows:

| | <u>Costs</u> |
|---------------------------------|-----------------------------|
| Engineering & Environ./Design: | \$ 719,520 |
| Construction: | 12,274,001 |
| Construction Administration**: | 1,086,169 |
| Project Administration: | 136,241 |
| Total | <u>\$ 14,215,931</u> |
| FAA Grant Revenue | \$ 12,794,338 |
| Caltrans Grant Revenue | 100,000 |
| Total Grant Revenue | <u>\$ 12,894,338</u> |
| Cost to Airport Enterprise Fund | <u>\$ 1,321,593</u> |

***This award of contract only references the construction administration services contract.*

Discussion:

Jviation, a Woolpert Company, was selected through a request for qualifications selection process in December 2020 as the Airports Consultant for a five (5) year term,

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which complies with the guidelines of the Federal Aviation Administration (FAA) Advisory Circular 150/51000-14D, and in accordance with the Consultant Selection Process adopted by the Board on November 3, 1998. Although Aviation was selected as the Airport's Consultant for a five (5) term, each contract awarded during that period must be negotiated individually. Those contracts exceeding \$200,000 must be approved and awarded by the Board.

This contract is for construction administration services for improvements at the Oxnard Airport which is anticipated to be funded in part by the FAA under Airport Improvement Grant No. 3-06-0179-038-2021 and a matching Caltrans Grant. The FAA has recently indicated that it will be ready to offer a grant for the base bid and base bid transition work at Oxnard Airport before the end of the federal fiscal year. In anticipation of the FAA's deadline for grant award and the Board's meeting schedule, staff asks that the Department of Airports be authorized to award a contract for construction administration services, conditioned upon receipt of a grant sufficient to fund the project.

The contract includes typical construction administration services such as construction administration, inspection, materials testing, record drawings, certified payroll review, Storm Water Pollution Prevention Plan monitoring and reporting as well as additional services to meet FAA grant assurance requirements. Examples of FAA specific tasks include, development of a construction management plan, weekly progress reports, Disadvantage Business Enterprise (DBE) contract and subcontract review, DBE payment tracking and reporting. The contract is on a standard form previously reviewed by County Counsel.

The project includes a base bid to reconstruct the runway and two bid alternates to reconstruct the taxiway connectors and parallel taxiway F. Due to the FAA's indication that funding will only be available for the base bid and base bid transition work, the construction administration services contract has been updated to reflect award of only those elements in a not-to-exceed amount.

Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction

- | | |
|-------------------------|---|
| Base Bid: | Runway improvements include, grading, paving lighting, MALSF upgrades, signage, grading, storm-drainage, and marking. |
| Bid Alternate 1: | Taxiway Connector improvements include grading, paving, lighting, signage, storm-drainage, and marking. |
| Bid Alternate 2: | Parallel Taxiway F improvements include grading, paving, lighting, signage, storm-drainage, and marking. |

The work described in this letter is in line with the County of Ventura Strategic Plan, Focus Area 3, Strategic Goals 2 and 3 (Location Map, Exhibit 2). The project was included in the FY 2021/22 capital budget for the Airport Enterprise Fund which was adopted by the Board on June 21, 2021. The project was also included in the current Capital Improvement Program that was previously approved by your Commission and your Authority and adopted by the Board.

If you have any questions regarding this item, please call Erin Powers at 388-4205, or me at 388-4372.

A handwritten signature in black ink, appearing to read "Kip Turner". The signature is fluid and cursive, with a long horizontal stroke at the end.

KIP TURNER, C.M.
Director of Airports

Attachments:

Exhibit 1 – Contract
Exhibit 2 – Location Map

CONSULTING SERVICES CONTRACT
AEA No. 21-07
Oxnard Airport – CONSTRUCTION ADMINISTRATION SERVICES FOR
RUNWAY 7-25, CONNECTOR TAXIWAYS and PARALLEL TAXIWAY PAVEMENT
RECONSTRUCTION
FAA AIP No: 3-06-0179-038-2021

This is a Contract, made and entered into this June ____, 2021, by and between the COUNTY OF VENTURA, (COUNTY), and JVIATION, a WOOLPERT COMPANY, 720 South Colorado Boulevard, Suite 1200-S Glendale, CO 80246 (CONSULTANT).

This Contract shall be administered for the COUNTY by the COUNTY's Department of Airports. Claims, disputes, or complaints to the COUNTY under this contract must be addressed to the Projects Coordinator located at 555 Airport Way, Suite B, Ventura, CA 93010 by certified mail return receipt requested. This Contract constitutes the entire agreement between the parties regarding its subject matter and supersedes all previous and contemporaneous agreements, understandings and negotiations regarding the subject matter of this Contract. No modification, waiver, amendment or discharge of this Contract is valid unless the same is in writing and signed by duly authorized representatives of both parties.

The parties hereto agree as follows:

1. COUNTY hereby retains CONSULTANT to perform services as provided in the "Scope of Work and Services", attached hereto as "Exhibit A", and the "County of Ventura, Public Works Agency, Consultant's Guide to Ventura County Procedures" as amended, which is on file with the County of Ventura, Public Works Agency, and which by reference is made a part hereof. This Contract shall take precedence over the Guide in case of conflicting provisions, otherwise they shall be interpreted together.
2. All work under this Contract, and any portion thereof separately identified, shall be completed within the time provided in the "Time Schedule", attached hereto as "Exhibit B". COUNTY shall issue a suspension of the contract time whenever CONSULTANT is delayed by action or inaction of COUNTY and CONSULTANT promptly notifies COUNTY of such delays.
3. Payment shall be made monthly, within 30 days from when the COUNTY receives an invoice along with a COUNTY claim form, or 10 days from when the Auditor-Controller's office receives the invoice and COUNTY claim form, in accordance with the "Fees and Payment", attached hereto as "Exhibit C".
4. COUNTY, Federal Aviation Administration (FAA), Comptroller General of the United States or any duly authorized representative shall have the right to review the work being performed by CONSULTANT under this Contract at any time during COUNTY's usual working hours. A review of the work in progress shall not relieve the CONSULTANT of responsibility for the accuracy and completeness of the work performed under this Contract.

EXHIBIT 1

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5. COUNTY or any duly authorized representative shall have the right to review the work being performed by CONSULTANT under this Contract at any time during COUNTY's usual working hours. A review of the work in progress shall not relieve the CONSULTANT of responsibility for the accuracy and completeness of the work performed under this Contract.
6. This Contract is for the professional services of CONSULTANT and is non-assignable by CONSULTANT without prior consent by COUNTY in writing except that CONSULTANT may assign money due or which will accrue to CONSULTANT under this Contract. If given written notice, COUNTY will recognize such assignment to the extent permitted by law, but any assignment of money shall be subject to all proper setoffs and withholdings in favor of the COUNTY and to all deductions provided for in this Contract. All money withheld, whether assigned or not, shall be subject to being used by COUNTY for completion of the work, should the Contract be in default. Such professional services shall be actually performed by, or shall be immediately supervised by a Vice President of CONSULTANT.

In performing these professional services, CONSULTANT is an independent contractor and is not acting as an agent or employee of COUNTY.

7. COUNTY retains the right to terminate this Contract for any reason prior to completion by notifying CONSULTANT in writing, and by paying charges accumulated prior to such termination. Such charges shall be limited to the maximum fee specified in "Exhibit C" for completion of any separately identified phase of the work which, at the time of termination, has been started by request of COUNTY.
8. On completion or termination of Contract, COUNTY shall be entitled to immediate possession of, and CONSULTANT shall furnish on request, all computations, plans, correspondence and other pertinent data gathered or computed by CONSULTANT for this particular project prior to any termination. No documents prepared pursuant to this Contract or any modifications thereof shall be copyrighted by CONSULTANT or by COUNTY. CONSULTANT may retain copies of said original documents for CONSULTANT's files.
9. CONSULTANT is authorized to place the following statement on the drawings or specifications prepared pursuant to this Contract:

"This drawing (or These specifications), including the designs incorporated herein, is (are) an instrument of professional service prepared for use in connection with the project identified hereon under the conditions existing on date. Any use, in whole or in part, for any other project without written authorization of JVIATION, shall be at user's sole risk."
10. CONSULTANT owes COUNTY an undivided duty of loyalty in performing the services under this contract. During the term of this agreement CONSULTANT shall not employ or compensate personnel currently employed by COUNTY.

CONSULTANT shall promptly inform COUNTY of any contract, arrangement, or interest that CONSULTANT may enter into or have (other than this Contract) related to the COUNTY's subject project. This includes contracts and arrangements with manufacturers, suppliers, contractors or other third parties which possess or seek to obtain a financial interest related to

the COUNTY's subject project. In performing services under this Contract, CONSULTANT acknowledges that it may be subject to laws addressing financial conflicts of interest such as the Political Reform Act ("Act"), Government Code section 81000 et seq.

CONSULTANT shall comply with financial disclosure requirements under the Act as directed by COUNTY, and shall not engage in activities that may constitute a conflict of interest under applicable law.

11. This Contract is funded in part by a Federal Aviation Administration (FAA), Airport Improvement Program (AIP) grant. Personnel performing services in the field during construction are required in accordance with Section 1770 et. seq. of the California Labor Code and the Code of Federal Regulations (Davis-Bacon Act) to be paid the higher of determinations of the general prevailing wages for various classes of workers in Ventura County as made by the California Director of Industrial Relations or the U.S. Secretary of Labor.

12. CONSULTANT shall defend, indemnify and hold harmless COUNTY, including the COUNTY's boards, agencies, departments, officers, employees and agents (collectively "Indemnitee"), against any and all claims, lawsuits, judgments, debts, demands or liabilities that arise out of, pertain to, or relate to the CONSULTANT's negligence, recklessness or willful misconduct in the performance of this Contract.

13. Insurance Requirements

a. Without limiting CONSULTANT's duty to indemnify and defend COUNTY as required herein, CONSULTANT shall, at CONSULTANT'S sole cost and expense and throughout the term of this Contract and any extensions thereof, carry one or more insurance policies that provide the following minimum coverage:

- 1) Commercial General Liability insurance shall provide a minimum of \$1,000,000 coverage for each occurrence and \$2,000,000 aggregate coverage.
- 2) Automobile Liability insurance shall provide a minimum of either a combined single limit of \$300,000 for each accident or all of the following: \$100,000 bodily injury per person, \$300,000 bodily injury per accident and \$50,000 property damage
- 3) Worker's Compensation insurance in full compliance with California law for all employees of CONSULTANT in the minimum amount of \$500,000.
- 4) Professional Liability (Errors and Omissions) insurance shall provide a minimum of \$1,000,000 coverage for each occurrence or \$2,000,000 in annual aggregate coverage.

b. CONSULTANT shall notify COUNTY immediately if the CONSULTANT'S general aggregate of insurance is exceeded by valid litigated claims and purchase additional levels of insurance to maintain the above stated requirements. Each type of insurance mentioned herein shall be written by a financially responsible company or companies authorized to do business in the State of California. CONSULTANT agrees to provide COUNTY with copies of certificates of all policies written and each shall contain an endorsement that they are not subject to cancellation without 30 days prior written notice being given to COUNTY by the insurance company or companies writing such insurance. CONSULTANT agrees to name County of Ventura and its officials employees and agents as additional insureds ("Additional Insureds") on CONSULTANT'S general and automobile liability insurance policies.

All required insurance shall be primary coverage as respects the Additional Insureds, and any insurance or self insurance maintained by the Additional Insureds shall be in excess of CONSULTANT's insurance coverage and shall not contribute to it. CONSULTANT agrees to waive all rights of subrogation against the Additional Insureds for losses arising directly or indirectly from the activities or work performed by CONSULTANT hereunder.

c. Notwithstanding subparagraph 13.a., if the Professional Liability coverage is "claims made", CONSULTANT must, for a period of five (5) years after the date when Contract is terminated, completed or non-renewed, maintain insurance with a retroactive date that is on or before the start date of contract services or purchase an extended reporting period endorsement (tail coverage). COUNTY may withhold final payments due until satisfactory evidence of the tail coverage is provided by CONSULTANT to COUNTY,

14. CONSULTANT shall sign and comply with the statement as set forth in "Exhibit D" hereto. Where the word Contractor is used in "Exhibit D" it shall mean "CONSULTANT".

15. Disputes arising under or related to the performance of the Contract shall be resolved by arbitration unless the COUNTY and the CONSULTANT agree in writing, after the dispute has arisen, to waive arbitration and to have the claim or dispute litigated in a court of competent jurisdiction. Arbitration shall be pursuant to Article 7.1 (commencing with Section 10240) of Chapter 1 of Part 2 of the Public Contract Code and implementing regulations at Chapter 4 (commencing with Section 1300) of Division 2 of Title 1 of the California Code of Regulations.

The arbitration decision shall be decided under and in accordance with California law, supported by substantial evidence and, in writing, contain the basis for the decision, findings of fact, and conclusions of law.

Arbitration shall be initiated by a Complaint in Arbitration made in compliance with the requirements of section 1300 et seq. of Title 1 of the California Code of Regulations.

Where an election is made by either party to use the Simplified Claims Procedure provided under Sections 1340 – 1346 of Title 1 of the California Code of Regulations, the parties may mutually agree to waive representation by Counsel.

Prior to filing a Complaint in Arbitration, the CONSULTANT shall exhaust his administrative remedies by attempting to resolve his dispute with COUNTY's staff in the following sequence:

Project Coordinator
Director of Airports (Director)

CONSULTANT shall initiate the administrative review process no later than thirty (30) days after the dispute has arisen by submitting a written statement describing the dispute and request for relief, along with supporting argument and evidence, to the Project Coordinator. CONSULTANT may appeal the Project Coordinator's decision in writing to the Director not later than seven (7) days after receipt of the Project Coordinator's decision. The Project Coordinator's and Director's decision shall be in writing. The Director's decision shall be the final decision.

CONSULTANT: JVIATION, A WOOLPERT COMPANY

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Taxpayer No.: _____

Dated: _____

Print Name and Title

Dated: _____

Print Name and Title

COUNTY: County of Ventura

Dated: _____

Kip Turner, Director of Airports

EXHIBIT A

Scope of Services Oxnard Airport - Construction Administration Services For Runway 7-25, Connector Taxiways and Parallel Taxiway Pavement Reconstruction

I. PROJECT DESCRIPTION

This project shall consist of Construction Administration, Post Construction, and On-Site Construction Coordination for the Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project. This scope of work is for the consulting services provided by the Consultant for the County. See Exhibit No. 1 below for the project location.

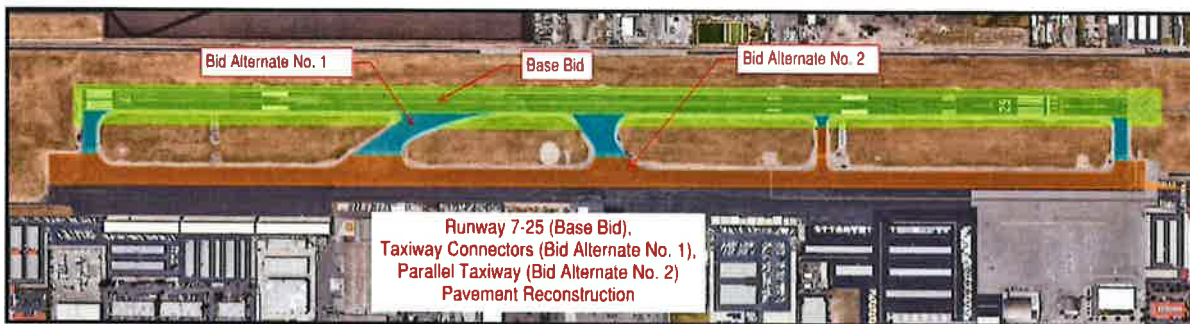


EXHIBIT NO. 1

This project shall consist of the construction of the Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project that was designed and bid by another consultant, Mead & Hunt, under AIP Project Number 3-06-0179-037-2020. Mead & Hunt will be a subconsultant to the Consultant on this project, assisting with select construction administration elements.

The proposed project consists of a base bid associated with the reconstruction of Runway 7-25. In addition to the base bid, there are two bid alternates. The base bid includes transition work if Bid Alternative No. 1 is not awarded. Bid Alternative No. 1 consists of the reconstruction of the five connector taxiways, Taxiways A-E. Bid Alternative No. 1 also includes transition work if Bid Alternative No. 2 is not awarded. Bid Alternative No. 2 consists of the reconstruction of Taxiway F. The approximate construction costs associated with this project, based on the different possible award scenarios is summarized in the table below:

| | Base Bid + Transition | Base Bid + Bid Alt No. 1 + Transitions | Base Bid + Bid Alt No. 1 + Transitions + Bid Alt No. 2 |
|------------------------------------|----------------------------------|---|---|
| Estimated Construction Cost | \$12,683,636 | \$16,850,251 | \$28,346,421 |

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The engineering fees for this project will be categorized under, **Basic Services**, which includes; 1) Construction Administration Phase, 2) Post Construction Phase, 3) On-Site Construction Coordination Phase or Field Engineering Phase, and Reimbursable Costs During Construction. Additional services that will be completed by subconsultants to the Consultant include construction administration by Mead & Hunt, quality assurance testing during construction by Yeh & Associates, updating the Airport Layout Plan by Coffman Associates, and post construction pipe inspection per Item D-701 Pipe for Storm Drains and Culverts. Basic Services and the associated subphases are described in more detail below. The Basic Services outlined in this scope of work are considered Special Services in FAA Advisory Circular 150/5100-14 (Current Edition), *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*.

II. SCOPE OF SERVICES

The Scope of Services to be provided by CONSULTANT is detailed in the following Tasks. **BASIC SERVICES** consists of the construction administration phase and post-construction coordination phase (invoiced on a lump sum basis), and on-site construction coordination phase (invoiced on a cost plus fixed fee basis). Also included are direct subcontract costs for construction administration, quality assurance testing during construction, Airport Layout Plan update, and post construction pipe inspections.

1.0 Construction Administration Phase

1.01 Attend Design Review Meetings. This task includes the Consultant attending the bi-weekly design review meetings with the County, FAA, and Mead & Hunt. It is anticipated the Consultant will attend a minimum of twelve (12) virtual meetings.

1.02 Prepare Project Scope of Work and Coordinate Contract. This task includes establishing the scope of work. Fees shall be negotiated with the County and may be subject to an independent fee estimate conducted by a third party hired by the County. This task also includes coordinating with the County on the contract for this project.

1.03 Coordinate Construction Contract and Documents. This task shall be completed by the Consultant, County, and Mead & Hunt. In agreement with the FAA, the Consultant shall prepare the Notice of Award and Notice to Proceed. The County shall prepare the Contract Agreements, including bonds and insurance documents, which will be updated to include all addenda items issued during bidding, for approval and signatures. Copies will be submitted to the successful Contractor for their signatures.

The Consultant will ensure the construction contracts are in order, the bonds have been completed, and the Contractor has been provided with adequate copies of the Construction Plans, Specifications and Contract Documents, which will be updated to include all addenda items issued during bidding.

1.04 Provide Project Coordination. The Consultant shall provide project management and coordination services to ensure the completion of construction according to the design. These duties include:

- Time the Consultant spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day to day project coordination.

- The Project Manager will review progress reports weekly and monthly.
- Assist with change orders and supplemental agreements as necessary. All change orders and supplemental agreements will be coordinated with the County and FAA staff prior to execution. All change orders and supplemental agreements will be prepared in accordance with the FAA Standard Operating Procedure (SOP) 7.0, *Airport Improvement Program Construction Project Change Orders*.
- Clerical staff shall prepare the quantity sheets, testing sheets, construction report format, etc.
- Office engineering staff, CAD personnel and clerical staff shall be required to assist the Field Personnel as necessary during construction. Specific tasks to be accomplished include providing secondary engineering opinions on issues arising during construction, maintaining project files as necessary and various other tasks necessary in the day-to-day operations.
- The Consultant will prepare and submit monthly invoicing.

The Consultant will complete the following tasks:

- Provide the County with a monthly Project Status Report (PSR), in writing, reporting on Consultant's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- Prepare quarterly performance reports.

1.05 Coordinate Select Construction Administration Elements completed by Mead & Hunt. This task includes preparing the requirements for construction administration. Negotiating with the design firm of record, Mead & Hunt, for a cost to perform the work is also included in this task. Mead & Hunt will assist with material submittal reviews, RFI's, and changes to the construction drawings as well as attending weekly construction meetings and discussions with the County and FAA.

1.06 Coordinate Quality Assurance Testing. This task includes preparing the requirements for quality assurance testing. Negotiating with the quality assurance testing firm, Yeh and Associates, for a cost to perform the work is also included in this task.

1.07 Coordinate Airport Layout Plan Update. This task includes preparing the requirements for updating the Airport Layout Plan. Negotiating with the planning firm, Coffman Associates, for a cost to perform the work is also included in this task.

1.08 Coordinate Post Construction Pipe Inspections. This task includes preparing the requirements for post construction pipe inspection per Item D-701 Pipe for Storm Drains and Culverts. Negotiating with the pipe inspection firm for a cost to perform the work is also included in this task.

1.09 Prepare/Conduct Pre-Construction Meeting. The Consultant will conduct a pre-construction meeting to review FAA requirements as required per FAA AC 150/5370-12 (Current Edition), *Quality Management for Federally Funded Airport Construction Projects*, prior to the commencement of construction. As a part of this meeting, the Consultant will also discuss surveyed areas, and environmental commitments. The meeting will be held at the airport and will include the County, FAA (if possible), subconsultants, Contractor, subcontractors, and airport tenants affected by the project.

1.10 Prepare/Submit Construction Management Plan. This task includes preparing and submitting the Construction Management Plan, which includes resumes of project personnel representing the stakeholders, detailed inspection procedures, required submittal processes, quality control testing methods, quality assurance testing methods, final test result summary forms, and the Contractor's Quality Control Program (CQCP). The Construction Management Plan shall be prepared to follow the requirements of FAA AC 150/5370-12 (Current Edition), *Quality Management for Federally Funded Airport*

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Construction Projects.

1.11 Review Contractor's Safety Plan Compliance Document. This task includes the review of and commenting on the Contractor's Safety Plan Compliance Document (SPCD) as required per FAA AC 150/5370-2 (Current Edition), *Operational Safety on Airports During Construction*. The Consultant shall review to ensure that all applicable construction safety items are addressed and meet the requirements of AC 150/5370-2 (Current Edition) and the Contract's Construction Safety and Phasing Plan (CSPP). The intent of the SPCD is to detail how the Contractor will comply with the CSPP. Following award of the project to the successful Contractor and prior to the issuance of the Notice to Proceed, the Consultant will review the SPCD, provide comments and ultimately approval of the document. It is anticipated that the document will require at least one re-submittal by the Contractor to address any missing information. The SPCD will be submitted to the Consultant for approval at least 14 days prior to the issuance of the Notice to Proceed to the Contractor. An approved copy of the SPCD shall be provided to the FAA.

1.12 Prepare Requests for Federal Grant Reimbursement. Not Applicable. The County will prepare and submit forms and supporting documentation to the FAA for reimbursement.

1.13 Perform Site Visits During Construction. The Consultant shall make on-site visits, as required, throughout the duration of the project. As of now, it is estimated that the Consultant will be required to make a minimum of two (2) site visits to the project.

1.14 Attend Partnering Workshops. Prior to the commencement of construction, the Consultant will attend a two-day workshop hosted by a third-party facilitator engaged by the Contractor. Additionally, the Consultant will attend a follow-up partnering workshop during the middle portion of the project to revisit the project goals.

| TASK 1 DELIVERABLES | TO FAA | TO COUNTY |
|---|---------------|------------------|
| 1.02 Construction SOW and Contract | ✓ | ✓ |
| 1.03 Notice of Award, Notice to Proceed, and Contract Agreement | By M&H | By M&H |
| 1.03 Issue Construction Plans, Specifications, and Contract Documents | By M&H | By M&H |
| 1.04 Monthly Invoice and Monthly PSR | | ✓ |
| 1.04 Pay Request Review Documentation | | ✓ |
| 1.04 Weekly/Monthly Reports | ✓ | ✓ |
| 1.04 Quarterly Performance Reports | ✓ | ✓ |
| 1.04 Change Orders/Supplemental Agreements | ✓ | ✓ |
| 1.09 Pre-Construction Agenda and Meeting Minutes | ✓ | ✓ |
| 1.10 Construction Management Plan | ✓ | ✓ |
| 1.11 Review and Approval of SPCD and Final SPCD | ✓ | ✓ |

| TASK 1 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|---------------------------------------|--|
| 1.01 Design Review Meetings | <ul style="list-style-type: none"> Virtual Meetings One (1) Project Manager, One (1) Construction Manager, One (1) Senior Project Engineer |
| 1.09 Conduct Pre-Construction Meeting | <ul style="list-style-type: none"> Oxnard, CA One (1) Project Manager, One (1) Construction Manager Assume full day site visit <ul style="list-style-type: none"> Assume travel to/from Denver, CO to Oxnard, CA with one (1) overnight stay for Project Manager and Construction Manager |

| TASK 1 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|--|---|
| 1.13 Perform Site Visits During Construction | <ul style="list-style-type: none"> Oxnard, CA One (1) Project Manager Assume full day site visit (2 site visits) Assume travel to/from Denver, CO to Oxnard, CA with one (1) overnight stay for Project Manager for each sitevisit |
| 1.14 Attend Partnering Workshops | <ul style="list-style-type: none"> Oxnard, CA One (1) Project Manager and One (1) Construction Manager. Assume full day site visit (2 site visits each) <ul style="list-style-type: none"> Assume travel to/from Denver, CO to Oxnard, CA with one (1) overnight stay for Project Manager and Construction Manager for each site visit |

2.0 Post Construction Coordination Phase

2.01 Prepare Final Testing Report. The Consultant will submit the quality assurance testing summary report, which will include for each applicable material, a narrative of tests taken, verification that minimum testing frequencies were exceeded, discussion of problems encountered during construction and their resolutions, additionally the Summary of Material Acceptance Tests table (from Construction Management Plan) will be updated to include the actual number of tests taken and the associated testing frequency for each specification to the FAA for review and approval.

2.02 Coordinate and Review Final Surveys. The Consultant will coordinate an as-built survey that includes the following tasks:

- Runway centerline, quarter point and edge of pavement profiles at 50-foot stations
- Taxiway centerline and edge of pavement profiles at 50-foot stations
- Safety area on a 50-foot grid (inclusive of all disturbed areas)
- Airport lighting, signage, NAVAIDS and any other components installed or affected by this project.
- Runway and taxiway pavement markings
- Utility structures, markers and horizontal locations

2.03 Coordinate Flight Check. The Consultant will coordinate the flight check with the County and FAA during and upon completion of construction. The flight check will be coordinated with Flight Inspection Services through a reimbursable agreement with the County.

2.04 Prepare Clean-up Item List. The Consultant will ensure the Contractor has removed all construction equipment and construction debris from the airport, that all access points have been re-secured (fences repaired, gates closed and locked, keys returned, etc.) and the site is clean.

2.05 Conduct Final Inspection. The Consultant, along with the County and FAA (if available), shall conduct the final inspection. The quality assurance testing summary report must be accepted by the FAA prior to final inspection.

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2.06 Coordinate Engineering Record Drawings. The Consultant will coordinate with Mead & Hunt on the preparation of the record drawings indicating modifications made during construction. An electronic and paper copy of the record drawings will be sent to the FAA.

2.07 Prepare Final Construction Report. The Consultant will prepare the final construction report to meet the applicable FAA closeout checklist requirements.

2.08 Prepare DBE Uniform Report. The Consultant will prepare the Uniform Report of DBE Awards or Commitments and Payments (DBE Uniform Report) for the County to submit to the FAA.

2.09 Coordinate Airport Layout Plan (ALP) Update. The Consultant will coordinate with Coffman Associates to update the ALP to reflect the work completed for this project. A draft version of the ALP sheet will be submitted to the ADO for review. Upon approval by the FAA, the Consultant shall assist the County in preparing copies for signature of the revised sheets and submitting to the FAA for final approval.

2.10 Summarize Project Costs. The Consultant will be required to obtain all administrative expenses, engineering fees and costs, testing costs and construction costs associated with the project and assemble a total project summary. The summary will be analyzed with the associated project funding.

| TASK 2 DELIVERABLES | TO FAA | TO COUNTY |
|--------------------------------|---------------|------------------|
| 2.01 Final Testing Report | ✓ | ✓ |
| 2.02 As-Built Survey | ✓ | ✓ |
| 2.04 Clean-up List | | ✓ |
| 2.05 Punchlists | | ✓ |
| 2.06 Record Drawings | ✓ | ✓ |
| 2.07 Final Construction Report | ✓ | ✓ |
| 2.08 DBE Uniform Report | ✓ | ✓ |
| 2.09 Updated ALP | ✓ | ✓ |
| 2.10 Project Cost Summary | ✓ | ✓ |

| TASK 2 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|------------------------------------|--|
| 2.05 Conduct Final Inspection | <ul style="list-style-type: none"> Oxnard, CA One (1) Project Manager Assume full day site visit (1 site visits) Assume travel to/from Denver, CO to Oxnard, CA with one (1) overnight stay for Project Manager |

3.0 On-Site Construction Coordination Phase

This phase will consist of providing one full time Construction Manager, supported by multiple full-time Field Engineers, based on the awarded bid alternates, if any. The table below summarizes the staffing requirements based on awarded bid alternates. It shall be the responsibility of the Construction Manager to facilitate sufficient on-site construction coordination to ensure that the project is completed according to good construction practice and the Project Manager's direction.

| Contract Awarded | Mobilization Elements (Calendar Days) | | Construction Elements (Calendar Days) | | Total (Calendar Days) | Amount of Field Engineers |
|----------------------|---------------------------------------|---------|---------------------------------------|---------|-----------------------|---------------------------|
| | Phase 1 | Phase 2 | Phase 1 | Phase 2 | | |
| Base Bid Only | 14 | 28 | 91 | 14 | 147 | 2 |
| Base Bid + Bid Alt 1 | 14 | 28 | 98 | 14 | 154 | 2 |
| Base Bid + Bid Alt 2 | 14 | 28 | 105 | 14 | 161 | 3 |

3.01 Provide Resident Engineering. The Construction Manager will work approximately **12 hours per day** and the Field Engineer(s) will be on-site approximately **12 hours per day**. It is assumed that the Construction Manager and Field Engineer will be able to complete all daily project documentation in the course of their shift. The total anticipated inspection on-site times are summarized in the table below. It is assumed that the Contractor will work **six (6) days** a week during the construction period. If the Contractor proposes a 24-hour a day construction activities schedule, the Resident Engineering staffing by the Consultant may need to be adjusted.

In summary, the following personnel is proposed for 2021 and 2022, respectively:

| PERSONNEL | WORKING DAYS/YEAR | | |
|---|-------------------|------|-------|
| | 2021 | 2022 | TOTAL |
| Base Bid Only | | | |
| Construction Manager | 105 | 14 | 119 |
| Field Engineer No. 1 | 105 | 0 | 105 |
| Base Bid + Bid Alternate 1 | | | |
| Construction Manager | 112 | 14 | 126 |
| Field Engineer No. 1 | 112 | 0 | 112 |
| Base Bid + Bid Alternate 1 and Bid Alternate 2 | | | |
| Construction Manager | 119 | 14 | 133 |
| Field Engineer No. 1 | 119 | 0 | 119 |
| Field Engineer No. 2 | 119 | 0 | 119 |

* The values in the above table assume the Engineer will only be required to be on-site 14 days of the total 42 days of the Mobilization Element.

The following tasks will be performed during the course of a typical day's shift during construction:

→ Per FAA AC 150/5370-10 (Current Edition), *Standard Specifications for Construction of Airports*, the FAA requires a quality assurance and quality control workshop when paving operations are anticipated to be greater than \$500,000. The Consultant will attend the workshop, which will be conducted by the Contractor, to review project and FAA requirements prior to the commencement of construction. The location of the meeting will be coordinated by the Consultant and Contractor and will include representatives from the County, Consultant, FAA (if possible), Contractor, subcontractors, quality assurance, quality control and any other necessary parties. Paving operations will not be permitted prior to this meeting's occurrence. Other meetings may be required to resolve specific material quality, production and/or placement issues.

→ Review and approve construction submittals, consisting of the plans and material submittal data received from the Contractor.

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- Review copies of the survey data and other construction tasks for general compliance with the construction documents.
- Review the Stormwater Pollution Prevention Plan (SWPPP) prepared by the Contractor and their Qualified SWPPP Developer (QSD).
- Coordinate, review and provide a response to construction and general project Request for Information (RFIs).
- Prepare and process change orders.
- Conduct employee interviews and review Contractor's and subcontractor's weekly payroll records as required by the FAA. As part of this effort, all payrolls must be reviewed and logged when received. A log identifying current status of reviews and any action taken to correct noted discrepancies, will be provided for County review at time of Request for Reimbursement processing, as appropriate.
- Review and coordinate revisions by the Contractor for quality control and quality assurance testing firm submittals performed as part of the quality assurance testing required by the project specifications.
- Maintain record of the progress of construction and review the quantity records with the Contractor on a periodic basis.
- Prepare the periodic cost estimates and review the quantities with the Contractor. The Consultant, County and Contractor will resolve discrepancies or disagreements with the Contractor's records. The periodic cost estimate will also include all other costs associated with the project (administrative costs, engineering, any miscellaneous costs). After compiling all costs, the Consultant will then submit the periodic cost estimate to the County for payment.
- Maintain daily logs of the construction activities for the duration of time on site which includes the Construction Project Daily Inspection Checklist as required by the CSPP and SPCD. Verify that restricted areas, roads, staging areas, stockpiles, borrow/waste areas, etc. are all remaining within the areas cleared under environmental documentation.
- Prepare a weekly status report using the FAA's standard form, 5370-1. The report will be submitted to the County, the FAA and the office following the week of actual construction activities performed. Verify each week that restricted areas, roads, staging areas, stockpiles, borrow/waste areas, etc. are all remaining within the areas cleared under environmental documentation.
- Review payments to subcontractors and ensure timely payment of retainage to subcontractors when payment to the Contractor is made as required by the DBE Program.

| TASK 3 DELIVERABLES | TO FAA | TO COUNTY |
|---|---------------|------------------|
| 3.01 Coordinate and Attend Quality Assurance/Quality Control Workshop | ✓ | ✓ |
| 3.01 Coordinate Submittal Reviews | | ✓ |
| 3.01 Coordinate RFIs | | ✓ |
| 3.01 Change Orders | ✓ | ✓ |
| 3.01 Payroll Reviews | | ✓ |
| 3.01 Quality Assurance/Quality Control Results Compilation | ✓ | ✓ |
| 3.01 Periodic Cost Estimates | ✓ | ✓ |
| 3.01 Weekly Reports | ✓ | ✓ |

EX Reimbursable Costs During Construction This section includes reimbursable items such as auto rental, mileage, lodging, per diem, travel, and other miscellaneous costs incurred in order to complete **Basic Services**. Sections 1 and 2 Reimbursables are invoiced on a lump sum basis, and Section 3 Reimbursables are invoiced on a cost plus fixed fee basis.

Special Considerations

The following special considerations are required for this project, but will be completed by subconsultants to the Consultant. The cost for this work will be included in the engineering contract agreement with the County and the costs are in addition to the engineering fees outlined above.

Select Construction Administration Elements: Select Construction Administration Elements will be performed by the design engineering firm of record, Mead & Hunt, under the direct supervision of the Consultant.

Quality Assurance Testing: Quality assurance testing will be performed by an independent testing firm under the direct supervision of the Consultant. All quality assurance test summaries must be accepted by the FAA prior to final inspection. Certified materials technicians will perform the necessary material quality assurance testing for the following items, as detailed in the project specifications:

- Item P-152 Excavation and Embankment
- Item P-153 Controlled Low-Strength Material (CLSM)
- Item P-155 Lime Stabilized Subgrade
- Item P-209 Crushed Aggregate Base Course
- Item P-401 Plant Mix Bituminous Pavements
- Item P-610 Structural Portland Cement Concrete

Airport Layout Plan (ALP) Update: Updating the ALP drawing will be performed by the planning firm of record, Coffman Associates, under the direct supervision of the Consultant.

D-701 Pipe Inspections: Pipe inspections will be completed by a third party under the supervision of the Consultant.

Assumptions

The scope of services described previously is based on the following assumptions of responsibilities by the Consultant and County.

1. It is anticipated there will be a minimum number of trips and site visits to the airport to facilitate the completion of the various phases listed in this scope. Each trip is anticipated to be a two-day trip and the number of trips for each phase are included at the end of each phase above.
2. The County will coordinate with tenants as required to facilitate field evaluations and construction.
3. All engineering work will be performed using accepted engineering principles and practices and provide quality products that meet or exceed industry standards. Dimensional criteria will be in accordance with FAA AC 150/5300-13 (Current Edition), *Airport Design* and related circulars. Construction specifications will be in accordance with FAA AC 150/5370-10 (Current Edition), *Standard Specifications for Construction of Airports* for Specifying Construction of Airports and related circulars. Project planning, design and construction will further conform to all applicable standards, including all applicable current FAA Advisory Circulars and Orders required for use in AIP-funded projects and other national, state, or local regulations and standards, as identified and relevant to an airfield design and construction project.

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4. The Consultant must maintain records of design analyses and calculations consistent with typical industry standards, as required by the FAA, for a period of three years after the project is closed by the FAA.
5. Because the Consultant has no control over the cost of construction-related labor, materials, or equipment, the Consultant's opinions of probable construction costs will be made on the basis of experience and qualifications as a practitioner of his/her profession. The Consultant does not guarantee that proposals for construction, construction bids, or actual project construction costs will not vary from Consultant's estimates of construction cost.
6. It is assumed that a project audit will not be performed. If a project audit occurs, the Consultant is prepared to assist the County in gathering and preparing the required materials for the audit. This work will be negotiated with the County, should the need occur and payment will be on a time and material basis.

END OF EXHIBIT A

EXHIBIT B

TIME SCHEDULE

The CONSULTANT will complete all work called for under Tasks 1 through 3 on a schedule submitted by the Contractor and approved by the COUNTY. Construction is expected to begin in August 2021 and be completed in February 2022.

END OF EXHIBIT B

EXHIBIT C

FEES and PAYMENT

1. FEES

- A. County shall Compensate Consultant for all services detailed in Exhibit A, Tasks 1 and 2 —on a lump sum basis not to exceed Two Hundred Fifty-seven Thousand Seven Hundred Forty Dollars (\$257,740). This amount shall not be exceeded without written authorization from the COUNTY.
- B. County shall Compensate Consultant for all services detailed in Exhibit A, Task 3 —on a cost plus fixed fee basis amount of Eight Hundred Twenty-eight Thousand Four Hundred Twenty-nine Dollars. Payment shall be made based upon actual time and expenses as approved by the COUNTY based upon the rates included in the Construction Administration Services Cost Breakdown.

2. PAYMENT

Payment will be made monthly on presentation of an invoice and supporting documentation (i.e. time sheets, reimbursables, etc.) to the Department of Airports for services actually performed against the Scope of Work and Services detailed in EXHIBIT "A" and as outlined under Fees above. Separate invoices are to be submitted for each Fee item. Payment will be processed within 30 days from receipt of the invoice and supporting documentation by the Department of Airports, or within 10 days from receipt of the Department of Airports approved invoice by the Auditor-Controller's office.

END OF EXHIBIT C

**EXHIBIT D
FEDERAL CONTRACT PROVISIONS
FOR PROFESSIONAL SERVICES (A/E) CONTRACTS**

The following provisions, if applicable, are hereby included in and made part of the attached Contract between COUNTY OF VENTURA DEPARTMENT OF AIRPORTS (COUNTY) and JVIATION, a WOOLPERT COMPANY (CONSULTANT).

It is understood by the COUNTY and the Consultant that the FAA is not a part of this Agreement and will not be responsible for Project costs except as should be agreed upon by COUNTY and the FAA under a Grant Agreement for the Project.

1. ACCESS TO RECORDS AND REPORTS. (Reference: 2 CFR § 200.326, 2 CFR § 200.333))

The CONSULTANT must maintain an acceptable cost accounting system. The CONSULTANT agrees to provide the COUNTY, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers, and records of the CONSULTANT which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The CONSULTANT agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

2. BREACH OF CONTRACT TERMS. (Reference 49 CFR part 18.36(i)(1))

Any violation or breach of terms of this contract on the part of the CONSULTANT or its subconsultants may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

3. BUY AMERICAN PREFERENCE. (Reference: 49 USC § 50101)

The CONSULTANT agrees to comply with 49 USC § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP-funded projects are produced in the United States, unless the FAA has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

A bidder or offeror must submit the appropriate Buy America certification (below) with all bids or offers on AIP funded projects. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive.

Type of Certification is based on Type of Project:

There are two types of Buy American certifications.

- For projects for a facility, the Certificate of Compliance Based on Total Facility (Terminal or Building Project) must be submitted.

- For all other projects, the Certificate of Compliance Based on Equipment and Materials Used on the Project (Non-building construction projects such as runway or roadway construction; or equipment acquisition projects) must be submitted.

Certificate of Buy American Compliance for Total Facility
(Buildings such as Terminal, SRE, ARFF, etc.)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (✓) or the letter "X".

- ☐ Bidder or offeror hereby certifies that it will comply with 49 USC. 50101 by:
- a) Only installing steel and manufactured products produced in the United States; or
 - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic products
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

- ☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a nonresponsive determination may result in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To furnish US domestic product for any waiver request that the FAA rejects.
5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of components and subcomponents produced in the United States is more than 60% of the cost of all components and subcomponents of the "facility". The required documentation for a type 3 waiver is:

- a) Listing of all manufactured products that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as nondomestic products in their entirety)

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CONTRACT**

- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- c) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is: a) Detailed cost information for total project using US domestic product

- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date

Signature

Company Name

Title

Certificate of Buy American Compliance for Manufactured Products

(Non-building construction projects, equipment acquisition projects)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

- ☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:
 - a) Only installing steel and manufactured products produced in the United States, or;
 - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- 1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
- 2. To faithfully comply with providing US domestic product
- 3. To furnish US domestic product for any waiver request that the FAA rejects
- 4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

- ☐ The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

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1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a nonresponsive determination may result in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of the item components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "item". The required documentation for a type 3 waiver is:

- a) Listing of all product components and subcomponents that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
- c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is: a) Detailed cost information for total project using US domestic product

- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Date

Signature

Company Name

Title

4. CIVIL RIGHTS PROVISIONS– GENERAL. (Reference: 49 USC § 47123)

The CONSULTANT agrees that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

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This provision also obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport through the Airport Improvement Program, except where Federal assistance is to provide, or is in the form of personal property; real property or interest therein; structures or improvements thereon.

In these cases the provision obligates the party or any transferee for the longer of the following periods:

- (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property.

5. CIVIL RIGHTS – TITLE VI ASSURANCES

Title VI Clauses for Compliance with Nondiscrimination Requirements

(Source: Appendix A of Appendix 4 of FAA Order 1400.11, Nondiscrimination in Federally-Assisted Programs at the Federal Aviation Administration)

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees as follows:

- 1). **Compliance with Regulations:** The CONSULTANTS will comply with the **Title VI List of Pertinent Nondiscrimination Statutes and Authorities**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
- 2). **Non-discrimination:** The CONSULTANT, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The CONSULTANT will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- 3). **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the CONSULTANT for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the CONSULTANT of the CONSULTANT's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
- 4). **Information and Reports:** The CONSULTANT will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the COUNTY or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a CONSULTANT is in the exclusive possession of another who fails or refuses to furnish the information, the CONSULTANT will so certify to the COUNTY or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

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- 5). **Sanctions for Noncompliance:** In the event of a CONSULTANT's noncompliance with the Nondiscrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
- a. Withholding payments to the CONSULTANT under the contract until the CONSULTANT complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.
- 6). **Incorporation of Provisions:** The CONSULTANT will include the provisions of paragraphs 7.1 through 7.6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The CONSULTANT will take action with respect to any subcontract or procurement as the COUNTY or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the CONSULTANT becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the CONSULTANT may request the COUNTY to enter into any litigation to protect the interests of the COUNTY. In addition, the CONSULTANT may request the United States to enter into the litigation to protect the interests of the United States.

Title VI List of Pertinent Nondiscrimination Authorities

(Source: Appendix E of Appendix 4 of FAA Order 1400.11, Nondiscrimination in Federally-Assisted Programs at the Federal Aviation Administration)

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- 1). Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 2). 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- 3). The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- 4). Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- 5). The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- 6). Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- 7). The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

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- 8). Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- 9). The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- 10). Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- 11). Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- 12). Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

6. CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

The CONSULTANT, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The CONSULTANT will accomplish this by:

- 1). Checking the System for Award Management at website: <http://www.sam.gov>
- 2). Collecting a certification statement similar to the Certificate Regarding Debarment and Suspension (Bidder or Offeror), above.
- 3). Inserting a clause or condition in the covered transaction with the lower tier contract

If the FAA later determines that a lower tier participant failed to tell a higher tier that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedy, including suspension and debarment.

7. CLEAN AIR AND WATER POLLUTION CONTROL.

(Reference: 49 CFR § 18.36(i)(12)) Note, when the DOT adopts 2 CFR 200, this reference will change to 2 CFR § 200 Appendix II(G))

CONSULTANT and subcontractors agree:

- 1). That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;

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- 2). To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued thereunder;
- 3). That, as a condition for the award of this contract, the CONSULTANT or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;
- 4). To include or cause to be included in any construction contract or subcontract which exceeds \$100,000 the aforementioned criteria and requirements.

8. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT REQUIREMENTS.

(Reference: 2 CFR § 200 Appendix II (E))

- 1). Overtime Requirements.

The CONSULTANT or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

- 2). Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) above, the CONSULTANT and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, CONSULTANT and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

- 3). Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the CONSULTANT or subcontractor under any such contract or any other Federal contract with the same CONSULTANT, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same CONSULTANT, such sums as may be determined to be necessary to satisfy any liabilities of such CONSULTANT or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.

- 4). Subcontractors.

The CONSULTANT or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime CONSULTANT shall be responsible for compliance by

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any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

9. DISADVANTAGED BUSINESS ENTERPRISES

- 1). **Contract Assurance** (§26.13) - The CONSULTANT and their subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.
- 2). **Prompt Payment** (§26.29) - The CONSULTANT agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than thirty days from the receipt of each payment the CONSULTANT receives from COUNTY. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the COUNTY. This clause applies to both DBE and non-DBE subcontractors.

10. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE) (Reference: 29 USC § 201, et seq.)

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The CONSULTANT has full responsibility to monitor compliance to the referenced statute or regulation. The CONSULTANT must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

| Requirement | Federal Agency with Enforcement Responsibilities |
|---|---|
| Federal Fair Labor Standards Act (29 USC 201) | U.S. Department of Labor – Wage and Hour Division |

11. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES. (Reference: 49 CFR part 20, Appendix A)

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the CONSULTANT, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

12. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (Reference 20 CFR part 1910)

All contracts and subcontracts that result from this solicitation incorporate the following provisions by reference, with the same force and effect as if given in full text. The CONSULTANT has full responsibility to monitor compliance to the referenced statute or regulation. The CONSULTANT must address any claims or disputes that pertain to a referenced requirement directly with the Federal Agency with enforcement responsibilities.

| Requirement | Federal Agency with Enforcement Responsibilities |
|---|--|
| Occupational Safety and Health Act of 1970 (20 CFR Part 1910) | U.S. Department of Labor – Occupational Safety and Health Administration |

13. RIGHT TO INVENTIONS (Reference 49 CFR part 18.36(i)(8))

All rights to inventions and materials generated under this contract are subject to requirements and regulations issued by the FAA and the COUNTY of the Federal grant under which this contract is executed.

14. TERMINATION OF CONTRACT (Reference: 49 CFR § 18.36(i)(2))

- a. The COUNTY may, by written notice, terminate this contract in whole or in part at any time, either for the COUNTY's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services must be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the COUNTY.
- b. If the termination is for the convenience of the COUNTY, an equitable adjustment in the contract price will be made, but no amount will be allowed for anticipated profit on unperformed services.
- c. If the termination is due to failure to fulfill the CONSULTANT's obligations, the COUNTY may take over the work and prosecute the same to completion by contract or otherwise. In such case, the CONSULTANT is be liable to the COUNTY for any additional cost occasioned to the COUNTY thereby.
- d. If, after notice of termination for failure to fulfill contract obligations, it is determined that the CONSULTANT had not so failed, the termination will be deemed to have been effected for the convenience of the COUNTY. In such event, adjustment in the contract price will be made as provided in paragraph 2 of this clause.
- e. The rights and remedies of the COUNTY provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

15. TRADE RESTRICTION (Reference: 49 CFR part 30)

The CONSULTANT or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

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- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;
- c. has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a CONSULTANT or subcontractor who is unable to certify to the above. If the CONSULTANT knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the COUNTY cancellation of the contract at no cost to the Government.

Further, the CONSULTANT agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The CONSULTANT may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The CONSULTANT shall provide immediate written notice to the COUNTY if the CONSULTANT learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the CONSULTANT if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the CONSULTANT or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the COUNTY cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a CONSULTANT is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

16. TEXTING WHEN DRIVING (References: Executive Order 13513, and DOT Order 3902.10)

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

The CONSULTANT must promote policies and initiatives for employees and other work personnel that decrease crashes by distracted drivers, including policies to ban text messaging while driving. The CONSULTANT must include these policies in each third party subcontract involved on this project.

17. VETERAN'S PREFERENCE (Reference: 49 USC § 47112(c))

In the employment of labor (except in executive, administrative, and supervisory positions), preference must be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Title 49 United States Code, Section 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

Date: _____ Executed at (city/state): _____

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct to the best of my knowledge.

Signature / Title (Company Representative)

LOCATION MAP



FY 2021 PROJECTS

- 1. RECONSTRUCT RUNWAY 7/25
- 2. RECONSTRUCT TAXIWAY CONNECTORS A, B, C, D, AND E
- 3. RECONSTRUCT TAXIWAY F



COUNTY of VENTURA
Department of Airports

JVIATION®
A WOOLPERT COMPANY

720 S Colorado Blvd • Suite 1200-S • Glendale, Colorado 80246
Phone: 303.524.3030 • Fax: 303.524.3031
• jviation.com •

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2021

DATE: MARCH 5, 2021

SHEET 1 OF 6



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B
Camarillo, CA 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
www.ventura.org/airports

July 8, 2021

Camarillo Airport Authority
555 Airport Way, Suite B
Camarillo, CA 93010

Subject: Receive and File a Report Regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

Recommendation:

Staff requests that your Authority receive and file a report regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use Joint Powers Agreement (JPA).

Discussion:

During the June, 2021 meetings of the Camarillo and Oxnard Airport Authorities, staff was requested to provide information regarding the JPA (Exhibit 1). Staff will provide a brief oral report, and provides the following background.

The City of Camarillo and the County entered into the JPA in October 1976, approximately 14 months before the County accepted title to the former Oxnard Air Force Base in December 1977. The JPA created the Camarillo Airport Authority to make recommendations to the Board of Supervisors and City Council on Camarillo Airport matters and matters regarding development within the City near the airport. The JPA also required the County to operate the airport in a manner consistent with a list of six provisions, including restrictions on aeronautical uses, aircraft flight patterns, operating hours, aircraft weight, runway length, and airport development. The JPA was amended in October 1981 to allow alternates to sit on the Camarillo Airport Authority in the absence of a regular member (Exhibit 1).

The County recently invited the City of Camarillo to meet to discuss potential changes to the JPA. The County's invitation was prompted by recent events that have brought attention to the JPA. On November 20, 2019, the City sent correspondence to the County raising concerns regarding the Cloud Nine project's draft mitigated negative declaration

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CAA

Receive and File a Report Regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

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(MND), indicating that the project's potential for use by Boeing 737 aircraft would violate the JPA and seeking revision of the MND to ban aircraft by weight. On December 6, 2019, the City told the Ventura County Transportation Commission, in a letter, that the Cloud Nine project would violate the JPA. On February 26, 2020, the City adopted a resolution requesting the County incorporate the JPA into leases and environmental documents. This action caused the Cloud Nine developer to complain that the action would violate the FAA's prohibition on unjust discrimination against aeronautical uses. On March 12, 2020, the City asked the Camarillo and Oxnard Airport Authorities to incorporate the JPA into individual hangar leases and into the Cloud Nine lease and that project's MND. On June 16, 2020, the City asked the Board of Supervisors to amend the Cloud Nine lease and alter the MND to incorporate the JPA. On June 25, 2020, the City made an extensive request for records in 14 categories, generally regarding the JPA and related issues.

These recent events brought focus upon the JPA and led the County to re-examine its obligations to the FAA. This in turn led the County to invite the City to meet to discuss needed revisions to the JPA, to address the JPA's conflicts with the County's FAA obligations. The County believed such a discussion was necessary, both to comply with FAA obligations but also to be consistent with the cooperative spirit and goals described in the JPA itself. On April 13, 2021, the Airports Director sent to the City Manager, Greg Ramirez, a letter requesting to meet (Exhibit 2). As that letter indicated, over the 45 years of the JPA's existence, federal law and FAA obligations have changed significantly. In brief, airport owners are no longer free to impose certain limits on aeronautical uses. The JPA has also grown outdated, again due to changes in federal law, including the Airline Deregulation Act of 1978.

City and County staff held their first meeting on this issue on May 21, 2021. The County shared some of its concerns with the JPA. The City has asked for more information, which the County is working to provide (Exhibit 3). The County is eager to work with the City on needed revisions to the JPA. The County's efforts in this regard are not an attempt to alter the types of operations currently occurring at the Camarillo Airport but instead are intended to comply with federal law and FAA obligations that did not exist when the JPA was signed and to adhere to the spirit and goals of the JPA within this regulatory framework.

If you have any questions regarding this item, please call me at (805) 388-4372.

A handwritten signature in black ink, appearing to read "Kip Turner". The signature is fluid and cursive, with the first name "Kip" being more prominent and the last name "Turner" following in a similar style.

KIP TURNER, C.M.
Director of Airports

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Receive and File a Report Regarding the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

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Exhibit 1 – 1976 Agreement Between County of Ventura and City of Camarillo

Exhibit 2 – Letter dated April 13, 2021 from Kip Turner, Director of Airports, Department of Airports to Greg Ramirez, City Manager, City of Camarillo

Exhibit 3 – Letter dated May 21, 2021 from Greg Ramirez, City Manager, City of Camarillo to Kip Turner, Director of Airports, Department of Airports

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AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF
CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOP-
MENT AND SURROUNDING LAND USE

THIS AGREEMENT is entered into by and between the COUNTY OF VENTURA (hereinafter "COUNTY") and the CITY OF CAMARILLO (hereinafter "CITY") and shall become binding and effective upon the date of the last signature hereupon. The parties make the following recitals:

A. COUNTY has been granted possession of the major portion of the former Oxnard Air Force Base under lease from the Federal Government for use as a public airport facility (which facility is hereinafter referred to as the "Camarillo Airport").

B. COUNTY and CITY anticipate that fee title to the Camarillo Airport will be transferred from the Federal Government to COUNTY in the near future in accordance with COUNTY'S application therefor.

C. COUNTY'S application for transfer of Camarillo Airport calls for the establishment of a joint powers body representing COUNTY and CITY to oversee airport development.

D. Most of the Camarillo Airport and much of the land surrounding the airport is located within CITY.

E. COUNTY and CITY desire to achieve maximum mutual cooperation in the development of Camarillo Airport and to maintain a balanced perspective in fulfilling COUNTY aviation requirements within a framework of continuing community sensitivity.

F. COUNTY and CITY objectives will be realized by a joint exercise of powers by and between COUNTY and CITY to form a joint review body to oversee airport development and surrounding land use planning.

Based upon the foregoing recitals, the parties do hereby agree as follows:

1. COUNTY and CITY do hereby jointly exercise their powers and create the Camarillo Airport Authority (hereinafter "Authority").

2. The Authority shall be composed of two members of the Ventura County Board of Supervisors, which members shall be selected by the Board of Supervisors; two members of the Camarillo City Council, which members shall be selected by the City Council; and a fifth member to be selected by a majority of the other four members.

3. The Ventura County Board of Supervisors shall not give formal approval or otherwise act upon any matter brought before it pertaining to development, operation or any other matter at the Camarillo Airport until the matter shall have first been submitted to the Authority and a recommendation received therefrom.

4. The Camarillo City Council and the Ventura County Board of Supervisors shall not grant any approval or take any other action in respect to any land use matter within the Camarillo Airport Zone until the matter shall have first been submitted to the Authority and a recommendation received therefrom. "Any land use matter within the Camarillo Airport Zone" shall mean actions relating to zoning, master or general planning, use permits and all other exercises

of the police power which regulate the development of the area designated in Exhibit A, attached hereto and incorporated herein by this reference.

5. COUNTY shall operate the Camarillo Airport in a manner consistent with the restrictions specified in Exhibit B, attached hereto and incorporated herein by this reference. The restrictions shall not be modified, except in emergencies, until the proposed modification shall have first been submitted to the Authority and a recommendation received therefrom.

6. COUNTY and CITY shall exercise their police powers so as to maintain the compatibility of the land within the Camarillo Airport Zone with aviation use and shall not allow uses inconsistent therewith.

7. The Authority shall act expeditiously and avoid unreasonable delays in formulating recommendations for the Ventura County Board of Supervisors and the Camarillo City Council. Any matter submitted to the Authority shall be deemed to have been approved following the expiration of sixty (60) days following submission unless a majority of the members of the Authority shall have denied or taken other action on a matter submitted to it.

8. Notwithstanding the provisions of paragraphs 3 and 4, the Camarillo City Council and the Ventura County Board of Supervisors may act on any matter prior to (1) receiving a recommendation from the Authority or (2) the expiration of sixty (60) days, whichever occurs first, to the extent that such action may be required by law. In the event of a requirement for early action on any matter to be submitted to the Authority, such matter shall be submitted to the Authority at the earliest possible date and the Authority shall be given notice of the date by which action must be taken.

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9. The Ventura County Board of Supervisors and the Camarillo City Council shall each give full consideration to all recommendations of the Authority and shall not take any action inconsistent therewith unless by at least a four-fifths vote.

10. The Authority shall hold monthly meetings at a time chosen by members of the Authority. Special meetings may be called by the chairman, vice chairman or any three members. The Authority shall promulgate and adopt rules for the orderly conduct of its meetings and affairs.

11. The Authority shall elect from its members a chairman and vice chairman to serve for one year. Elections shall be held in January.

12. COUNTY shall, without cost to CITY, provide staff and secretarial support to the Authority, which said support shall include the taking of minutes at all Authority meetings, the preparation and distribution of agendas for Authority meetings and coordination of Authority business with CITY staff.

13. All additional expenditures which are recommended by Authority shall be paid by COUNTY subject to COUNTY'S prior approval. The provisions of paragraph nine, pertaining to the four-fifths vote requirement, shall not apply to funding approvals. In the event COUNTY fails to approve any proposed expenditure, the expenditure shall not be incurred unless and until the manner of payment is mutually agreed upon between the parties hereto.


14. The debts, liabilities and obligations of the Authority shall be solely the debts, liabilities and obligations of the Authority and neither the CITY nor the COUNTY shall be liable therefor.

15. The term of this agreement shall be for perpetuity; provided, however, that if COUNTY is precluded from operating the Camarillo Airport for public airport purposes, then this agreement shall be of no further force or effect.

16. This agreement may be modified at any time by mutual agreement of the parties.

COUNTY OF VENTURA

By


Chairman, Board of Supervisors

ATTEST:

ROBERT L. HAMM, County Clerk,
County of Ventura, State of California, and ex officio Clerk of the Board of Supervisors thereof.

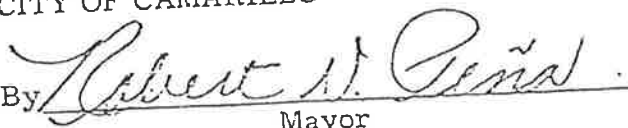
By


Deputy Clerk



CITY OF CAMARILLO

By


Mayor

ATTEST:

By

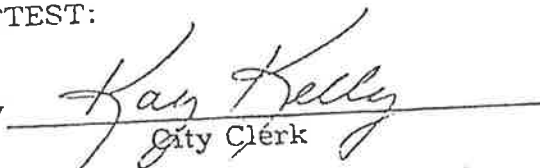

City Clerk

EXHIBIT A

The "Camarillo Airport Zone" shall consist of the area bounded by the following:

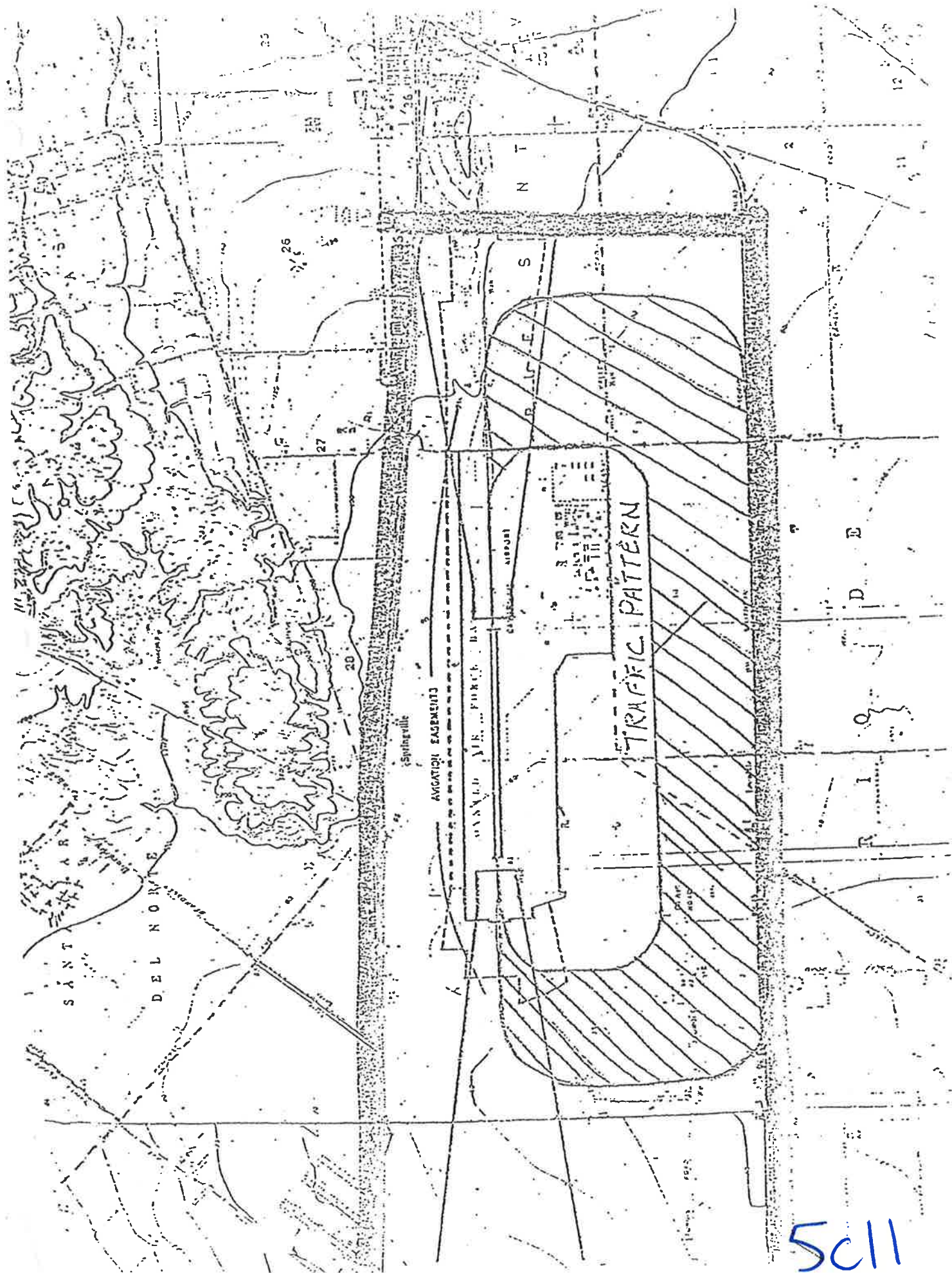
Highway 34 to the south; the southerly extension of Carmen Drive to the east; Highway 101 to the north; the western boundary of the Camarillo sphere of interest, as designated on the 1974 Camarillo General Plan, to the west.

EXHIBIT B

CAMARILLO AIRPORT RESTRICTIONS

1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
2. The airport operating hours will be from 7:00 AM to 10:00 PM.
3. The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.

5c10



5011

ATTACHMENT 1

GENERAL AVIATION

General aviation includes all business and commercial, training, personal transportation, proficiency, and sport flying not classified as air carrier. General aviation includes air taxi or charter for revenue on a non-schedule basis (interstate limited to 30 passengers, 7,500 lbs. cargo), and intrastate freight carriers and interstate freight carriers which operate through exclusive long-term contracts (non-common carriers).

Excluded from general aviation are all air carrier operations. Air carrier operations consist of operations which are certificated by the CAB or the PUC and comprise the following:

- (a) CAB Certificate of Convenience & Necessity covers all interstate common carriers (services offered to public at large) on a regular schedule and route. CAB also certifies interstate air taxi and charter aircraft with more than 30 seats which operate for revenue on a non-scheduled basis. CAB certifies all interstate common carrier freight airlines also, including air taxi over 7,500 pounds of cargo carried.
- (b) PUC certifies all air carrier (people) of any size which operate on a regularly scheduled basis over scheduled routes for revenue. This includes third level carriers such as Golden West. PUC does not certify intrastate freight air carriers.

5c12

AMENDMENT #1

"AGREEMENT BETWEEN COUNTY OF VENTURA AND
CITY OF CAMARILLO PERTAINING TO CAMARILLO
AIRPORT DEVELOPMENT AND SURROUNDING LAND USE"

1. WHEREAS, the County of Ventura and the City of Camarillo, in October of 1976, entered into a joint powers agreement pertaining to Airport Development and Surrounding Land Use; and
2. WHEREAS, said agreement provides for the formation of the Oxnard Airport Authority and selection of members thereof; and
3. WHEREAS, the Authority now wishes to amend the "Agreement" to allow alternate members to be appointed and vested with certain voting authority;
4. NOW, THEREFORE, it is hereby resolved that the "AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOPMENT AND SURROUNDING LAND USE" be amended as follows:

pg 2 para 2 "Composition of Authority"

Add: "Members of the Board of Supervisors may be selected by the Board of Supervisors as alternates, and members of the City Council may be selected by the City Council as alternates". An alternate to the fifth member (public member) may be selected by a majority vote of the other four Authority members. "Such designated alternate(s) may be a voting participant(s) at an Authority meeting at such time as the regular member(s) representing his/her jurisdiction is not in attendance".

5c13



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

April 13, 2021

Greg Ramirez
City Manager
City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

RE: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

Dear Mr. Ramirez:

In the first half of 2020, the City of Camarillo took various actions relating to the 1976 "Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use" (Agreement), including the February 26, 2020 adoption of a resolution asking the County to incorporate the Agreement into airport leases and into the mitigated negative declaration for the Cloud Nine project. The City's actions prompted the County to examine the Agreement in some detail, and the County is now concerned about some of the Agreement's provisions. I write to initiate a conversation with the City about those concerns and how they might be addressed.

Specifically, the County believes the Agreement needs to be amended to ensure it meets the County's needs and comports with applicable law and current FAA requirements. For example, since the Agreement was first adopted 45 years ago, there have been significant changes in federal law regarding airport owners' powers over aircraft operations. (See, e.g., Airline Deregulation Act of 1978; Airport Noise and Capacity Act of 1990; *British Airways Bd. v. Port Authority of New York* (2d Cir. 1977) 558 F.2d 75; *British Airways Bd. v. Port Authority of New York and New Jersey* (2d Cir. 1977) 564 F.2d 1002.) Also, as has been pointed out to the City, some provisions in the Agreement have become outdated, including Exhibit B's reference to the Civil Aeronautics Board, which was abolished in 1981 under the Airline Deregulation Act of 1978. And today, unlike in 1976, the FAA's Airport Improvement Program provides significant funding to the County for the operation and maintenance of its airports, conditioned on grant assurances that constrain the County in various ways. (See 49 U.S.C. § 47107; FAA Compliance Manual, FAA Order 5190.6B, App. A.) This is not intended to be a complete list of the County's concerns or the reasons for them, but those concerns are sincere and legitimate. Based on those concerns, the County believes the Agreement must be changed.

EXHIBIT 2

5c14

The County acknowledges and respects the City's interest in operations and development at the Camarillo Airport. The County also acknowledges both sides' desire, as stated in the Agreement, "to achieve maximum mutual cooperation in the development of Camarillo Airport and to maintain a balanced perspective in fulfilling County aviation requirements within a framework of continuing community sensitivity." (Agreement, ¶ E.)

It is in this spirit that the County invites the City to begin a discussion about amending the Agreement. While I do not necessarily expect this process to be simple or quick, I do believe it can be successful and should be started without delay. I would therefore appreciate your confirming, as soon as possible, that the City will begin these discussions with the County. Although I propose that the conversation begin with a relatively small number of City and County staff, I am also open to suggestions for a different approach.

Please do not hesitate to contact me if you have any questions. Otherwise, I look forward to your reply.

Sincerely,

A handwritten signature in black ink, appearing to read "Kip Turner", with a long horizontal flourish extending to the right.

Kip Turner, C.M.
Director of Airports

5c15



Office of the City Manager
(805) 388-5307
FAX (805) 388-5318

City of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

May 21, 2021

Mr. Kip Turner
Director of Airports
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Via E-Mail: kip.turner@ventura.org

RE: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

Dear Mr. Turner:

On April 15, 2021, I received a letter from you dated April 13, 2021 (attached), inviting the City of Camarillo to begin a discussion with the Department of Airports about amending the 1976 Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use ("Agreement"). In your letter, you stated that the County believes the Agreement must be changed.

While I appreciate your gesture of requesting to meet with me to discuss your concerns with the Agreement, the statements you made during our meeting yesterday are of significant concern. The City has been operating under the premise that the terms of the Agreement between the City and the County (attached) are valid in perpetuity, until such time when it may be modified by mutual agreement of the County and the City. The City does not have any record that the Agreement has been modified.

The City acknowledges your statement that the airport is not currently complying with the Agreement and I understand from you that the airport has not been operating in alignment with the Agreement for the entirety of your tenure as Director of Airports. Furthermore, I understand that your position remains that it is not legal for the Department of Airports to comply with the Agreement.

This is my understanding of your position, as you conveyed to me at our meeting on May 20, 2021:

- You were unaware of the Agreement until the City of Camarillo brought it to your attention during a public hearing on the CloudNine project;
- The Agreement is not legal because all of the Exhibit B restrictions are illegal per FAA restrictions; and,
- The Camarillo Airport is currently not complying with any of the restrictions outlined in Exhibit B of the Agreement.

EXHIBIT 3

5c16

As you are aware, Exhibit B of the Agreement (attached) outlines the restrictions imposed upon the Camarillo Airport. This is my understanding of your position, as you conveyed to me at our meeting on May 20, 2021, for why the County believes the restrictions in the Agreement are not valid:

1. Nobody has attempted to change the airport into a commercial airport, so as of now it remains in compliance with the Agreement as a general aviation airport.
2. There are no hours of operation because the airport operates as a public airport and therefore has been operating 24 hours per day, seven days per week. According to your understanding, the 24-hour operation of the airport has "probably" been in place since 1976.
3. There cannot be a weight limit restriction placed on aircraft because the FAA determines the weight limit of the runway.
4. The useable runway length is null because the airport has always been 6,013 feet. This additional 13 feet, according to you, nullifies this restriction on its merit.
5. The flight pattern that is designated on Attachment 2 to Exhibit B has never been complied with.
6. Noise restrictions are not enforceable.

In summary, we understand your position to be that the Camarillo Airport is unable to abide by all of the restrictions listed in Exhibit B of the Agreement because the FAA controls all restrictions on airports and the restrictions are illegal.

When asked for the specific citations to FAA regulations concerning how and where it states that the provisions included in the Agreement are illegal, you assured me that you would provide those references at a later time. You also guaranteed that you would provide detailed information about how the FAA grant assurances drive how the airport operates and henceforth invalidates the restrictions within our Agreement. To those points, we eagerly await your reply.

Sincerely,


Greg Ramirez
City Manager

Attachments: Letter from Director of Airports, Kip Turner, dated April 13, 2021
1976 Agreement Between County of Ventura and City of Camarillo

cc: Supervisor Kelly Long, District 3
Mike Powers, Ventura County CEO
City Council, City of Camarillo

5c17



COUNTY of VENTURA

Department of Airports

MONTHLY ACTIVITY REPORT

Month ending May 31, 2021

Hangars and Tie-downs:

| Camarillo | | | | Oxnard | | | | | |
|-------------------------|-----|-----------|----------|-----------------------|-----|-----|-----------|----------|-----------|
| | | Inventory | Occupied | Available | | | Inventory | Occupied | Available |
| Hangars | | | | Hangars | | | | | |
| Private | 170 | 170 | 0 | Private | 79 | 79 | 0 | | |
| County | 160 | 129 | 31 | County | 66 | 62 | 4 | | |
| Total | 330 | 299 | 31 | Total | 145 | 141 | 4 | | |
| Tie-downs | | | | Tie-downs | | | | | |
| County | 96 | 48 | 48 | County | 7 | 2 | 5 | | |
| Western Cardinal | 25 | 18 | 7 | Goldenwest Jet Center | 15 | 11 | 4 | | |
| Channel Island Aviation | 35 | 30 | 5 | Oxnard Jet Center | 8 | 6 | 2 | | |
| Visitor | 35 | | | Visitor | 11 | | | | |
| Total | 191 | 96 | 60 | Total | 41 | 19 | 22 | | |

Airport/Tower Operations:

Aircraft Incidents:

| | Camarillo | Oxnard | | Camarillo | Oxnard |
|----------------------------|-----------|--------|----------------------|-----------|--------|
| Current year for the month | 16,365 | 9,838 | Current Month | 3 | 0 |
| Last year for the month | 12,061 | 7,729 | Current year to date | 11 | 9 |
| % Change | 36% | 27% | | | |
| Current year to date | 74,088 | 46,185 | | | |
| Last year to date | 63,696 | 33,999 | | | |
| % Change | 16% | 36% | | | |

Other:

| | Camarillo | Oxnard |
|--|-----------|--------|
| Airside Citations Issued | 0 | 0 |
| Landside Citations issued | 0 | 7 |
| Cards issued to transient overnight aircraft | 1 | 5 |
| Noise/nuisance compliants | 28 | 324 |
| Other aircraft ** (Estimate) | 120 | 15 |
| Hangar Waiting List | 40 | 2 |

** Includes approximate number of aircraft occupying space in both large and small hangars by agreement with lessee or licensee

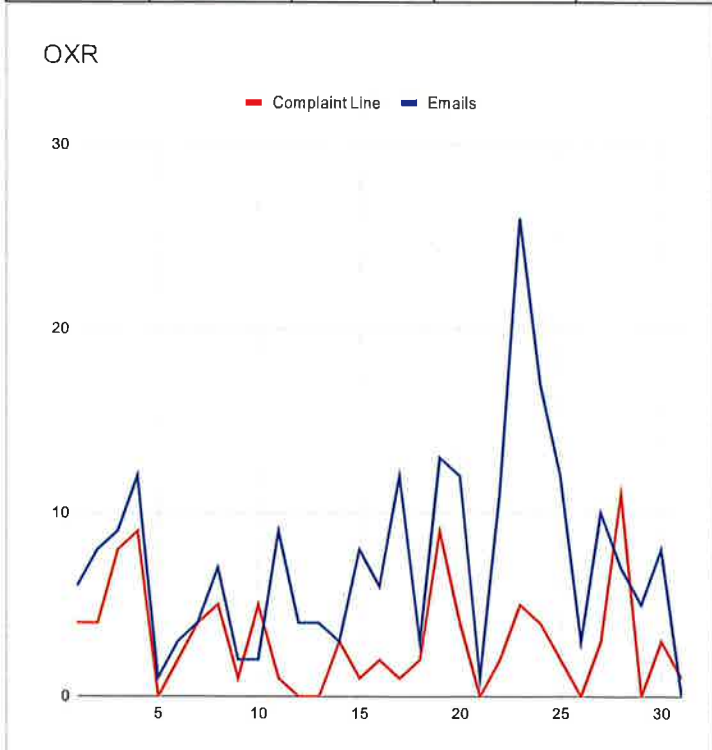
7a



Ventura County Noise Complaints - May 2021

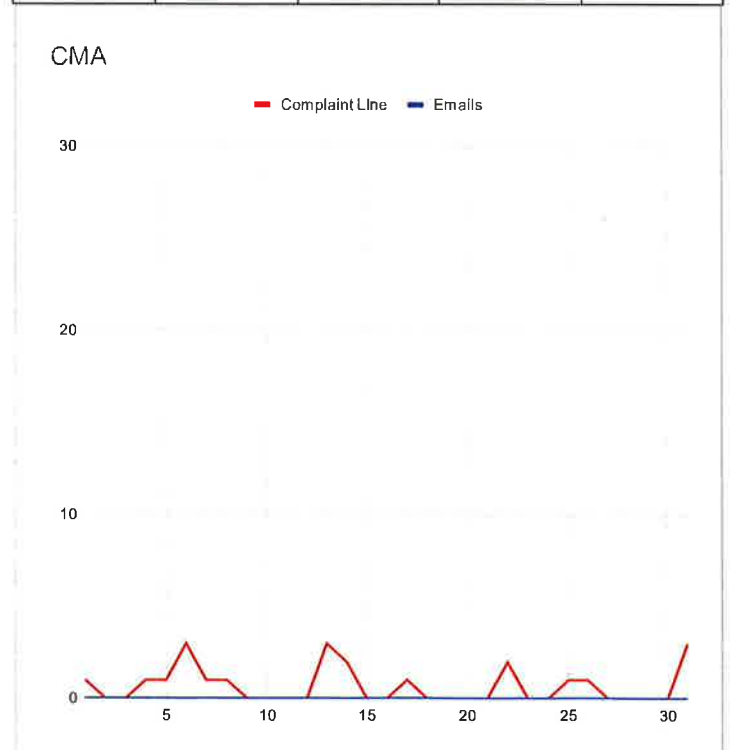
OXR

| Total Contacts Logged | Recieved from Complaint Line | Emailed Complaints | Batch Email Complaints | Total Deviations from VNAP** |
|-----------------------|------------------------------|--------------------|------------------------|------------------------------|
| 324 | 95 | 1 | 228 | 7 |



CMA

| Total Contacts Logged | Recieved from Complaint Line | Emailed Complaints | Batch Email Complaints | Total Deviations from VNAP** |
|-----------------------|------------------------------|--------------------|------------------------|------------------------------|
| 28 | 28 | 0 | 0 | 0 |



** Voluntary Noise Abatement Procedures

7b



CAMARILLO AIRPORT – AIRPORT MASTER PLAN UPDATE

Status Update:

- PAC Meeting #1 and Public Workshop #1 were conducted “virtually” on May 13, 2021.
- The Consultant has coordinated with airport staff on multiple occasions to discuss the response to questions/comments received during the past month, primarily as a result of the May 13th meetings.
- All appropriate meeting material/responses have been posted to the study website by May 28, 2021.
- The Consultant continues to prepare working paper material associated with the inventory, forecasts, and facility requirements.
- An environmental inventory of existing conditions is being prepared for input into the inventory analysis.
- The preparation of an updated ALP drawing set has been initiated and will be ongoing through the remainder of the study process. Currently, an evaluation of existing conditions is being made for input into the drawing set.
- Subconsultants are conducting AGIS and environmental surveys. The AGIS Statement of Work has been approved by the FAA.

Note: Per direction from airport staff, the Consultant has been advised to pause the master plan as of May 25, 2021. Certain elements related to the AGIS and environmental surveys will still be moving forward as they relate to information needed for FAA coordination and other project needs outside the master plan study process.

Project Percent Complete: The study is 30 percent complete through May 2021.

CAMARILLO AIRPORT – AIRFIELD GEOMETRY AND DRAINAGE STUDY

Status Update: No change from April 2021.

- Discussion has been undertaken with airport staff on re-engaging this study process to evaluate the future reconstruction of Runway 8-26.
- “Draft” aviation demand forecasts have been prepared and were coordinated with airport staff on July 5, 2019. The current master plan will re-evaluate aviation demand forecasts for input into this study.
- On-site surveying has been conducted by a Subconsultant for further input in the airfield drainage study.

Upcoming Action Items:

- Coordination as needed with airport staff and the FAA to determine course of action in relationship to master plan process and future design.
- Recommended airfield drainage enhancements pending the drainage study.

Project Percent Complete: The study is 41 percent complete through May 2021.

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OXNARD AIRPORT – AIRPORT LAYOUT PLAN UPDATE / NARRATIVE REPORT

Status Update: No change from April 2021.

- The “draft” Narrative Report, “draft” ALP Drawing Set, and associated ALP SOP 2.00 Checklist and Exhibit A SOP 3.00 Checklist were submitted to the FAA for review on January 31, 2020.
- The Consultant and airport staff have coordinated on multiple occasions in recent past regarding current airfield issues that relate to pending revisions to the “draft” ALP Drawing Set.

Upcoming Action Items:

- Coordination as needed with airport staff to discuss appropriate revisions to the ALP Drawing Set.
- Appropriate revisions will be made to the Narrative Report and ALP Drawing Set pending comments from the FAA.
- Final documents will be prepared upon review and approval of the ALP Drawing Set.

Project Percent Complete: The study is 97 percent complete through May 2021.

ANNUAL CONSULTING SERVICES CONTRACT (AEA No. 21-01)

Status Update:

- The Consultant has been tasked by airport staff to prepare a presentation regarding airport noise. Further coordination will be undertaken regarding meetings/workshops that the Consultant will participate in.
- The Consultant prepared a FY 2021 FAA grant application for the Camarillo Airport preliminary design concept study.
- The Consultant is working with airport staff to prepare an update to the Oxnard Airport Wildlife Hazard Management Plan (WHMP). A Wildlife Hazard Site Visit was conducted on May 24, 2021. Further coordination will be made in the coming weeks regarding updates to the WHMP for airport staff to submit to the FAA.

Upcoming Action Items:

- Coordination as needed to follow-up previous items and assist with new items at the direction of airport staff.

702

PROJECT STATUS REPORT
Ventura County, Department of Airports

Prepared by Mead & Hunt, Inc
Revision Date 2021-06-10



| Mead & Hunt No. County No. Grant No. | Airport | Description | Status | Percent Complete | Action Item |
|--|-----------|---|---|------------------|--|
| 3168900-132415.05 AEA 18-06 AIP - 036 | CAMARILLO | CONSTRUCTION SERVICES NORTHEAST HANGAR DEVELOPMENT, PHASE 1 Construction of the Phase 1 project, which includes 3 rows of hangars and surrounding pavement/drainage and the extension of water, sewer, and electrical services. | a) Construction commenced on 12-5-19. b) Pavement study (APMS) to be removed from Mead & Hunt scope of work; final costs and draft amendment prepared for County review (net increase contract amount of \$3,666). c) Final pay application (No. 20) signed and underway for County processing. | 99% | a) County processing of pay applications Nos. 19 and 20. b) County review of draft Mead & Hunt contract amendment submitted on April 8, 2021. c) Final project deliverable items needed to close project: i) County administration costs ii) Final signed pay application iii) Notice of Completion iv) Fully executed FAA CCO No. 3 (Final) |
| 3168900-190121.02 AEA 20-03 AIP - 037 | CAMARILLO | CONSTRUCTION SERVICES TAXIWAYS H PAVEMENT REHABILITATION Surface treatment and remarking of Taxiway H. | a) Construction complete after application of second coat of pavement markings performed February 24, 25 and 26. | 95% | a) Provide As-built Drawings. b) Project closeout underway. |
| 22069-181879.01 AEA 18-13 AIP - N/A | CMA & OXR | DESIGN SERVICES OXR AND CMA DBE UPDATES (2020-2021) Develop DBE program and goals as well as prepare yearly reports. | a) CMA & OXR i) Programs and goals submitted and approved. ii) Programs and goals reporting. iii) Submit 2020 year end reports (FAA accepted) | 90% | a) None at this time. |
| 3138400-181115.02 AEA-20-06 AIP - 3-06-0179-037-2020 | OXNARD | FINAL DESIGN OXR RUNWAY 7-25 RECONSTRUCTION Runway 7-25 - Base Bid Taxiway Connectors A, B, C, D & E - Bid Alt 1 Parallel Taxiway F - Bid Alt 2 | a) Meetings with FAA regarding SRM. b) Meetings with County and Jviation about construction. c) Third public workshop planning. d) Analysis of bid results letter. e) Bid protest analysis. f) Submitted Airport Sponsor Strategic Event Submission Form to FAA. | 98% | a) Third public workshop is re-scheduled for June 29th at 3pm. |
| 2206900-202100.01 AEA 21-02 AIP - N/A | CMA & OXR | DESIGN SERVICES ON-CALL SERVICES (2020-2021) On-call services at the request of the County. Period is effective through June 30, 2021. | a) Contract executed. b) Aircraft operation analysis. c) Preparation of FAA grant application for Oxnard Runway Construction Project d) CloudNine Development Comment Response Review | 45% | a) Update FAA grant application for Oxnard Runway Construction Project. |

Mead & Hunt

703



A WOOLPERT COMPANY

June 17, 2021

Mrs. Erin Powers
Projects Administrator
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – May 2021

Dear Mrs. Powers,

Below is a summary of the tasks completed during the month of May 2021 and the first half of June 2021, by Jviation and our subconsultants for the Camarillo Airport:

Airport Capital Improvement Plan (ACIP) Update

- There is no change in the status of this task from May 2021.
- **Upcoming:**
 - Jviation will wait for direction from the Sponsor on any future tasks.

AIP Project No. 3-06-0339-039-2021 (Conceptual Design for 2025 Runway/Taxiway Reconstruction)

- Throughout the month of May, the Sponsor, Jviation, and Coffman Associates coordinated on this project.
- On May 11, 2021, Coffman Associates requested Jviation to revise the scope of work and fee for comments received from the FAA. Jviation provided the revise the scope of work and fee to Coffman Associates the same day.
- **Upcoming:**
 - Jviation and Coffman Associates will submit the proposed fees to the Sponsor for review.

Runway 8-26 Centerline Pavement Cracks

- On May 26, 2021, the Sponsor and Jviation coordinated on the condition of the runway centerline following the daily inspection completed by airport staff.
- On June 8, 2021, Jviation submitted the scope of work for design, bidding, and construction management services to the Sponsor for review.
- **Upcoming:**
 - Sponsor review and approval of the scope of work for design, bidding, and construction management services.
 - Jviation will prepare a fee and will submit it to the Sponsor for review.

On-Call Services: Cloud Nine Hangars and Offices

- There is no change in the status of this task from May 2021.
- **Upcoming:**
 - Jviation will wait for direction from the Sponsor on any future tasks.

Main 303.524.3030
Fax 303.524.3031

720 South Colorado Boulevard | Suite 1200-S | Glendale, CO | 80246
JVATION.COM

7c4

On-Call Services: Aquarium Plaza Business Park

- On June 14, 2021, the Sponsor requested Jviation to review the pre-application for this proposed development near the airport.
- **Upcoming:**
 - Jviation will provide review comments to the Sponsor before June 23, 2021.

On-Call Services: Industrial Building

- On June 14, 2021, the Sponsor requested Jviation to review the pre-application for this proposed development near the airport.
- **Upcoming:**
 - Jviation will provide review comments to the Sponsor before June 24, 2021.

Miscellaneous

- On May 20, 2021, Jviation met with the Sponsor and toured the airport.

If you have any comments, please do not hesitate to contact me.

Sincerely,
Jviation, a Woolpert Company



Matt Gilbreath, P.E.
Project Manager

cc: Mr. Kip Turner – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Mike Quinn, Mr. Jon Noble, Mrs. Marisa Fluhr
– Jviation
File



A WOOLPERT COMPANY

June 18, 2021

Mrs. Erin Powers
Projects Administrator
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – May 2021

Dear Mrs. Powers,

Below is a summary of the tasks completed during the month of May 2021 and the first half of June 2021, by Jviation and our subconsultants for the Oxnard Airport:

Airport Capital Improvement Plan (ACIP) Update

- There is no change in the status of this task from May 2021.
- **Upcoming:**
 - Jviation will wait for direction from the Sponsor on any future tasks.

AIP Project No. 03-06-0179-037-2020 (Design)/03-06-0179-038-2021 (Construction) - Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction

- Throughout the month of May 2021, Jviation, the Sponsor, and Mead & Hunt coordinated on this project. This included coordination with the FAA.
- On May 4, 2021, Jviation provided Mead & Hunt a draft subconsultant agreement for review. Jviation also provided Coffman Associates the draft subconsultant agreement for review.
- On May 7, 2021, Jviation received review comments from Mead & Hunt on the draft subconsultant agreement.
- On May 10, 2021, Jviation attended the project design team meeting with the Sponsor, FAA, and Mead & Hunt.
- On May 11, 2021, Mead & Hunt provided the bid results and recommendation letter to the Sponsor for review. Mead & Hunt also provide the Strategic Event Submission Form to the Sponsor.
- On May 12, 2021, the Sponsor submitted the Strategic Event Submission Form to the FAA and the FAA confirmed receipt for the form the same day.
- On May 12, 2021, Mead & Hunt provided their scope of work and fee for select construction administration services to Jviation for review. Jviation provided comments to Mead & Hunt on May 14, 2021.
- On May 12, 2021, the Sponsor submitted the bid results and recommendation letter to the FAA.
- On May 14, 2021, the Sponsor was provided a summary of project costs from Mead & Hunt.
- On May 17, 2021, Jviation and the Sponsor coordinated on the scope of work for construction management services to be submitted to the FAA.
- On May 21, 2021, the Sponsor informed Jviation the scope of work for construction management services was approved by the FAA and requested a blank fee spreadsheet for use with the independent fee estimate (IFE).

Main 303.524.3030
Fax 303.524.3031

720 South Colorado Boulevard | Suite 1200-S | Glendale, CO | 80246
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7c6

- On May 24, 2021, Jviation attended the project design team meeting with the Sponsor, FAA, and Mead & Hunt.
- On May 25, 2021, the Sponsor, Jviation, and Mead & Hunt had a conference call with the Contractor, Sully Miller, to coordinate on the construction of this project.
- On May 25, 2021, the Sponsor received a bid protest letter from a Contractor, C.A. Rasmussen, that submitted a bid proposal for this project. On May 27, 2021, a response to the bid protest letter was coordinated with the Sponsor, Jviation, and Mead & Hunt. The Sponsor contacted Sully Miller for a response to the bid protest letter which was provided the same day.
- On May 28, 2021, Mead & Hunt provided a revised scope of work and fee for select construction administration services to Jviation for approval.
- On May 28, 2021, Mead & Hunt provided the Sponsor with an updated Federal grant application.
- On June 7, 2021, Jviation attended the project design team meeting with the Sponsor, FAA, and Mead & Hunt.
- Throughout the first half of the month of June 2021, Jviation, the Sponsor, and Mead & Hunt coordinated on this project. This included coordination with the FAA. This also included coordination with Sully Miller.
- On June 3, 2021, Jviation coordinated with Mead & Hunt on a request for information (RFI) from Sully Miller. Jviation provided a RFI response to Sully Miller the same day.
- On June 3, 2021, Jviation and the Sponsor coordinated to schedule a site visit for Jviation and Sully Miller.
- On June 7, 2021, the Sponsor provided a response letter to C.A. Rasmussen's bid protest letter.
- On June 7, 2021, Jviation coordinated with Mead & Hunt on a request for information (RFI) from Sully Miller.
- On June 8, 2021, the Sponsor met with Sully Miller and completed a site visit. The Sponsor provided a summary of the meeting discussion to Jviation.
- On June 10, 2021, Jviation and the Sponsor coordinated on the information Sully Miller needs for the Stormwater Pollution Prevention Plan (SWPPP) and the information was provided to Sully Miller the same day.
- On June 11, 2021, the Sponsor received a second bid protest letter from C.A. Rasmussen. On June 14, 2021, a response to the bid protest letter was coordinated with the Sponsor, Jviation, and Mead & Hunt. The Sponsor contacted Sully Miller for a response to the bid protest letter which was provided on June 15, 2021. The Sponsor provided a draft response letter to review.
- On June 14, 2021, Jviation coordinated with Mead & Hunt on a request for information (RFI) from Sully Miller. Jviation provided a RFI response to Sully Miller on June 15, 2021.
- On June 14, 2021, Jviation and the Sponsor had a conference call to discuss the anticipated schedule for contract execution.
- On June 15, 2021, Jviation Responded to RFI No. 4 regarding the quantity of Manholes in the base bid.
- On June 16, 2021, the Sponsor provided a response letter to C.A. Rasmussen's second bid protest letter.
- On June 16, 2021, Jviation met with the Sponsor and the Contractor, Sully Miller, to discuss the upcoming construction project. A site visit was also completed.
- On June 17, 2021, Jviation provided a summary of the meeting and site visit with Sully Miller to the Sponsor and Mead & Hunt.
- **Upcoming:**
 - Jviation will attend the next project design team meeting with the Sponsor, FAA, and Mead & Hunt on June 21, 2021.

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- Jviation will submit the proposed engineering fee for construction management services to the Sponsor for review once the Sponsor receives the independent fee estimate (IFE).
- Jviation will attend the 3rd Public Workshop Rehearsal with the Sponsor, Mead & Hunt, and Arellano Associates on June 23, 2021.
- Jviation will continue pre-construction project coordinate with the Sponsor and Sully-Miller.

Miscellaneous

- On May 20, 2021, Jviation met with the Sponsor and toured the airport.

If you have any comments, please do not hesitate to contact me.

Sincerely,
Jviation, a Woolpert Company



Matt Gilbreath, P.E.
Project Manager

cc: Mr. Kip Turner – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Mike Quinn, Mr. Jon Noble, Mrs. Marisa Fluhr
– Jviation
File

708

**AIRPORT TENANT
PROJECT STATUS
JUNE 24, 2021**

CAMARILLO

- ➔ Airport Properties Limited Row I plans submitted to Airport for final review and approval before County Agency permits can be issued. Airport review is pending FAA required consultation.
- ➔ CloudNine Development project construction initial grading in progress.

OXNARD

- ➔ None

OTHER

- ➔ None

**COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
NON GRANT PROJECTS**

June 2021

| Sup. Dist. | Project Name Spec. Number | Estimate Low Bid | CCO's Claims | Design Engr. Contractor | Scheduled or Actual Dates | | | | % Compl Design / Const. | Remarks |
|---------------|--|---------------------|-----------------|------------------------------|---------------------------|-------------------|----------------|---------------|-------------------------------------|--|
| | | | | | Bid Date | Contract Award | Const Start | Const Comp | | |
| 5 | CMA TWYs A, E, F, and Run-up Area Pavement Marking Improvements | \$18,285 | | <u>Mead & Hunt</u> | TBD | TBD | TBD | TBD | 75 | Airport marking project at TWY A and other pavement markings due for refresh will be addressed at a later date. |
| 5 | CMA RWY Centerline and TWY Alpha Repair | TBD | | <u>Jviation</u> | TBD | TBD | TBD | TBD | TBD | Jviation developing SOW for design, bid and construction management. |
| 3 & 5 | OXR & CMA Disadvantaged Business Enterprise Program Goal Updates and Annual Reports | \$17,985 | | <u>Mead & Hunt</u> | N/A | 8/14/18 | N/A | N/A | 95 | CMA & OXR plans approved by FAA. Annual accomplishment reports approved by FAA. |
| 3 | OXR PFAS Supplemental Plan/Sampling & Monitoring | 6,500 137,000 | | <u>Ninyo & Moore</u> | N/A | 1/19/21 | N/A | 3/29/21 | 100 | The CA State Water Board requires Part 139 Airports that have discharged firefighting foam to develop a work plan and perform testing. Soil sampling and report submitted to State Water Board. New order requires additional workplan and sampling/monitoring. Results of this round of sampling were submitted and the Water Board has identified additional sampling needed. Consultant providing amendment to Airport for approval. |

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Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

CUE – Camarillo Utility Enterprise

7e2

**COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
FAA GRANT PROJECTS**

June 2021

| Sup. Dist. | Project Name Spec. Number | Estimate Low Bid | CCO's Claims | Design Engr. Contractor | Estimated Schedule or Actual Dates | | | % Compl Design / Const. | Remarks |
|---------------|--|----------------------------|-----------------|------------------------------------|------------------------------------|-------------------|----------------|-------------------------------------|---|
| | | | | | Bid Date | Contract Award | Const Start | Const Comp | |
| 5 | NE Hangar Development, Phase 1 | \$7,126,202 \$7,950,236 | \$45,658 0 | Mead & Hunt Toro Enterprises | 8/15/17 | 10/17/17 | 12/5/19 | 2/12/21 | Construction complete. Project closeout underway. |
| 5 | CMA Airfield Geometry Study and Drainage Study for RWY & TWY Reconstruction | \$147,300 | | Coffman Assoc. | N/A | 1/24/19 | N/A | TBD | Work underway. Consultant coordinating draft forecasts with Airport Master Plan process. Drainage survey information under consultant review. |
| 5 | TWY H Pavement Rehabilitation (Seal Coat) | \$273,576 \$213,351 | | Mead & Hunt, Maxwell Asphalt | 6/25/19 | 8/15/19 | 4/20/20 | TBD | Final striping complete. Closeout paperwork underway. |
| 5 | CMA System Master Plan Update | \$741,094 | | Coffman Associates | N/A | 9/24/20 | 9/30/20 | TBD | First public workshop date held May 13, 2021. Based on workshop feedback, the master plan has been paused to address main community concerns. Background information on existing conditions may continue. |
| 3 | OXR Airport Layout Plan Update | \$246,176 | | Coffman Assoc. | N/A | 10/17/17 | N/A | 12/30/19 | Work underway. FAA approved revised forecast on 12/3/19. Draft full ALP set submitted to FAA on 2/3/20 for review and comment. |

| Sup. Dist. | Project Name Spec. Number | Estimate Low Bid | CCO's Claims | Design Engr. Contractor | Estimated Schedule or Actual Dates | | | | % Compl Design / Const. | Remarks |
|---------------|--|---------------------|-----------------|-------------------------------|------------------------------------|-------------------|----------------|---------------|-------------------------------------|---|
| | | | | | Bid Date | Contract Award | Const Start | Const Comp | | |
| 3 | OXR Final Design for the RWY-TWY Connector – Parallel TWY F Reconstruction | \$1,507,310 | | Mead & Hunt | 4/29/21 | 6/22/20 | N/A | TBD | 100 | Waiting on FAA grant release to determine funding level and construction schedule. Final workshop rescheduled based on FAA's delayed grant announcements. Construction start estimated in early August due to grant schedule. |

Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

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County of Ventura
Department of Airports
Fund: E300
Statement of Net Assets
As of March 31, 2021
(Unaudited)

ASSETS

| | |
|--|----------------------|
| Cash | \$ 14,350,400 |
| Cash - petty cash/change fund | 500 |
| Receivables: | |
| Accounts receivable net of allowance for | 308,100 |
| Uncollectable accounts of \$20,000 | |
| Interest receivable | 14,500 |
| Grants receivable | - |
| Capital assets: | |
| Easements | 848,800 |
| Land | 9,362,500 |
| Land improvements | 48,676,400 |
| Building & Improvements | 18,399,500 |
| Equipment | 1,247,900 |
| Vehicle | 989,700 |
| Infrastructure | - |
| Construction in Progress | 9,233,000 |
| Accumulated depreciation | (47,509,200) |
| Deferred outflows related to pensions | 794,800 |
| Total assets | \$ 56,716,900 |

LIABILITIES

| | |
|--------------------------------------|---------------------|
| Accounts payable | \$ 2,100 |
| Accrued liabilities | 99,200 |
| Short-term compensated absences | 124,600 |
| Due to other funds - GSA, ITS, PWA | - |
| Unearned revenue (prepayments) | 111,400 |
| Security deposit | 765,000 |
| Unreserved overpayments | 234,400 |
| Long-term compensated balances | 54,500 |
| Net pension liability | 1,660,300 |
| Deferred inflows related to pensions | 264,500 |
| Total liabilities | \$ 3,415,200 |

NET ASSETS

| | |
|--|----------------------|
| Invested in capital assets net of related debt | \$ 41,248,600 |
| Unrestricted Net Assets | 12,053,100 |
| Total net assets | 53,301,700 |
| Total liabilities and net assets | \$ 56,716,900 |

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County of Ventura
Department of Airports
Fund: E300
Statement of Cash Flows
July 1, 2020 thru March 31, 2021
(Unaudited)

Operating Activities:

| | |
|--------------------------------|-------------|
| Permits | \$ 35,196 |
| Fines and penalties | 9,718 |
| Rents and concessions | 2,157,467 |
| Percentage lease rent | 118,900 |
| Tiedown rents | 78,986 |
| Hangar rents | 639,785 |
| Land rent - hangars | 398,088 |
| Transient tiedown rents | 3,699 |
| Landing fees | 68,638 |
| Parking fees | 6,815 |
| Gas & oil fuel flow percentage | 214,621 |
| % rent-all other gross rec | 1,626,890 |
| Insurance claims | 2,388 |
| Miscellaneous | 7,111 |
| Salaries & Benefits | (2,495,896) |
| Service & Supplies | (1,294,581) |
| Interest Received | 183,519 |
| Interest Paid | |
| Prepay/Security Deposit | (91,859) |
| CUE tax assessment | |

| | |
|--|---------------------|
| Cash Provided by Operating Activities | \$ 1,669,484 |
|--|---------------------|

Investing Activities:

| | |
|-------------------------------|-------------|
| State and federal grants | 1,331,466 |
| Fixed asset sales/(purchases) | |
| Capital Expenditures | (6,074,631) |

| | |
|--|--------------------|
| Cash Used in Investing Activities | (4,743,166) |
|--|--------------------|

Financing Activities:

| | |
|---|--|
| Transfers out to other funds ** | |
| Principal Payment on Short & Long Term Debt | |

| | |
|--|----------|
| Cash Provided by Financing Activities | - |
|--|----------|

| | |
|--|-----------------------|
| Increase (Decrease) in Cash & Equivalents | \$ (3,073,681) |
|--|-----------------------|

| | |
|---|----------------------|
| Cash & Equivalents-Beginning of Year | \$ 17,424,084 |
|---|----------------------|

| | |
|---|----------------------|
| Cash & Equivalents-End of Period | \$ 14,350,402 |
|---|----------------------|

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County of Ventura
Airport Enterprise-Camarillo Oxnard
Statement of Revenues and Expenses
July 1, 2020 thru March 31, 2021
(Rounded to the nearest hundred)
(Unaudited)

| | Camarillo | Oxnard | Total |
|--------------------------------|---------------------|---------------------|---------------------|
| Revenues: | | | |
| Permits | \$ 34,200 | \$ 2,200 | \$ 36,400 |
| Fines and penalties | 7,000 | 8,100 | 15,100 |
| Rents and concessions | 1,831,600 | 201,500 | 2,033,100 |
| Percentage lease rent | 41,200 | 76,700 | 117,900 |
| Tiedown rents | 75,700 | 1,800 | 77,500 |
| Hangar rents | 404,400 | 239,200 | 643,600 |
| Land rent - hangars | 314,500 | 88,300 | 402,800 |
| Transient tiedown rents | 3,300 | 400 | 3,700 |
| Landing fees | 56,100 | 12,500 | 68,600 |
| Parking fees | - | 6,800 | 6,800 |
| Gas & oil fuel flow percentage | 171,400 | 43,200 | 214,600 |
| % rent-all other gross rec | 1,428,500 | 386,500 | 1,815,000 |
| Miscellaneous | 5,000 | 2,200 | 7,200 |
| Total operating revenues | <u>\$ 4,372,900</u> | <u>\$ 1,069,400</u> | <u>\$ 5,442,300</u> |

Expenditures:

Current:

| | | | |
|--|---------------------|---------------------|---------------------|
| Salaries and wages | \$ 1,163,900 | \$ 275,100 | \$ 1,439,000 |
| Benefits | 741,400 | 242,800 | 984,200 |
| Admin salaries allocated to Oxnard Airport | (200,700) | 200,700 | - |
| Agricultural | 2,800 | - | 2,800 |
| Uniforms and clothing | 5,600 | 4,900 | 10,500 |
| Communications | 51,100 | 7,000 | 58,100 |
| Household expense | 8,100 | 36,900 | 45,000 |
| Insurance | 16,100 | 8,600 | 24,700 |
| Indirect county costs | 32,400 | 9,900 | 42,300 |
| Maintenance-equipment | 34,200 | 19,800 | 54,000 |
| Maintenance-building and improvements | 91,000 | 172,100 | 263,100 |
| Memberships and dues | 5,200 | 1,000 | 6,200 |
| Miscellaneous expense | 12,800 | 14,400 | 27,200 |
| Office expense | 28,000 | 2,700 | 30,700 |
| Professional and specialized services | 251,300 | 49,200 | 300,500 |
| Rents and leases - equipment | 34,300 | 2,200 | 36,500 |
| Small tools and equipment | 39,000 | - | 39,000 |
| Transportation charges | 60,000 | 45,100 | 105,100 |
| Conference and seminars | 400 | - | 400 |
| Utilities | 133,700 | 76,100 | 209,800 |
| Education, books and training | 14,000 | 1,300 | 15,300 |
| Taxes and licenses | - | - | - |
| Bad debts | - | - | - |
| Depreciation | 726,600 | 719,000 | 1,445,600 |
| Total operating expenditures | <u>\$ 3,251,200</u> | <u>\$ 1,888,800</u> | <u>\$ 5,140,000</u> |

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County of Ventura
 Airport Enterprise-Camarillo Oxnard
 Statement of Revenues and Expenses
 July 1, 2020 thru March 31, 2021
 (Rounded to the nearest hundred)
 (Unaudited)

| | Camarillo | Oxnard | Total |
|--|---------------------|---------------------|---------------------|
| Operating income (loss) | \$ 1,121,700 | \$ (819,400) | \$ 302,300 |
| Non-operating revenues (expenses): | | | |
| State and federal grants | \$ - | \$ - | \$ - |
| CARES COVID-19 Grants | 230,500 | - | 230,500 |
| Contribution to Outside Agency | - | - | - |
| Gain/Loss Disposal Fixed Asset | - | - | - |
| Interest income | 82,300 | - | 82,300 |
| Insurance proceeds | - | 2,400 | 2,400 |
| Other Loan Interest Payment | - | - | - |
| Total non-operating revenues (expenses) | 312,800 | 2,400 | 315,200 |
| Income (loss) before transfers | 1,434,500 | (817,000) | 617,500 |
| Other financing sources (uses): | | | |
| Transfers in | - | - | - |
| Transfers Out | - | - | - |
| Operating Gain/(Loss) | \$ 1,434,500 | \$ (817,000) | \$ 617,500 |
| Operating Gain/(Loss) before Depreciation | \$ 2,161,100 | \$ (98,000) | \$ 2,063,100 |

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2020 thru March 31, 2021
(Rounded to the nearest hundred)
(Unaudited)

| | Adopted Budget as of Mar 2021 | Adjusted Budget as of Mar 2021 | YTD Actuals & Accruals thru Mar 2021 | % Variance |
|--|--|---|---|-----------------------|
| Revenues: | | | | |
| Permits | \$ 6,316 | \$ 6,316 | \$ 34,200 | 541% |
| Fines and penalties | 10,062 | 10,062 | 7,000 | 70% |
| Rents and concessions | 2,163,950 | 2,163,950 | 1,831,600 | 85% |
| Percentage lease rent | 131,475 | 131,475 | 41,200 | 31% |
| Tiedown rents | 86,800 | 86,800 | 75,700 | 87% |
| Hangar rents | 625,891 | 625,891 | 404,400 | 65% |
| Land rent - hangars | 416,006 | 416,006 | 314,500 | 76% |
| Transient tiedown rents | 4,489 | 4,489 | 3,300 | 74% |
| Landing fees | 66,906 | 66,906 | 56,100 | 84% |
| Parking fees | - | - | - | 0% |
| Gas & oil fuel flow percentage | 236,103 | 236,103 | 171,400 | 73% |
| % rent-all other gross rec | 1,860,142 | 1,860,142 | 1,428,500 | 77% |
| Miscellaneous | 30,695 | 30,695 | 5,000 | 16% |
| Total operating revenues | <u>\$ 5,638,835</u> | <u>\$ 5,638,835</u> | <u>\$ 4,372,900</u> | <u>78%</u> |
| Expenditures: | | | | |
| Current: | | | | |
| Salaries and wages | \$ 1,611,399 | \$ 1,611,399 | \$ 1,163,900 | 72% |
| Benefits | 1,192,165 | 1,192,165 | 741,400 | 62% |
| Admin Salary allocated to Oxnard Airport | (301,627) | (301,627) | (200,700) | 67% |
| Agricultural | 36,380 | 36,380 | 2,800 | 8% |
| Uniforms and clothing | 15,040 | 15,040 | 5,600 | 37% |
| Communications | 66,013 | 66,013 | 51,100 | 77% |
| Household expense | 30,100 | 30,100 | 8,100 | 27% |
| Insurance | 40,125 | 40,125 | 16,100 | 40% |
| Indirect county costs | 64,853 | 64,853 | 32,400 | 0% |
| Maintenance-equipment | 86,000 | 86,000 | 34,200 | 40% |
| Maintenance-building and improvements | 323,408 | 323,408 | 91,000 | 28% |
| Medical | 1,580 | 1,580 | - | 0% |
| Memberships and dues | 8,999 | 8,999 | 5,200 | 58% |
| Miscellaneous | 27,382 | 30,983 | 12,800 | 41% |
| Office expense | 44,806 | 44,806 | 28,000 | 62% |
| Professional and specialized services | 500,018 | 647,471 | 251,300 | 39% |
| Rents and leases - equipment | 30,800 | 38,600 | 34,300 | 89% |
| Small tools and equipment | 22,977 | 36,383 | 39,000 | 107% |
| Transportation charges | 88,006 | 88,006 | 60,000 | 68% |
| Conference and seminars | 54,650 | 54,650 | 400 | 1% |
| Utilities | 190,025 | 190,025 | 133,700 | 70% |
| Education, books and training | 17,310 | 17,310 | 14,000 | 81% |
| Taxes and licenses | 59,617 | 59,617 | - | 0% |
| Bad debts | 20,000 | 20,000 | - | 0% |
| Depreciation | 958,239 | 958,239 | 726,600 | 76% |
| Total operating expenditures | <u>\$ 5,188,265</u> | <u>\$ 5,360,525</u> | <u>\$ 3,251,200</u> | <u>61%</u> |
| Operating income (loss) | <u>\$ 450,570</u> | <u>\$ 278,310</u> | <u>\$ 1,121,700</u> | <u>403%</u> |

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County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2020 thru March 31, 2021
(Rounded to the nearest hundred)
(Unaudited)

| | Adopted Budget as of Mar 2021 | Adjusted Budget as of Mar 2021 | YTD Actuals & Accruals thru Mar 2021 | % Variance |
|--|--|---|---|-----------------------|
| Non-operating revenues (expenses): | | | | |
| State and federal grants | \$ - | \$ - | \$ 230,500 | |
| Contribution to Outside Agency | (5,000) | (5,000) | - | |
| Gain/Loss Disposal Fixed Asset | - | - | - | |
| Interest income | 297,435 | 297,435 | 82,300 | 28% |
| Interest expense | - | - | - | |
| Other loan payments | - | - | - | |
| Total non-operating revenues (expenses) | <u>292,435</u> | <u>292,435</u> | <u>312,800</u> | <u>107%</u> |
| Income (loss) before transfers | 743,005 | 570,745 | 1,434,500 | 251% |
| Other financing sources (uses): | | | | |
| Transfers in | - | - | - | - |
| Transfers Out | - | - | - | - |
| Operating Gain/(Loss) | <u>\$ 743,005</u> | <u>\$ 570,745</u> | <u>\$ 1,434,500</u> | <u>251%</u> |
| Operating Gain/(Loss) before Depreciation | <u>\$ 1,701,244</u> | <u>\$ 1,528,984</u> | <u>\$ 2,161,100</u> | <u>141%</u> |

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County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2020 thru March 31, 2021
(Rounded to the nearest hundred)
(Unaudited)

| | Adopted Budget as of Mar 2021 | Adjusted Budget as of Mar 2021 | YTD Actuals & Accruals thru Mar 2021 | % Variance |
|---|--|---|---|-----------------------|
| Revenues: | | | | |
| Permits | \$ 3,072 | \$ 3,072 | \$ 2,200 | 72% |
| Fines and penalties | 3,674 | 3,674 | 8,100 | 220% |
| Rents and concessions | 92,362 | 92,362 | 201,500 | 218% |
| Percentage lease rent | 143,249 | 143,249 | 76,700 | 54% |
| Tiedown rents | 3,258 | 3,258 | 1,800 | 55% |
| Hangar rents | 333,826 | 333,826 | 239,200 | 72% |
| Land rent - hangars | 109,685 | 109,685 | 88,300 | 81% |
| Transient tiedown rents | 100 | 100 | 400 | 400% |
| Landing fees | 19,494 | 19,494 | 12,500 | 64% |
| Parking fees | 18,962 | 18,962 | 6,800 | 36% |
| Gas & oil fuel flow percentage | 56,743 | 56,743 | 43,200 | 76% |
| % rent-all other gross rec | 532,440 | 532,440 | 386,500 | 73% |
| Miscellaneous | 2,400 | 2,400 | 2,200 | 92% |
| Total operating revenues | <u>\$ 1,319,265</u> | <u>\$ 1,319,265</u> | <u>\$ 1,069,400</u> | <u>81%</u> |
| Expenditures: | | | | |
| Current: | | | | |
| Salaries and wages | \$ 377,578 | \$ 377,578 | \$ 275,100 | 73% |
| Benefits | 377,021 | 377,021 | 242,800 | 64% |
| Admin salaries allocated from Camarillo Airport | 291,627 | 291,627 | 200,700 | 69% |
| Agricultural | 3,080 | 3,080 | - | 0% |
| Uniforms and clothing | 15,691 | 15,691 | 4,900 | 31% |
| Communications | 12,434 | 12,434 | 7,000 | 56% |
| Household expense | 46,452 | 46,452 | 36,900 | 79% |
| Insurance | 9,274 | 9,274 | 8,600 | 93% |
| Indirect county costs | 19,892 | 19,892 | 9,900 | 0% |
| Maintenance-equipment | 63,400 | 63,400 | 19,800 | 31% |
| Maintenance-building and improvements | 110,952 | 118,517 | 172,100 | 145% |
| Medical | 650 | 650 | - | 0% |
| Memberships and dues | 1,995 | 1,995 | 1,000 | 50% |
| Miscellaneous expense | 26,492 | 26,492 | 14,400 | 54% |
| Office expense | 6,795 | 6,795 | 2,700 | 40% |
| Professional and specialized services | 86,670 | 92,217 | 49,200 | 53% |
| Rents and leases - equipment | 7,200 | 7,200 | 2,200 | 31% |
| Small tools and equipment | 5,068 | 5,068 | - | 0% |
| Transportation charges | 49,126 | 49,126 | 45,100 | 92% |
| Conference and seminars | 31,650 | 31,650 | - | 0% |
| Utilities | 101,148 | 101,148 | 76,100 | 75% |
| Education, books and training | 1,300 | 1,300 | 1,300 | 0% |
| Bad debts | 15,000 | 15,000 | - | 0% |
| Depreciation | 950,022 | 950,022 | 719,000 | 76% |
| Total operating expenditures | <u>\$ 2,610,517</u> | <u>\$ 2,623,629</u> | <u>\$ 1,888,800</u> | <u>72%</u> |
| Operating income (loss) | <u>\$ (1,291,252)</u> | <u>\$ (1,304,364)</u> | <u>\$ (819,400)</u> | <u>63%</u> |

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County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2020 thru March 31, 2021
(Rounded to the nearest hundred)
(Unaudited)

| | Adopted Budget as of Mar 2021 | Adjusted Budget as of Mar 2021 | YTD Actuals & Accruals thru Mar 2021 | % Variance |
|--|--|---|---|-----------------------|
| Non-operating revenues (expenses): | | | | |
| State and federal grants | \$ - | \$ - | \$ - | |
| Contribution to Outside Agency | - | - | - | |
| Gain/Loss Disposal Fixed Asset | - | - | - | |
| Insurance Proceeds | - | - | 2,388 | |
| Other Loan Interest Payment | - | - | - | |
| Total non-operating revenues (expenses) | - | - | 2,388 | |
| Income (loss) before transfers | (1,291,252) | (1,304,364) | (817,012) | 63% |
| Other financing sources (uses): | | | | |
| Transfers in | - | - | - | - |
| Transfers Out | - | - | - | - |
| Operating Gain/(Loss) | \$ (1,291,252) | \$ (1,304,364) | \$ (817,012) | 63% |
| Operating Gain/(Loss) before Depreciation | \$ (341,230) | \$ (354,342) | \$ (98,012) | -28% |

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**DEPARTMENT OF AIRPORTS
2021 MEETING SCHEDULES**

AAC/CAA/OAA

| AVIATION ADVISORY COMMISSION | CAMARILLO & OXNARD AUTHORITIES |
|--|---|
| January 11 | January 14 |
| February 11 | February 11 |
| March 1 | March 11 |
| April 5 | April 8 |
| May 10 (CANCELED) | May 13 (CANCELED) |
| June 7 | June 10 |
| July 7 (DUE TO HOLIDAY) | July 8 |
| August 2 | August 12 |
| September 9 @ 5:00 p.m. (DUE TO HOLIDAY) | September 9 |
| October 4 | October 14 |
| November 1 | November 1 @ 5:00 p.m. (DUE TO HOLIDAY) |
| December 6 | December 9 |

The Aviation Advisory Commission meets on the first Monday of the month **(exceptions are noted above in yellow highlight)** at 7:00 p.m. in the Department of Airports Administration Office, 555 Airport Way, Suite B, Camarillo, CA 93010, unless otherwise noted on the agenda.

The Camarillo & Oxnard Airport Authorities meet jointly on the second Thursday of the month **(exceptions are noted above in green highlight)** at 6:30 p.m. in the Department of Airports Administration Office, 555 Airport Way, Suite B, Camarillo, CA 93010, unless otherwise noted on the agenda.

7h



COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, CA 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
www.ventura.org/airports

June 5, 2021

Via email: eplandegger@carasmussen.com
C.A. Rasmussen
Atten: Mr. Eric Landegger
28548 Livingston Avenue
Valencia, CA 91355

**Re: Bid Protest for Oxnard Airport – Runway 7-25, Taxiway Connectors and
Parallel Taxiway Pavement Reconstruction
Specification No: DOA 20-02; Project No: OXR-146**

Dear Mr. Landegger;

On May 25, 2021, the Department of Airports received an email from C.A. Rasmussen protesting the bid for the subject project on the following grounds:

First, Sully-Miller's bid did not appropriately include CTI on both the "List of DBE Subcontractors and DBE Material Suppliers" and the "List of Subcontractors and Off-Job Fabricators." Specifically, C.A. Rasmussen claims that the failure of Sully-Miller to list CTI (\$185,000) on the "List of Subcontractors and Off-Job Fabricators" violates Public Contract Code section 4104, which requires subcontractors performing work valued at more than $\frac{1}{2}$ of 1 percent to be listed as a subcontractor. Further, C.A. Rasmussen contends that the failure to list the subcontractor as described would invalidate the value of work identified for CTI from inclusion in Disadvantaged Business Enterprise (DBE) calculations, with the result that the Sully-Miller bid would not meet the DBE goal and the bid would therefore be nonresponsive.

However, CTI is not a subcontractor performing work for Sully-Miller, they are an equipment rental supplier, and as such are not required, under Public Contract Code section 4104, to be listed in the "List of Subcontractors and Off-Job Fabricators." Therefore, C.A. Rasmussen's protest on these grounds is without merit.

Finally, C.A. Rasmussen asserts that the Sully-Miller bid is nonresponsive because it did not specify the applicable DBE values for each bid proposal or potential award scenario and therefore did not provide enough information to prove that Sully-Miller would be able to meet the DBE goal for each scenario.

8a1

Bid Protest for Oxnard Airport – Runway 7-25,
Taxiway Connectors and Parallel Taxiway
Pavement Reconstruction
Specification No: DOA 20-02;
Project No: OXR-146

However, the specifications do not specifically require bids to list DBE values for each bid proposal schedule or potential award scenario. The specifications only ask for the dollar amount of the participation of each DBE firm listed. Sully-Miller provided the total amount for each DBE in their bid package, and in their DBE package they broke it down by *Base Bid + Base Bid Transition Award* and *Total Project Award (Base Bid + Bid Alt 1 + Bid Alt 2)* showing they will meet the DBE goal.

Therefore, we do not find that you have described deficiencies with the Sully-Miller bid package that would make it nonresponsive. Having consulted County Counsel, the Airport plans to move forward to gain authority from the Ventura County Board of Supervisors to award a contract for the project on July 20, 2021.

Sincerely,

Erin Powers

Erin Powers
Projects Administrator

c: Kip Turner, Director of Airports
File



COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, CA 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
www.ventura.org/airports

June 16, 2021

Via email: eplandegger@carasmussen.com
C.A. Rasmussen
Atten: Mr. Eric Landegger
28548 Livingston Avenue
Valencia, CA 91355

**Re: Response to June 11th Bid Protest for Oxnard Airport – Runway 7-25,
Taxiway Connectors and Parallel Taxiway Pavement Reconstruction
Specification No: DOA 20-02; Project No: OXR-146**

Dear Mr. Landegger;

On May 25, 2021, the County of Ventura Department of Airports (Airport) received a letter from C.A. Rasmussen (CAR) protesting the bid for the subject project on several grounds. The Airport reviewed the bid protest and responded on June 5, 2021 with a determination that the bid protest had no merit. On June 11, 2021, the Airport received a follow-up bid protest from CAR with a narrowed focus on Sully-Miller's Disadvantage Business Enterprise (DBE) goal.

More specifically, CAR asserts that the Sully-Miller bid is nonresponsive because the bid failed to demonstrate that the DBE goal of 5% was met for the overall project award (Schedule A, C, E work), nor, in the alternative did Sully-Miller submit good faith efforts to meet the DBE specification requirements. CAR relies on page PF-40 of Sully-Miller's bid proposal which lists the total DBE costs and references bid items related to Bid Schedules A, B, C, D and E. However, subsequent submission by Sully-Miller of back-up DBE commitment paperwork requested by the Airport and provided by Sully-Miller on May 6, 2021, demonstrates that Sully-Miller exceeds the 5% DBE goal. Additionally, when questioned about why Schedules B and D were included on the list of items, Sully-Miller responded that page PF-40 requires listing of DBE subcontractors and material suppliers, along with the bid items and costs related to that work, so that is what they did.

As previously explained in our June 5, 2021 letter, the specifications do not specifically require bids to list DBE values for each bid proposal schedule or potential award scenario. The specifications only ask for the dollar amount of the participation of each DBE firm listed and the identification of related bid items. In this case, Sully-Miller did just that. In their bid package, they listed the total possible dollar value that could be attributed to the identified DBE firm and they also listed the bid items related to any work that could be

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Response to June 11th Bid Protest for Oxnard Airport – Runway 7-25,
Taxiway Connectors and Parallel Taxiway
Pavement Reconstruction
Specification No: DOA 20-02;
Project No: OXR-146

performed as part of the project. Further, upon request, Sully-Miller provided the Airport in their DBE package a breakdown of DBE by *Base Bid + Base Bid Transition Award (Schedule A + B)* and *Total Project Award (Base Bid {Sched. A} + Bid Alt 1{Sched. C} + Bid Alt 2 {Sched. E})* showing they will meet the DBE goal (See attached Sully-Miller DBE Back-up Documentation Exhibits 15-G).

Therefore, we find that the issues identified by CAR do not make the Sully-Miller bid package nonresponsive. Having consulted County Counsel, the Airport plans to move forward to gain authority from the Ventura County Board of Supervisors to award a contract for the project on July 20, 2021.

Sincerely,

Erin Powers

Erin Powers
Projects Administrator

Enclosures: Sully-Miller DBE Back-up Documentation Exhibits 15-G

c: Kip Turner, Director of Airports
File

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FOR SCHEDULE
A+B

EXHIBIT 15-G CONSTRUCTION CONTRACT DBE COMMITMENT

1. Local Agency: County of Ventura 2. Contract DBE Goal: 5%
Runway 7-25, Taxiway Connectors, & Parallel Taxiway Pavement Reconstruction.
 3. Project Description: Spec. No. DOA-20-02, Project No. OXR-146, AIP No. 03-06-0179-37-2020 & 38-2021
 4. Project Location: Oxnard Airport
 5. Bidder's Name: Sully-Miller Contracting Company 6. Prime Certified DBE: ☐ 7. Bid Amount: \$ 12,279,000.00
 8. Total Dollar Amount for ALL Subcontractors: \$ 3,151,980.00 9. Total Number of ALL Subcontractors: 8

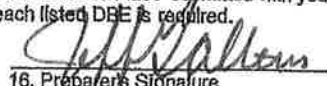
| 10. Bid Item Number | 11. Description of Work, Service, or Materials Supplied | 12. DBE Certification Number | 13. DBE Contact Information (Must be certified on the date bids are opened) | 14. DBE Dollar Amount |
|---|---|------------------------------|--|---|
| A23 (P), B16 (P) | Haul Removals Only | 42558 | Anaya's Trucking 5618 Borwick Ave., South Gate, CA 90280 562/803-3600 DBE Cert. #: 42558 | \$ 41,800.00 |
| A-41, 42, 43 | Construct Manholes & Adjust Utilities | 43335 | West Pacific Concrete 200 E. Beverly Blvd., #102, Montebello, CA 90640 323/674-6170 DBE Cert. #: 43335 | \$ 194,386.00 |
| A 1-(P), B 1-(P) | Provide QC Management, Inspection & Testing Services | 47090 | The Quality Firm 2225 E. 28th Street, Ste. 512, Signal Hill, CA 90755 562/234-1433 DBE Cert. #: 47090 | \$ 141,700.00 |
| A 5-(P) | Provide Safety Equipment | 49189 | Cougars Construction Services Company 1842 Windsor Lane, Santa Ana, CA 92705 323/601-1514 DBE Cert. #: 49189 | \$ 37,000.00 |
| A-2, 69-71 B-9, 37-39 | Pavement Markings & Removals | 2003 | Super Seal & Stripe 310 "A" Street, Fillmore, CA 93015 805/524-7345 DBE Cert. #: 2003 | \$ 121,260.00 |
| A33(P), B20(P) | Supply & Haul Liquid AC | 38327 | LMS Transport 2005 S. Date, Bloomington, CA 92316 951/616-3828 DBE Cert. #: 38327 | \$ 277,728.00 |
| A4 (P), B4 (P) | Provide Sweeping | 40089 | Cindy Trump, Inc. 625 W. Mountain View, La Habra, CA 90631 562/897-2286 DBE Cert. #: 40089 | \$ 140,000.00 |
| Local Agency to Complete this Section upon Execution of Award 21. Local Agency Contract Number: _____ 22. Federal-Aid Project Number: _____ 23. Bid Opening Date: _____ 24. Contract Award Date: _____ 25. Award Amount: _____ Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate. | | | | 15. TOTAL CLAIMED DBE PARTICIPATION \$ 953,874.00 7.77 % |
| 26. Local Agency Representative's Signature _____ 27. Date _____ 28. Local Agency Representative's Name _____ 29. Phone _____ 30. Local Agency Representative's Title _____ | | | | IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Names of the First Tier DBE Subcontractors and their respective item(s) of work listed above must be consistent, where applicable with the names and items of the work in the "Subcontractor List" submitted with your bid. Written confirmation of each listed DBE is required. 16. Preparer's Signature <u>Jeff Gatterio</u> 17. Date <u>May 6, 2021</u> 18. Preparer's Name <u>Jeff Gatterio</u> 19. Phone <u>714/578-9600</u> Assistant Secretary 20. Preparer's Title _____ |

8b3

FOR SCHEDULE
A+C+E

EXHIBIT 15-G CONSTRUCTION CONTRACT DBE COMMITMENT

1. Local Agency: County of Ventura 2. Contract DBE Goal: 5%
Runway 7-25, Taxiway Connectors, & Parallel Taxiway Pavement Reconstruction.
Spec. No. DOA-20-02, Project No. OXR-146, AIP No. 03-06-0179-37-2020 & 38-2021
3. Project Description:
4. Project Location: Oxnard Airport
5. Bidder's Name: Sully-Miller Contracting Company 6. Prime Certified DBE: ☐ 7. Bid Amount: \$ 30,405,586
8. Total Dollar Amount for ALL Subcontractors: \$ 6,714,794 9. Total Number of ALL Subcontractors: 8

| 10. Bid Item Number | 11. Description of Work, Service, or Materials Supplied | 12. DBE Certification Number | 13. DBE Contact Information (Must be certified on the date bids are opened) | 14. DBE Dollar Amount |
|---|---|------------------------------|--|--|
| A23 (P), C19 (P), E25 (P) | Haul Removals Only | 42558 | Anaya's Trucking 5618 Borwick Ave., South Gate, CA 90280 562/803-3600 DBE Cert. #: 42558 | \$ 104,500.00 |
| A-41, 42, 43 C-32, 33, 34 E-39, 40, 41, 42 | Construct Manholes & Adjust Utilities | 43335 | West Pacific Concrete 200 E. Beverly Blvd., #102, Montebello, CA 90640 323/674-6170 DBE Cert. #: 43335 | \$ 393,607.00 |
| A 1-(P), C 1-(P), E 1-(P) | Provide QC Management, Inspection & Testing Services | 47090 | The Quality Firm 2225 E. 28th Street, Ste. 512, Signal Hill, CA 90755 562/234-1433 DBE Cert. #: 47090 | \$ 222,000.00 |
| A 5-(P) | Provide Safety Equipment | 49189 | Cougars Construction Services Company 1842 Windsor Lane, Santa Ana, CA 92705 323/601-1514 DBE Cert. #: 49189 | \$ 37,000.00 |
| A-2, 69-71 C-71, 72 E-11, 73-75 | Pavement Markings & Removals | 2003 | Super Seal & Stripe 310 "A" Street, Fillmore, CA 93015 805/524-7345 DBE Cert. #: 2003 | \$ 210,620.00 |
| A33(P), C27(P), E33(P) | Supply & Haul Liquid AC | 38327 | LMS Transport 2005 S. Date, Bloomington, CA 92316 951/616-3828 DBE Cert. #: 38327 | \$ 375,000.00 |
| A4 (P), C4 (P), E4 (P) | Provide Sweeping | 40089 | Cindy Trump, Inc. 625 W. Mountain View, La Habra, CA 90631 562/697-2286 DBE Cert. #: 40089 | \$ 185,000.00 |
| Local Agency to Complete this Section upon Execution of Award | | | | |
| 21. Local Agency Contract Number: _____ | | | | 15. TOTAL CLAIMED DBE PARTICIPATION \$ 1,527,727.00 5.02 % |
| 22. Federal-Aid Project Number: _____ | | | | |
| 23. Bid Opening Date: _____ | | | | |
| 24. Contract Award Date: _____ | | | | |
| 25. Award Amount: _____ | | | | IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Names of the First Tier DBE Subcontractors and their respective item(s) of work listed above must be consistent, where applicable with the names and items of the work in the "Subcontractor List" submitted with your bid. Written confirmation of each listed DBE is required.  16. Preparer's Signature _____ May 6, 2021 17. Date _____ Jeff Galterio 18. Preparer's Name _____ 714/578-9600 19. Phone _____ Assistant Secretary 20. Preparer's Title _____ |
| Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate. | | | | |
| 26. Local Agency Representative's Signature _____ | | 27. Date _____ | | |
| 28. Local Agency Representative's Name _____ | | 29. Phone _____ | | |
| 30. Local Agency Representative's Title _____ | | | | |

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COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, CA 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
www.ventura.org/airports

VIA EMAIL krivers@timespublications.com

June 18, 2021

Ms. Kim Rivers
Times Media Group
PO Box 1349
S. Pasadena, CA 91031

RE: Public Records Request dated June 8, 2021

Dear Ms. Rivers,

Attached is the cost estimate for fulfilling the records request of your email communication to the Ventura County Clerk of the Board dated June 8, 2021 which total \$1,312.71 (3 requests).

The Department of Airports will process this request upon payment, and the documents will be ready to be picked up within 14 days after such payment is received.

Sincerely,

Madeline Herrle
Lease Manager
Madeline.Herrle@Ventura.org
805.388.4243

Enclosure

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COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B
Camarillo, CA 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
www.ventura.org/airports

ESTIMATE FOR PUBLIC RECORDS REQUEST of June 8, 2021

Date: June 18, 2020

To: Kim Rivers, VC Reporter

Request: #1 "All nondisclosure agreements signed in the past 15 years by any employee of the VC Airports Department and/or Ventura County related to the Camarillo Airport."

This estimate is only responsive as to employees of the Ventura County Airports Department; the Ventura County Airports Department does not have access to other County Departments' email or records.

| Hours | Items | Description | Unit Price | Total |
|-------|-------|---|------------|---------|
| .25 | | Research, review & copy | 24.00 | 6.00 |
| .5 | | Review by County Counsel of items Subject to PRR | 24.00 | 12.00 |
| | 5 | Estimated number of pages | .03 | .15 |
| | | | Subtotal | \$18.15 |

Request: #2 "Correspondence (including but not limited to letters and emails) dated from January 1, 2017 to June 8, 2021 related to the Camarillo Airport's expansion"

No such records exist.

This estimate is only responsive as to employees of the Ventura County Airports Department; the Ventura County Airports Department does not have access to other County Departments' email or records.

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Request:

#3 "Correspondence (including but not limited to letters and emails) dated January 1, 2017 to June 8, 2021 related to the master plan, between the VC Airports Department and a. Any consultants, contractors, associates or advisors, businesses or persons not employed by the County and/or b. any/all offices, agencies, department of Ventura County".

We assume the request pertains to the current Master Plan and not earlier versions.

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 47.75 | | Research, review & copy | 24.00 | 1,146.00 |
| 4.0 | | Review by County Counsel of items Subject to PRR | 24.00 | 96.00 |
| | 3352 | Estimated number of pages | .03 | 100.56 |
| | | | Subtotal | \$1,342.56 |
| -2.0 | | First 2 hours, deducted per Ord No 4339 | 24.00 | (48.00) |

Total Due \$1,312.71

The above is only an estimate. The estimate also includes redaction of private information as needed.

8c3



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

ESTIMATE FOR PUBLIC RECORDS REQUEST of June 9, 2021

Date: June 18, 2021

To: Ms. Kathleen Wilson
Ventura County Star
Kathleen.Wilson@vcstar.com

Request: #1 Distribution list for Commission and Airport Authority meetings

| Hours | Items | Description | Unit Price | Total |
|-------|-------|---|------------|---------|
| 1.0 | | Research, review & prepare | 24.00 | 24.00 |
| 0.0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 2 | Estimated number of pages | .03 | 0.06 |
| -2.0 | | First 2 hours, deducted per Ord No 4339 | | (48.00) |

Subtotal (\$ 23.94)

Total Due \$0.00

The above is only an estimate. The estimate also includes redaction of private information as needed.

Sincerely,

Ana Castro
Management Assistant

8d



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

VIA EMAIL DMills@millslawgroup.com

June 18, 2021

Mr. Dominick F. Mills
Mills Law Group

RE: Public Records Request dated June 8, 2021

Dear Mr. Mills,

Attached is the cost estimate for fulfilling the records request of your email communication to me dated June 8, 2021 which total \$1,772.76 (10 requests).

The Department of Airports will process this request upon payment, and the documents will be ready to be picked up within 14 days after such payment is received.

Sincerely,

Madeline Herrle

Lease Manager

Madeline.Herrle@Ventura.org

805.388.4243

Enclosure

8el



COUNTY of VENTURA

Department of Airports

555 Airport Way, Suite B

Camarillo, CA 93010

Phone: (805) 388-4372

Fax: (805) 388-4366

www.ventura.org/airports

ESTIMATE FOR PUBLIC RECORDS REQUEST of June 8, 2021

Date: June 18, 2020

To: Dominick Mills, Mills Law Group

Request: #1 "Any and all writings pertaining to, relating to, or referencing the master plan, its subsequent revisions, and its review process"

| Hours | Items | Description | Unit Price | Total |
|-------|-------|---|------------|------------|
| 45 | | Research, review & copy | 24.00 | 1,080.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 2862 | Estimated number of pages | .03 | 85.86 |
| | | | Subtotal | \$1,165.86 |

Request: #2 "Any and all writings pertaining to, relating to, or referencing how the group of community advisors was selected and the process for serving as a community advisor in this process"

| Hours | Items | Description | Unit Price | Total |
|-------|-------|---|------------|---------|
| 2.5 | | Research, review & copy | 24.00 | 60.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 90 | Estimated number of pages | .03 | 2.70 |
| | | | Subtotal | \$62.70 |

8e2

Request: #3 "Any and all writings pertaining to, relating to, or referencing the media plan, marketing, advertising, or communicating the master plan, its subsequent revisions, and its review process to the general community at large."

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 7.0 | | Research, review & copy | 24.00 | 168.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 257 | Estimated number of pages | .03 | 7.71 |
| Subtotal | | | | \$175.71 |

Request: #4 "Any and all writings pertaining to, relating to, or referencing the bid process, interview, retention, contract, payment, and management of the consultants by the DOA including all materials provided by consultants to DOA, Ventura, or other government entity in the bid process"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 4.5 | | Research, review & copy | 24.00 | 108.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 100 | Estimated number of pages | .03 | 3.00 |
| Subtotal | | | | \$111.00 |

8e3

Request: #5 "Any and all writings pertaining to, relating to, or referencing open meetings held between the DOA and any third party regarding upgrading the plan. Amazon, FedEx, and passenger carriers were mentioned by the consultants"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 3.5 | | Research, review & copy | 24.00 | 84.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 55 | Estimated number of pages | .03 | 1.65 |
| Subtotal | | | | \$85.65 |

Request: #6 "Any and all writings pertaining to, relating to, or referencing the economic benefits or detriments of revising the master plan at Oxnard and/or Camarillo airports (mentioned in presentation heavily)"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 2.5 | | Research, review & copy | 24.00 | 60.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 46 | Estimated number of pages | .03 | 1.38 |
| Subtotal | | | | \$61.38 |

8e4

Request: #7 "Any and all writings pertaining to, relating to, or referencing jobs creation at Oxnard and/or Camarillo airports (mentioned in presentation heavily)"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 2 | | Research, review & copy | 24.00 | 48.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| 10 | | Estimated number of pages | .03 | .30 |
| Subtotal | | | | \$48.30 |

Request: #8 "Any and all writings pertaining to, relating to, or referencing tax benefits, preferential tax treatment, entitlements, grants, inducements, payments or other items of value offered by the DOA or other governmental entity to a third party to favor revising the master plan"

No such records exist

Request: #9 "Any and all writings pertaining to, relating to, or referencing any studies, analyses, reports, environmental reviews, and similar in preparation for conducting this process"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 3 | | Research, review & copy | 24.00 | 72.00 |
| 0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| 50 | | Estimated number of pages | .03 | 1.50 |
| Subtotal | | | | \$73.50 |

8e5

Request: #10 "Any and all writings pertaining to, relating to, or referencing the current status of this process and plans to reconvene or restart"

| <u>Hours</u> | <u>Items</u> | <u>Description</u> | <u>Unit Price</u> | <u>Total</u> |
|--------------|--------------|---|-------------------|--------------|
| 1.5 | | Research, review & copy | 24.00 | 36.00 |
| 0.0 | | Review by County Counsel of items Subject to PRR | 24.00 | 0.00 |
| | 22 | Estimated number of pages | .03 | .66 |
| | | | Subtotal | \$ 36.66 |
| -2.0 | | First 2 hours, deducted per Ord No 4339 | 24.00 | (48.00) |

Total Due \$1,772.76

The above is only an estimate. The estimate also includes redaction of private information as needed.

Feb



Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project

Tenant Workshop #3 Rescheduled

Tenant Workshop #3 Newly Rescheduled

The third and final workshop previously noticed to occur on June 15 has been postponed to **June 29**.

We continue to coordinate with the Federal Aviation Administration (FAA) on funding and estimated grant schedule. Coordination with the FAA will allow construction to start no earlier than July 26, 2021. The latest information will be provided at the workshop. Join via Zoom on:

Tuesday, June 29, 2021

3:00 PM - 4:00 PM

Remote Meeting Link:

<https://zoom.us/j/98217510989?pwd=eFFDRkVWRmRrTmFCRUZzRERpUHVYUT09>

Webinar ID: 982 1751 0989

Passcode: 296466

Phone In Only: 669-900-9128

Visit www.ventura.org/airports for more details. For questions, contact us at 909-313-0549.

Project Description

The Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project (Project) consists of reconstructing the runway, taxiway connectors, and parallel taxiway at the Oxnard Airport located at 2889 W 5th Street, Oxnard, California 93030.

The minimum acceptable level of serviceability for the Oxnard Airport runway has been reached or is no longer cost-effective to perform maintenance activities on the pavement. To bring the Oxnard Airport's runway to current standards will require reconstructing the runway, taxiway connectors and parallel taxiway.

This effort, pending FAA funding, will require the removal of existing pavement surface, construction of new pavement, shoulder work, application of pavement markings, installation of underdrain system, electrical facilities, new edge and MALSF lights, and new signage, as well as modifications to the existing storm drains.



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Oxnard Airport Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project

Tenant Workshop #3 Rescheduled

Tenant Workshop #3 Newly Rescheduled

The third and final workshop previously noticed to occur on June 29 has been postponed to **July 6**.

We continue to coordinate with the Federal Aviation Administration (FAA) on funding and estimated grant schedule. Coordination with the FAA will allow construction to start no earlier than August 4, 2021. The latest information will be provided at the workshop. Join via Zoom on:

Tuesday, July 6, 2021

3:00 PM - 4:00 PM

Remote Meeting Link:

<https://zoom.us/j/98217510989?pwd=eFFDRkVWRmRrTmFCRUZzRERpUHVYUT09>

Webinar ID: 982 1751 0989

Passcode: 296466

Phone In Only: 669-900-9128

Visit www.ventura.org/airports for more details. For questions, contact us at 909-313-0549.

Project Description

The Runway 7-25, Taxiway Connectors, and Parallel Taxiway Pavement Reconstruction Project (Project) consists of reconstructing the runway, taxiway connectors, and parallel taxiway at the Oxnard Airport located at 2889 W 5th Street, Oxnard, California 93030.

The minimum acceptable level of serviceability for the Oxnard Airport runway has been reached or is no longer cost-effective to perform maintenance activities on the pavement. To bring the Oxnard Airport's runway to current standards will require reconstructing the runway, taxiway connectors and parallel taxiway.

This effort, pending FAA funding, will require the removal of existing pavement surface, construction of new pavement, shoulder work, application of pavement markings, installation of underdrain system, electrical facilities, new edge and MALSF lights, and new signage, as well as modifications to the existing storm drains.



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