

# BOARD PACKET

GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

SEPTEMBER 15, 2020

**Grand Junction Regional Airport Authority**



**Date:** September 15, 2020

**Location:**  
Electronic Meeting

**Link:** <https://us02web.zoom.us/j/4967147660>

**Time:** 5:15 PM

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**REGULAR MEETING AGENDA**

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- I. Call to Order**
- II. National Anthem**
- III. Approval of Agenda**
- IV. Commissioner Comments**
- V. Citizens Comments**

The Grand Junction Regional Airport Authority welcomes respectful public comments at its meetings. The Citizens Comment section is open to all individuals that would like to comment. If you wish to speak under the Citizens Comment portion of the agenda, please e-mail your comment to the Board Clerk (jburtard@gjairport.com) 15 minutes prior to the meeting. Comments not related to specific agenda items will be addressed during the citizen comment section of the agenda. Citizen comments related to a specific action item will be addressed during the discussion of that action item. The Board Chair will indicate when you may come forward and comment. Please state your name for the record. Presentations are limited to **three minutes** and yielding time to others is not permitted. Speakers are to address the Chair, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

- VI. Consent Agenda**
  - A. August 18, 2020 Meeting Minutes \_\_\_\_\_ 1
    - Approval of August 18, 2020 Board Meeting Minutes
  - B. September 1, 2020 Special Board Meeting Minutes \_\_\_\_\_ 2
    - Approval of September 1, 2020 Special Board Meeting Minutes
  - C. Procurement of Passenger Loading Bridge Tow Bar and Jack Stand \_\_\_\_\_ 3
    - Board approve the \$18,582.05 purchase of a tow bar, tow bar wheel bumper compatible assembly, and a jacking frame as quoted from the passenger boarding

bridge manufacturer JBT AeroTech Corporation.

**VII. Action Items**

- A. Lease Assignment and Consent to Lease Assignment – Parkerson Hangars, LLC and Wild Blue Hangars, LLC \_\_\_\_\_ 4
  - Approve lease assignment between Parkerson Hangars, LLC and Wild Blue Hangars, LLC, and authorize the Executive Director to execute the Assignment.
- B. Garver Task Order for Construction Administration Services for the West Apron and Run-Up Pad Construction \_\_\_\_\_ 5
  - Approve the authorization of Task Order No. 11 for \$1,154,638 for Construction Phase Services to be funded under AIP: 3-08-0027-066-2020, and authorize the Executive Director to sign.
- C. West Apron and Run-Up Pad - Notice of Award for Construction \_\_\_\_\_ 6
  - Approve the contract agreement and the Notice of Award to ESCO Construction Co. for \$11,224,186.50 for Schedule 3 and All Additive Alternates funded under AIP: 3-08-0027-066-2020, and authorize the Executive Director to sign.
- D. Contract Amendment 1 for Task Order 5 with Mead & Hunt for Construction Administration Services for the 2019 fencing and perimeter road project \_\_\_\_\_ 7
  - Approve Task Order No. 5 Amendment 1 with Mead & Hunt for \$30,000 for additional construction administration services associated with the 2019 fencing and perimeter road project and authorize the Executive Director to sign the Amendment.

**VIII. Discussion**

**IX. Staff Reports**

- A. Executive Director Report (Angela Padalecki)
- B. Operations Report (Dylan Heberlein)
- C. Finance and Activity Report (Sarah Menge) \_\_\_\_\_ 8
- D. External Affairs Report (Joe Burtard)
- E. Facilities Report (Ben Peck)
- F. Project Reports (Contractors)

**X. Any other business which may come before the Board**

**XI. Adjournment**



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**Grand Junction Regional Airport Authority Board**  
**Regular Board Meeting**  
Meeting Minutes  
August 18, 2020

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**REGULAR BOARD MEETING**

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**I. Call to Order**

Mr. Tom Benton, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 5:15 PM on August 18, 2020 in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted electronically.

<p><b><u>Commissioners Present:</u></b> Tom Benton (Chairman) Chuck McDaniel Thaddeus Shrader Erling Brabaek Ron Velarde Linde Marshall Clay Tufly</p> <p><b><u>Airport Staff:</u></b> Angela Padalecki (Executive Director) Joseph Burtard (Clerk) Karl Hanlon (Counsel) Dan Reimer (Counsel) Sarah Menge Dylan Heberlein Cameron Reece Shelagh Flesch Ben Peck</p>	<p><b><u>Guests:</u></b> Jeremy Lee, Mead and Hunt Shannon Kinslow, TOIL Julie Theissen, Armstrong Colin Bible, Garver Jake Hoban, Garver Jen Boehm, Mead &amp; Hunt Andrew Scanlon Lisa Rorden Brad Rolf Jeffery Warkoski James Burky, Daily Sentinel Jake Hoban David Hartmann</p>
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**II. National Anthem**

**III. Approval of Agenda**

*Commissioner Brabaek made a motion to approve the August 18, 2020 Board Agenda. Commissioner Velarde second the motion. Roll Call Vote: Commissioner Benton, yes; Commissioner Brabaek, yes; Commissioner Marshall, yes; Commissioner McDaniel, yes; Commissioner Shrader, yes; Commissioner Tufly, and Commissioner Velarde, yes. The motion carries.*

**IV. Commissioner Comments**

*No Commissioner comments were made.*

**V. Citizen Comments**

*No citizen comments were made.*

**VII. Consent Agenda**

**July 21, 2020 Meeting Minutes**

Approval of July 21, 2020 Board Meeting Minutes

**August 4, 2020 Special Board Meeting Minutes**

Approval of August 4, 2020 Special Board Meeting Minutes

**Invoice Approval – O.J. Watson ARFF Truck 2 repairs**

Board approve payment of O.J. Watson Invoices No. DVJ104-1 and TLV2803 totaling \$13,824.40 for services on ARFF 2.

*Commissioner Marshall made a motion to approve the Consent Agenda. Commissioner Tufly second the motion. Roll Call Vote: Commissioner Benton, yes; Commissioner Brabaek, yes; Commissioner Marshall, yes; Commissioner McDaniel, yes; Commissioner Shrader, yes; Commissioner Tufly, and Commissioner Velarde, yes. The motion carries.*

**VIII. Action Items**

**Non-Commercial Use Policy**

*Commissioner Shrader made a motion approve Non-Commercial Use Policy that defines the terms and conditions for using the Airport for non-commercial purposes. Commissioner Velarde seconded the motion. Roll Call Vote: Commissioner Benton, yes; Commissioner Brabaek, yes; Commissioner Marshall, yes; Commissioner McDaniel, yes; Commissioner Shrader, yes; and Commissioner Velarde, yes. The motion carries.*

**IX. Discussion**

**X. Staff Reports**

- A. Executive Director Report (Angela Padalecki)
- B. Operations Report (Dylan Herberlein)
- C. Finance and Activity Report (Sarah Menge)
- D. External Affairs Report (Joseph Burtard)
- E. Facilities Report (Ben Peck)
- F. Project Reports

**XI. Any other business which may come before the Board**

No additional business was discussed.

**XII. Adjournment**

The meeting adjourned at approximately 6:25PM.

*Audio recording of the complete meeting can be found at  
[https://gjairport.com/Board\\_Meetings](https://gjairport.com/Board_Meetings)*

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Tom Benton, Board Chairman

***ATTEST:***

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Joseph R. Burtard, Clerk to the Board



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**Grand Junction Regional Airport Authority Board**  
**Special Board Meeting**  
Meeting Minutes  
September 1, 2020

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**REGULAR BOARD MEETING**

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**I. Call to Order**

Mr. Tom Benton, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 5:15 PM on September 1, 2020 in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted electronically.

<p><b><u>Commissioners Present:</u></b> Tom Benton (Chairman) Chuck McDaniel Thaddeus Shrader Erling Brabaek Clay Tufly Ron Velarde Linde Marshall</p> <p><b><u>Airport Staff:</u></b> Angela Padalecki (Executive Director) Joseph Burtard (Clerk) Karl Hanlon (Counsel) Dan Reimer (Counsel) Sarah Menge Ben Peck Dylan Heberlein Shelagh Flesch Cameron Reece</p>	<p><b><u>Guests:</u></b> Jeff Hurd, Ireland Stapleton Pryor &amp; Pascoe, PC. Brad Rolf, Mead and Hunt Jordan Hochhalter Harrison Earl, Crawford, Murphy &amp; Tilly, Inc Colin Bible, Garver Nicholas Haan, Crawford, Murphy &amp; Tilly, Inc Jake Hoban, Garver</p>
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**II. National Anthem**

**III. Approval of Agenda**

*Commissioner Shrader made a motion to approve the September 1, 2020 Special Board Meeting Agenda. Commissioner Marshall second the motion. Roll Call Vote: Commissioner Benton, yes; Commissioner Marshall, yes; Commissioner McDaniel, yes; Commissioner Shrader, yes; Commissioner Brabaek; Commissioner Tufly, yes; Commissioner Velarde, yes. The motion carries.*

**IV. Commissioner Comments**

*No Commissioner comments were made.*

**V. Citizen Comments**

*No citizen comments were made.*

**VII. Action Items**

**Grant Agreement and Co-Sponsorship Agreements**

*Commissioner Tufly made a motion to approve FAA AIP Grant Agreement, 3-08-0027-066-2020, in the amount of \$12,921,483 for the construction of West Terminal Apron and Run-Up Pad and authorize the Chairman to sign the Grant Agreement and the Executive Director to sign the Co-Sponsorship Agreements. Commissioner Shrader seconded the motion. Roll Call Vote: Commissioner Benton, yes; Commissioner Marshall, yes; Commissioner McDaniel, yes; Commissioner Shrader, was excused for another commitment; Commissioner Tufly, yes; and Commissioner Velarde, yes. The motion carries.*

**VIII. Any other business which may come before the Board**

*No additional business was discussed.*

**IX. Adjournment**

*The meeting adjourned at approximately 5:36PM.*

*Audio recording of the complete meeting can be found at [https://gjairport.com/Board\\_Meetings](https://gjairport.com/Board_Meetings)*

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Tom Benton, Board Chairman

***ATTEST:***

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Joseph R. Burtard, Clerk to the Board

**Grand Junction Regional Airport Authority**  
Agenda Item Summary

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TOPIC:	Purchase Passenger Loading Bridge Tow Bar & Jack Stand		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Board approve the purchase of a tow bar, tow bar wheel bumper compatible assembly, and a jacking frame as quoted from the passenger boarding bridge manufacturer JBT AeroTech Corporation.		
SUMMARY:	<p>The attached estimate is for the purchase of a tow bar, tow bar wheel bumper compatible assembly, and a jacking frame for the newer passenger loading bridge located at Gate 1.</p> <p>The tow bar and associated components are needed to tow the bridge away from an aircraft should the bridge lose power or have a mechanical failure that does not allow to move under it-s own power. The jacking frame is required to support the bridge when it becomes necessary to work on the wheels and drive assembly. This purchase was not included in the original 2018 purchase of the boarding bridge.</p>		
REVIEWED BY:	Executive Director		
FISCAL IMPACT:	\$18,582.05 (\$19,500.00 Budgeted FY 2020)		
ATTACHMENTS:	JBT AeroTech Corporation Estimate		
STAFF CONTACT:	Ben Peck <a href="mailto:bpeck@gjairport.com">bpeck@gjairport.com</a> (970) 248-8589		

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# Estimate Response Form Report



8/28/2020 9:02:15AM

JBT AeroTech Corporation  
Jetway®  
P.O. Box 9368  
Ogden UT 84409(801) 627-6600

**Customer:** C001857  
Ben Peck  
Grand Junction Regional Airport Authority  
2828 WALKER FIELD DR STE 301  
Attn: Accounts Payable  
Grand Junction CO 81506  
United States of America  
**Phone:** 970-248-8589  
**Fax:**

Estimate	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
E000025492	CASH IN ADVANCE	8/28/2020	9/27/2020		USD

Line	Quantity	Item	Unit Price	Extended Price
1	1.000		12,856.00000	
	EA	8029734 JACKING FR 6'0		12,856.00
2	1.000		4,351.00000	
	EA	2140774 TOW BAR WHL BUMPER COMPATIBLE ASSY		4,351.00
3	1.000		681.00000	
	EA	2140401.01 PKL TOWBAR WHL CRG ADPTR INSTL		681.00

**PLEASE NOTE:**

ROTUNDA FLOOR HEIGHT IS APPROX 6'0 THE SHORTEST JACKING FRAME WE HAVE IS 6'0 WHICH MEANS WE WILL BE IN AN-SLIDE USING THE JACKING FRAME. THIS IS NOT A PROBLEM JUST MAKING YOU AWARE WHEN WE SELECT A JACKING FRAME, WE TRY TO MAKE THE BRIDGE CLOSE TO LEVEL

FEDEX FREIGHT  
108X48X50 200#  
64X55X48 400#

<b>Sale Amount:</b>	17,888.00
<b>Order Disc ( 0.00%):</b>	0.00
<b>Sales Tax:</b>	0.00
<b>PST Sales:</b>	0.00
<b>Misc Charges:</b>	0.00
<b>Freight:</b>	694.05
<b>Total Amount:</b>	18,582.05

Send Remittance to: John Bean Technologies Corp - Ogden 7000 Solutions Center; Chicago, IL 60677-7000 Account Number: 1028907418, ABA Number: 043000096 SWIFT Code: PNCCUS33

## Grand Junction Regional Airport Authority

### Agenda Item Summary

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TOPIC:	Lease Assignment and Consent to Lease Assignment – Parkerson Hangars, LLC and Wild Blue Hangars, LLC.
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Staff recommends that the Board consent to the lease assignment between Parkerson Hangars, LLC and Wild Blue Hangars, LLC, and authorize the Executive Director to execute the Assignment.
SUMMARY:	Gary Parkerson with Parkerson Hangars, LLC is selling their property at 2858 Navigators Way, Units 1-7 to Jon Labrum and Wild Blue Hangars, LLC. The lease to be assigned has an initial expiration date of April 30, 2022 with one (1) ten (10) year option remaining. This action would authorize the lease assignment from Parkerson Hangars, LLC to Wild Blue Hangars, LLC. This reassignment of the lease is subject to the most recent adopted minimum standards as an aircraft storage operator and fulfills the requirements set forth with a 33,725 square foot leased area.
REVIEWED BY:	Executive Director and Legal Counsel (Dan Reimer)
FISCAL IMPACT:	None
ATTACHMENTS:	Assignment of Ground Lease Agreement and Consent to Assignment. Full lease document may be provided upon request.
STAFF CONTACT:	Dylan Heberlein <a href="mailto:dheberlein@gjairport.com">dheberlein@gjairport.com</a> (970) 248-8586

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**ASSIGNMENT OF GROUND LEASE AGREEMENT  
AND CONSENT TO ASSIGNMENT**

This Assignment of Ground Lease Agreement and Consent to Assignment (this “Agreement”) is entered into this \_\_\_ day of September, 2020 (the “Effective Date”), below, by PARKERSON HANGARS, LLC (“PARKERSON”), and WILD BLUE HANGARS, LLC (“WILD BLUE”), and which is consented to by the GRAND JUNCTION REGIONAL AIRPORT AUTHORITY (“GJRAA”).

**Recitals**

**WHEREAS**, on or about April 10, 2002 GJRAA and Parkerson Brothers, LLC (“PARKERSON BROTHERS”) entered into a Ground Lease Agreement (the “ Lease “) by which PARKERSON BROTHERS agreed to lease certain real property and improvements (the “Improvements”) from GJRAA; and

**WHEREAS**, on or about July 31, 2003 GJRAA and PARKERSON BROTHERS assigned the Lease to PARKERSON; and

**WHEREAS**, PARKERSON and WILD BLUE have entered into a separate agreement for the sale of the Improvements; and

**WHEREAS**, PARKERSON wishes to assign the Lease to WILD BLUE;

**THEREFORE**, in consideration of the agreements set forth herein, as well as for other good and valuable consideration, all Parties agree as follows:

**Agreement**

1. PARKERSON hereby assigns and transfers to WILD BLUE all of its rights, title, and interest in, to, and under the Lease. WILD BLUE hereby accepts the assignment of the Lease and agrees to assume and perform all obligations, liabilities, and responsibilities of PARKERSON under the Lease which arise or are related to events occurring from and after the Effective Date, for the benefit of both GJRAA and PARKERSON.
2. GJRAA hereby releases PARKERSON from any and all obligations under the Lease that accrue on or after the Effective Date except for any hold harmless and/or indemnification obligations that PARKERSON may have under the Lease, but which may arise after the Effective Date. However, this release is contingent upon WILD BLUE’s agreement to assume and perform all obligations, liabilities, and responsibilities of PARKERSON under the Lease.
3. PARKERSON hereby agrees to indemnify, defend, and hold WILD BLUE and GJRAA harmless from and against any and all liabilities, claims, demands, obligations, assessments, losses, costs, damages, and expenses of any nature whatsoever, including, but not limited to, costs and attorney’s fees, which WILD BLUE or GJRAA may incur, sustain, or suffer, or which may be asserted or charged against WILD BLUE or GJRAA, as a result of PARKERSON’s

actions or omissions and/or its performance or non-performance of its obligations, duties, responsibilities, covenants, and liabilities under the Lease being assigned.

4 WILD BLUE hereby warrants, covenants, and agrees to diligently perform and discharge each and all of PARKERSON's obligations, duties, responsibilities, and covenants under the Lease and to indemnify and hold PARKERSON and GJRAA harmless from and against any and all liabilities, claims, demands, obligations, assessments, losses, costs, damages, and expenses of any nature whatsoever, including, but not limited to, costs and attorney's fees, which PARKERSON or GJRAA may incur, sustain, or suffer, or which may be asserted or charged against PARKERSON or GJRAA, as a result of WILD BLUE's actions or omissions and/or its performance or non-performance of its obligations, duties, responsibilities, covenants, and liabilities under the Lease. Notwithstanding the generality of the foregoing, WILD BLUE hereby warrants, covenants, and agrees, for illustration and without limitation, to assume the Lease for the remaining term set forth in Section 1.8; conduct only those permitted uses on the Improvements in accordance with Section 1.12; pay all rents and fees in accordance with Article 3; remit a security deposit in accordance with Section 3.6; maintain insurance and submit required certificates in accordance with Article 7; and surrender possession upon expiration or early termination in accordance with Article 19.

5. PARKERSON warrants and agrees that, as of the Effective Date, all payable rents, taxes, and/or assignments pertaining to the Lease or the Improvements have been paid in full.

6. WILD BLUE certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any governmental department or agency.

7. WILD BLUE warrants and agrees to comply with the Grand Junction Regional Airport General Aviation Minimum Standards, as may be applicable to commercial aeronautical activities conducted on the lease premises.

8. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument.

9. This Agreement shall not be construed as a consent or waiver of any rights that GJRAA has to object to any subsequent sublease or assignment of the Lease.

10. This Agreement shall bind and inure to the benefit of the Parties executing this Assignment and Consent to Assignment and their respective heirs, successors, and permitted assigns.

IN WITNESS THEREOF, the Parties hereto have executed this Agreement on the date set forth below their signatures.

PARKERSON HANGARS, LLC  
710 SOUTH 15<sup>TH</sup> STREET  
GRAND JUNCTION, CO 81501

WILD BLUE HANGARS, LLC  
548 MARKET STREET STE 39254  
SAN FRANCISCO, CA 94104

By: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

### **Approval of Assignment of Ground Lease Agreement**

Effective upon proper execution by PARKERSON and WILD BLUE, GJRAA hereby consents to the assignment of the Lease to WILD BLUE. Nothing in this consent shall be construed to expand or extend any term or condition of the Lease, or waive any performance of any term or condition of the Lease, either before, on, or after the Effective Date.

Grand Junction Regional Airport Authority

By: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

**Grand Junction Regional Airport Authority**  
Agenda Item Summary

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TOPIC: Garver Task Order for Construction Administration Services for the West Terminal Apron and Run-Up Pad Construction

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PURPOSE: Information  Guidance  Decision

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RECOMMENDATION: Approval Task Order No. 11 for Garver for \$1,154,638 for Construction Administration services associated with the West Apron Replacement and Run-up Pad Construction and authorize the Executive Director to sign the Task Order and any associated change orders in accordance with the Authority's procurement policy.

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SUMMARY: This task order represents the engineering services to be performed by Garver during the construction of the temporary run-up pad and the rehabilitation of the west apron. The services to be performed include construction materials testing, construction administration, construction observation, and assistance with project and grant close-out at the conclusion of the project.

This project, including all construction costs and engineering costs will be funded by the Airport Improvement Program grant AIP 66 which covers 100% of the project costs.

GJRAA Staff worked with Shrewsberry and Associates to complete an independent fee estimate (IFE) to evaluate the proposed hours and project cost proposed by Garver for this project. The proposed fee from Garver was below the IFE and based on staff review is deemed reasonable in comparison to the total construction project cost.

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REVIEWED BY: Executive Director and Legal Counsel (Dan Reimer)

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FISCAL IMPACT: **Total Cost - \$1,154,638**  
  
FAA funded through AIP 66 - \$1,154,638  
GJRAA Local Match - \$0

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ATTACHMENTS: Garver Work Order No. 11

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STAFF CONTACT: Sarah Menge  
[smenge@gjairport.com](mailto:smenge@gjairport.com)  
Office: 970-248-8581

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**WORK ORDER NO. 11  
Grand Junction Regional Airport Authority  
Grand Junction, Colorado  
Project No. 20A25301**

This WORK ORDER is made by and between the **Grand Junction Regional Airport Authority of Grand Junction, Colorado** hereinafter referred to as "Owner," and **GARVER, LLC**, hereinafter referred to as "GARVER", in accordance with the provisions of the MASTER AGREEMENT FOR PROFESSIONAL SERVICES executed on May 18, 2017.

Under this Work Order, the Owner intends to make the following improvements for the **West Apron and Run-Up Pad - Construction Phase Services** project.

GARVER will provide professional services related to these improvements as described herein.

**SECTION 1 - SCOPE OF SERVICES**

The scope of engineering services is described in Appendix A.

**SECTION 2 – PAYMENT**

For the work described under SECTION 1 - SCOPE OF SERVICES, the Owner will pay GARVER on a lump sum basis. The Owner represents that funding sources are in place with the available funds necessary to pay GARVER.

The table below presents a summary of the fee amounts and fee types for this contract.

WORK DESCRIPTION – WEST APRON	FEE AMOUNT	FEE TYPE
Construction Materials Testing	\$98,175.00	HOURLY
Construction Administration Services	\$114,500.00	LUMP SUM
Construction Observation Services	\$456,600.00	HOURLY
Project Closeout Services	\$10,400.00	LUMP SUM
<b>TOTAL FEE</b>	<b>\$679,675.00</b>	<b>LUMP SUM</b>

WORK DESCRIPTION – RUN-UP PAD	FEE AMOUNT	FEE TYPE
Construction Materials Testing	\$109,563.00	HOURLY
Construction Administration Services	\$95,400.00	LUMP SUM
Construction Observation Services	\$260,400.00	HOURLY
Project Closeout Services	\$9,600.00	LUMP SUM
<b>TOTAL FEE</b>	<b>\$474,963.00</b>	<b>LUMP SUM</b>



The lump sum amount to be paid under this agreement is \$1,154,638.00. For informational purposes, a breakdown of GARVER's estimated costs is included in Appendix B.

The Owner will pay GARVER on a monthly basis, based upon statements submitted by GARVER to the Owner indicating the estimated proportion of the work accomplished. Payments not received within 60 days of invoice date will be subject to a one percent monthly simple interest charge. Any unused portion of the fee, due to delays beyond GARVER's control, will be increased 6% annually with the first increase effective on or about July, 2021.

As directed by the Owner, some billable work may have been performed by GARVER prior to execution of this agreement. Payment for this work will be made in accordance with the fee arrangement established herein, as approved by the Owner.

Additional Services (Extra Work). For work not described or included in Section 1 – Scope of Services but requested by the Owner in writing, the Owner will pay GARVER, for time spent on the project, at the rates shown in Appendix B for each classification of GARVER's personnel (may include contract staff classified at GARVER's discretion) plus reimbursable expenses including but not limited to printing, courier service, reproduction, and travel. The rates shown in Appendix B will be increased annually with the first increase effective on or about July, 2021.

### **SECTION 3 – APPENDICES AND EXHIBITS**

- 3.1 The following Appendices and/or Exhibits are attached to and made a part of this Agreement:
  - 3.1.1 Appendix A *Scope of Services – West Terminal Apron*
  - 3.1.1 Appendix A *Scope of Services – Run-Up Pad*
  - 3.1.2 Appendix B *Fee Summary – West Terminal Apron*
  - 3.1.2 Appendix B *Fee Summary – Run-Up Pad*
  - 3.1.3 Appendix C *Certification of Engineer*
  - 3.1.4 Appendix D *Mandatory Federal Contract Provisions for Professional Services Contracts*

This Agreement may be executed in two (2) or more counterparts each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.



Approval and acceptance of this Work Order, including attachments listed in SECTION 3 – APPENDICES AND EXHIBITS, shall incorporate this document as part of the Agreement. Garver is authorized to begin performance upon receipt of a copy of this Work Order signed by the Owner. The effective date of this Work Order shall be the last date written below.

Grand Junction Regional Airport  
Authority

GARVER, LLC

By: \_\_\_\_\_  
*Signature*

By: Frank McIlwain  
*Signature*

Name: \_\_\_\_\_  
*Printed Name*

Name: Frank McIlwain  
*Printed Name*

Title: \_\_\_\_\_

Title: Vice President

Date: \_\_\_\_\_

Date: 7/24/2020

Attest: \_\_\_\_\_

Attest: Coli Billa

## **APPENDIX A – SCOPE OF SERVICES**

### **2.1 General**

Generally, the scope of services includes construction support services for improvements to **WEST TERMINAL APRON**.

Improvements will consist primarily of reconstruction of the West Terminal Apron that serves as the western portion of the commercial service apron.

Garver will provide construction phase services for the project.

### **2.2 Construction Phase Services**

During the construction phase of work, Garver will accomplish the following:

1. Prepare Stormwater Management Plan (SWMP) on behalf of the Grand Junction Regional Airport for Colorado Department of Public Health and Environment (CDPHE) review and approval. Permitting fees will be paid by the awarded contractor.
2. Prepare for and attend a pre-construction meeting.
3. Attend progress/coordination meetings with the Owner/Contractor identified in Appendix B.
4. Evaluate and respond to construction material submittals and shop drawings. Corrections or comments made by Garver on the shop drawings during this review will not relieve Contractor from compliance with requirements of the drawings and specifications. The check will only be for review of general conformance with the design concept of the project and general compliance with the information given in the contract documents. The Contractor will be responsible for confirming and correlating all quantities and dimensions, selecting fabrication processes and techniques of construction, coordinating his work with that of all other trades, and performing his work in a safe and satisfactory manner. Garver's review shall not constitute approval of safety precautions or constitute approval of construction means, methods, techniques, sequences, procedures, or assembly of various components. When certification of performance characteristics of materials, systems or equipment is required by the Contract Documents, either directly or implied for a complete and workable system, Garver shall be entitled to rely upon such submittal or implied certification to establish that the materials, systems or equipment will meet the performance criteria required by the Contract Documents.
5. Review and accept the Contractor's Safety Plan Compliance Documents prior to issuing the Notice to Proceed.
6. Coordinate and compile Construction Management Plan with the Contractor
7. Conduct pre-paving conference to review Contractors paving, testing and surveying plans.
8. Obtain and review certified payrolls weekly, confirm pay rates during the projects, and submit a copy of the reviewed payroll to the airport.
9. Obtain and provide a certified statement signed by the subcontractors, indicating actual amounts paid to the Disadvantaged Business Enterprise (DBE) subcontractors and/or suppliers associated with the project. Garver will provide DBE documentation for its subcontractor(s).
10. Issue instructions to the Contractor on behalf of the Owner and issue necessary clarifications (respond to RFIs) regarding the construction contract documents.
11. Review the Contractor's progress payment requests based on the actual quantities of contract items completed and accepted, and will make a recommendation to the Owner regarding payment. Garver's recommendation for payment shall not be a representation that Garver has made exhaustive or continuous inspections to (1) check the quality or exact quantities of the Work; (2) to review billings from Subcontractors and material suppliers to substantiate the Contractor's right to payment; or (3) to ascertain how the Contractor has used money previously paid to the Contractor.

12. Maintain a set of working drawings, including revised phasing drawings prior to phase changes, and prepare and furnish record drawings.
13. Provide resident construction observation services for the 190-calendar-day construction contract performance time. The proposed fee is based on eight (8) days of 10 hours per day during the contractor mobilization as well as full-time observation during the 190-calendar day assumed to be 72 hours per week as well as 50 hours per week from a second observer during the 30-calendar day Phase B2. If the construction time extends beyond the time established in this agreement or if the Owner wishes to increase the time or frequency of the observation, the Owner will pay Garver an additional fee agreed to by the Owner and Garver.
14. When authorized by the Owner, prepare change orders for changes in the work from that originally provided for in the construction contract documents. If redesign or substantial engineering or surveying is required in the preparation of these change order documents, the Owner will pay Garver an additional fee to be agreed upon by the Owner and Garver.
15. Participate in final project inspection, prepare punch list, review final project closing documents, and submit final pay request.

Construction observation services will be provided by Garver's Construction Observer, who will provide or accomplish the following:

- Consult with and advise the Owner during the construction period.
- Coordinate with the firm providing construction materials quality assurance testing under contract with Garver.
- Maintain a file of quantities incorporated into the work, test reports, certifications, shop drawings and submittals, and other appropriate information.
- Review stormwater permit compliance.
- Maintain a project diary which will contain information pertinent to each site visit.

The proposed fee for Construction Phase Services is based on a 190-calendar-day construction contract performance time. If the construction time extends beyond the time established in this agreement, and the Owner wants Garver to continue the applicable Construction Phase Services, the Owner will pay Garver an additional fee agreed to by the Owner and Garver.

In performing construction observation services, Garver will endeavor to protect the Owner against defects and deficiencies in the work of the Contractor(s); but Garver cannot guarantee the performance of the Contractor(s), nor be responsible for the actual supervision of construction operations or for the safety measures that the Contractor(s) takes or should take. However, if at any time during construction Garver observes that the Contractor's work does not comply with the construction contract documents, Garver will notify the Contractor of such non-compliance and instruct him to correct the deficiency and/or stop work, as appropriate for the situation. Garver will also record the observance, the discussion, and the actions taken. If the Contractor continues without satisfactory corrective action, Garver will notify the Owner immediately, so that appropriate action under the Owner's contract with the Contractor can be taken.

### **2.3 Construction Materials Testing**

Acceptance testing will be conducted by a subconsultant hired by the Engineer in accordance with the requirements listed in the technical specifications developed for the project for the following items:

- Item P-152      Excavation and Embankment
- Item P-304      Cement-Treated Aggregate Base Course (CTB)
- Item P-501      Cement Concrete Pavement
- Item SS-401     Asphalt Surface Course (CDOT)

### **2.4 Project Closeout Services**

During the project closeout phase of the project, the Engineer will assist the Sponsor with compiling all of the reports, documents, and other items necessary to successfully close out the associated grant and provide an accurate historical record for the project.

Activities include:

1. Prepare Summary of Tests report to document the acceptance testing performed on the project.
2. Assist the Sponsor with completing all necessary grant closeout certifications and forms.
3. The Airport Layout Plan will not require an update as part of this project.
4. Prepare record drawings, indicating changes made to the design during construction. The FAA and Sponsor will each receive one copy of the record drawings in half size (11"x17") format as well as one in electronic format on a CD in .pdf and .dwg format.
5. Prepare Final Engineers Report. The final report will follow the current FAA AIP Final Report guidance. The Final Engineer's Report must be submitted to and approved by the FAA prior to final payment authorization to the Contractor and Engineer.

**2.5 Project Deliverables**

The following will be submitted to the Owner, or others as indicated, by Garver:

1. Two copies of approved shop drawings/submittals from the Contractor.
2. A completed and submitted Storm Water Management Plan (SWMP) for Colorado Department of Public Health and Environment (CDPHE) review.
3. Construction Materials Testing Summary
4. Weekly Certified Payroll documentation (from Contractor)
5. Weekly Construction Reports (FAA Standard Form) – Anticipated 27 weeks
6. Final Report and Closeout Documentation
7. One hard copy set of Record Drawings.
8. One electronic copy of Record Drawings in .pdf and .dwg format.
9. Electronic files as requested.

**2.6 Extra Work**

The following items are not included under this agreement but will be considered as extra work:

1. Submittals or deliverables in addition to those listed herein.
2. Services after construction, such as warranty follow-up, operations support, etc.

Extra Work will be as directed by the Owner in writing for an additional fee as agreed upon by the Owner and Garver.

**2.7 Schedule**

Garver shall begin work under this Agreement within ten (10) days of a Notice to Proceed and shall complete the work in accordance with the schedule below:

Phase Description	Calendar Days
Construction Phase Services	190 calendar days, or as needed for construction completion
Construction Materials Testing	190 calendar days, or as needed for construction completion
Project Closeout Services	45 calendar days from final acceptance of construction

## **APPENDIX A – SCOPE OF SERVICES**

### **2.1 General**

Generally, the scope of services includes construction support services for improvements to **GJT RUN-UP PAD**.

Improvements will consist primarily of construction of the Run-Up Pad (approximately 155' x 420') that serves as the first stage of construction for the ultimate proposed cargo apron.

Garver will provide construction phase services for the project.

### **2.2 Construction Phase Services**

During the construction phase of work, Garver will accomplish the following:

1. Prepare for and attend a pre-construction meeting.
2. Attend progress/coordination meetings with the Owner/Contractor identified in Appendix B.
3. Evaluate and respond to construction material submittals and shop drawings. Corrections or comments made by Garver on the shop drawings during this review will not relieve Contractor from compliance with requirements of the drawings and specifications. The check will only be for review of general conformance with the design concept of the project and general compliance with the information given in the contract documents. The Contractor will be responsible for confirming and correlating all quantities and dimensions, selecting fabrication processes and techniques of construction, coordinating his work with that of all other trades, and performing his work in a safe and satisfactory manner. Garver's review shall not constitute approval of safety precautions or constitute approval of construction means, methods, techniques, sequences, procedures, or assembly of various components. When certification of performance characteristics of materials, systems or equipment is required by the Contract Documents, either directly or implied for a complete and workable system, Garver shall be entitled to rely upon such submittal or implied certification to establish that the materials, systems or equipment will meet the performance criteria required by the Contract Documents.
4. Review and accept the Contractor's Safety Plan Compliance Documents prior to issuing the Notice to Proceed.
5. Coordinate and compile Construction Management Plan with the Contractor
6. Conduct pre-paving conference to review Contractors paving, testing and surveying plans.
7. Obtain and review certified payrolls weekly, confirm pay rates during the projects, and submit a copy of the reviewed payroll to the airport.
8. Obtain and provide a certified statement signed by the subcontractors, indicating actual amounts paid to the Disadvantaged Business Enterprise (DBE) subcontractors and/or suppliers associated with the project. Garver will provide DBE documentation for its subcontractor(s).
9. Issue instructions to the Contractor on behalf of the Owner and issue necessary clarifications (respond to RFIs) regarding the construction contract documents.
10. Review the Contractor's progress payment requests based on the actual quantities of contract items completed and accepted, and will make a recommendation to the Owner regarding payment and complete Standard Form (SF) 271. Garver's recommendation for payment shall not be a representation that Garver has made exhaustive or continuous inspections to (1) check the quality or exact quantities of the Work; (2) to review billings from Subcontractors and material suppliers to substantiate the Contractor's right to payment; or (3) to ascertain how the Contractor has used money previously paid to the Contractor.
11. Maintain a set of working drawings and prepare and furnish record drawings.
12. Provide resident construction observation services for the 100-calendar-day construction contract performance time. The proposed fee is based on eight (8) days of 10 hours per day

during the contractor mobilization as well as full-time observation during the 35-calendar day 16 hour work closures as well as 12 hours per day during the remainder of the 100-calendar-day construction contract performance time. If the construction time extends beyond the time established in this agreement or if the Owner wishes to increase the time or frequency of the observation, the Owner will pay Garver an additional fee agreed to by the Owner and Garver.

13. When authorized by the Owner, prepare change orders for changes in the work from that originally provided for in the construction contract documents. If redesign or substantial engineering or surveying is required in the preparation of these change order documents, the Owner will pay Garver an additional fee to be agreed upon by the Owner and Garver.
14. Participate in final project inspection, prepare punch list, review final project closing documents, and submit final pay request.

Construction observation services will be provided by Garver's Construction Observer, who will provide or accomplish the following:

- Consult with and advise the Owner during the construction period.
- Coordinate with the firm providing construction materials quality assurance testing under contract with Garver.
- Maintain a file of quantities incorporated into the work, test reports, certifications, shop drawings and submittals, and other appropriate information.
- Maintain a project diary which will contain information pertinent to each site visit.

The proposed fee for Construction Phase Services is based on a 100-calendar-day construction contract performance time. If the construction time extends beyond the time established in this agreement, and the Owner wants Garver to continue the applicable Construction Phase Services, the Owner will pay Garver an additional fee agreed to by the Owner and Garver.

In performing construction observation services, Garver will endeavor to protect the Owner against defects and deficiencies in the work of the Contractor(s); but Garver cannot guarantee the performance of the Contractor(s), nor be responsible for the actual supervision of construction operations or for the safety measures that the Contractor(s) takes or should take. However, if at any time during construction Garver observes that the Contractor's work does not comply with the construction contract documents, Garver will notify the Contractor of such non-compliance and instruct him to correct the deficiency and/or stop work, as appropriate for the situation. Garver will also record the observance, the discussion, and the actions taken. If the Contractor continues without satisfactory corrective action, Garver will notify the Owner immediately, so that appropriate action under the Owner's contract with the Contractor can be taken.

### **2.3 Construction Materials Testing**

Acceptance testing will be conducted by a subconsultant hired by the Engineer in accordance with the requirements listed in the technical specifications developed for the project for the following items:

- Item P-152      Excavation and Embankment
- Item P-304      Cement-Treated Aggregate Base Course (CTB)
- Item P-501      Cement Concrete Pavement
- Item SS-401     Asphalt Surface Course (CDOT)

### **2.4 Project Closeout Services**

During the project closeout phase of the project, the Engineer will assist the Sponsor with compiling all of the reports, documents, and other items necessary to successfully close out the associated grant and provide an accurate historical record for the project.

Activities include:

1. Prepare Summary of Tests report to document the acceptance testing performed on the project.
2. Assist the Sponsor with completing all necessary grant closeout certifications and forms.
3. The Airport Layout Plan will not require an update as part of this project.
4. Prepare record drawings, indicating changes made to the design during construction. The FAA and Sponsor will each receive one copy of the record drawings in half size (11"x17") format as well as one in electronic format on a CD.
5. Prepare Final Engineers Report. The final report will follow the current FAA AIP Final Report guidance. The Final Engineer's Report must be submitted to and approved by the FAA prior to final payment authorization to the Contractor and Engineer.

## **2.5 Project Deliverables**

The following will be submitted to the Owner, or others as indicated, by Garver:

1. Two copies of approved shop drawings/submittals from the Contractor.
2. Construction Materials Testing Summary
3. Weekly Certified Payroll documentation (from Contractor)
4. Weekly Construction Reports (FAA Standard Form)
5. Final Report and Closeout Documentation
6. One hard copy set of Record Drawings.
7. Electronic files as requested.

## **2.6 Extra Work**

The following items are not included under this agreement but will be considered as extra work:

1. Submittals or deliverables in addition to those listed herein.
2. Preparation of a Storm Water Management Plan (SWMP). The construction contract documents will require the Contractor to prepare, maintain, and submit a SWMP to Colorado Department of Public Health and Environment (CDPHE).
3. Services after construction, such as warranty follow-up, operations support, etc.

Extra Work will be as directed by the Owner in writing for an additional fee as agreed upon by the Owner and Garver.

## **2.7 Schedule**

Garver shall begin work under this Agreement within ten (10) days of a Notice to Proceed and shall complete the work in accordance with the schedule below:

<u>Phase Description</u>	<u>Calendar Days</u>
Construction Phase Services	100 calendar days, or as needed for construction completion
Construction Materials Testing	100 calendar days, or as needed for construction completion
Project Closeout Services	45 calendar days from final acceptance of construction

## APPENDIX B

### GRAND JUNCTION REGIONAL AIRPORT WEST TERMINAL APRON

#### FEE SUMMARY

##### **Title II Services**

Construction Materials Testing (Hourly)	\$98,175.00
Construction Administration Services (Lump Sum)	\$114,500.00
Construction Observation Services (Hourly)	\$456,600.00
Project Closeout Services (Lump Sum)	\$10,400.00
<b>Subtotal for Title II Services</b>	<b>\$679,675.00</b>



**APPENDIX B**

**GRAND JUNCTION REGIONAL AIRPORT  
WEST TERMINAL APRON**

**CONSTRUCTION OBSERVATION SERVICES**

WORK TASK DESCRIPTION	C-3	C-2
	hr	hr
<b>1. Civil Engineering</b>		
Attend pre-construction meeting	8	
Contractor Start Up and Mobilization Coordination	80	
Construction Observation - Phase 2 (80 Calendar Days; 72hrs/week for 11.5 weeks)	822	
Construction Observation - Phase 3 (60 Calendar Days; 72hrs/week for 8.6 weeks)	619	
Construction Observation - Phase 4 (50 Calendar Days; 72hrs/week for 7.2 weeks)	518	
Construction Observation - Phase 5 and nightwork (30 Calendar Days; 50hrs/week for 4 weeks)		200
Assist with project closeout documents	20	
<b>Subtotal - Civil Engineering</b>	<b>2067</b>	<b>200</b>

**Hours** **2067** **200**

**SUBTOTAL - SALARIES:** **\$406,394.00**

**DIRECT NON-LABOR EXPENSES**

Document Printing/Reproduction/Assembly	\$0.00
Postage/Freight/Courier	\$26.00
Office Supplies/Equipment	\$0.00
Computer Modeling/Software Use	\$0.00
Mileage (local plus one round trip)	\$11,200.00
Rental Car (Phase B - \$65/day)	\$2,080.00
Airfare (six round trips)	\$3,900.00
Meals (\$50 per day)	\$11,000.00
Lodging (220 nights)	\$22,000.00

**SUBTOTAL - DIRECT NON-LABOR EXPENSES:** **\$50,206.00**

**SUBTOTAL:** **\$456,600.00**

**SUBCONSULTANTS FEE:** **\$0.00**

**TOTAL FEE:** **\$456,600.00**



## APPENDIX B

### GRAND JUNCTION REGIONAL AIRPORT GJT RUN-UP PAD

#### FEE SUMMARY

##### **Title II Services**

Construction Materials Testing (Hourly)	\$109,563.00
Construction Administration Services (Lump Sum)	\$95,400.00
Construction Observation Services (Hourly)	\$260,400.00
Project Closeout Services (Lump Sum)	\$9,600.00
<b>Subtotal for Title II Services</b>	<b>\$474,963.00</b>



**APPENDIX B**

**GRAND JUNCTION REGIONAL AIRPORT  
GJT RUN-UP PAD**

**CONSTRUCTION OBSERVATION SERVICES**

WORK TASK DESCRIPTION	C-3	C-2
	hr	hr
<b>1. Civil Engineering</b>		
Attend pre-construction meeting	8	
Contractor Start Up and Mobilization Coordination	80	
Construction Observation - Phase A (65 Calendar Days; 72hrs/week for 9.3 weeks)	670	
Construction Observation - Phase B (35 Calendar Days; 60hrs/week for 5 weeks)	300	
Construction Observation - Phase B (35 Calendar Days; 50hrs/week for 4 weeks)		200
Assist with project closeout documents	20	
<b>Subtotal - Civil Engineering</b>	<b>1078</b>	<b>200</b>

Hours 1078 200

**SUBTOTAL - SALARIES: \$226,396.00**

**DIRECT NON-LABOR EXPENSES**

Document Printing/Reproduction/Assembly	\$0.00
Postage/Freight/Courier	\$54.00
Office Supplies/Equipment	\$0.00
Computer Modeling/Software Use	\$0.00
Mileage (local plus one round trip)	\$6,600.00
Rental Car (Phase B - \$65/day)	\$1,950.00
Airfare (six round trips)	\$3,900.00
Meals (\$50 per day)	\$7,200.00
Lodging (143 nights)	\$14,300.00

**SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$34,004.00**

**SUBTOTAL: \$260,400.00**

**SUBCONSULTANTS FEE: \$0.00**

**TOTAL FEE: \$260,400.00**





**APPENDIX C**

AIRPORT IMPROVEMENT AID PROJECT  
STATE: Colorado

**CERTIFICATION OF ENGINEER**

I hereby certify that I am \_\_\_\_\_ and duly authorized representative of the firm of GARVER, LLC, whose address is 14160 N. Dallas Parkway, Suite 850, Dallas Texas 75240, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me of the above consultant) to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid or agreed to pay to any firm, organization, or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind, for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the Federal Aviation Administration of the United States Department of Transportation, in connection with this contract involving participation of Airport Improvement Program (AIP) funds and is subject to applicable State and Federal laws, both criminal and civil.

GARVER, LLC

By \_\_\_\_\_

DATE:

\_\_\_\_\_



## APPENDIX D

### MANDATORY FEDERAL CONTRACT PROVISIONS FOR PROFESSIONAL SERVICES CONTRACTS

#### 1. ACCESS TO RECORDS AND REPORTS

The Engineer must maintain an acceptable cost accounting system. The Engineer agrees to provide the sponsor, 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 Engineer which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Engineer 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

Any violation or breach of terms of this contract on the part of the Engineer 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.

Owner will provide Engineer written notice that describes the nature of the breach and corrective actions the Engineer must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Engineer until such time the Engineer corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Engineer must correct the breach. Owner may proceed with termination of the contract if the Engineer fails to correct the breach by deadline indicated in the Owner's notice.

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. CIVIL RIGHTS - GENERAL

The Engineer agrees to 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 disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the Engineer and subtier Engineers 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.

#### 4. CIVIL RIGHTS – TITLE VI ASSURANCE

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

- I. Compliance with Regulations: The Engineer (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts And Authorities, as they may be amended



from time to time, which are herein incorporated by reference and made a part of this contract.

- II. Non-discrimination: The Engineer, 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 subconsultants, including procurements of materials and leases of equipment. The Engineer will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- III. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the Engineer for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the Engineer of the Engineer's obligations under this contract and the Nondiscrimination Acts And Authorities on the grounds of race, color, or national origin.
- IV. Information and Reports: The Engineer 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 sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts And Authorities and instructions. Where any information required of a Engineer is in the exclusive possession of another who fails or refuses to furnish the information, the Engineer will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
- V. Sanctions for Noncompliance: In the event of a Engineer's noncompliance with the Non-discrimination 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 Engineer under the contract until the Engineer complies; and/or
  - b. Cancelling, terminating, or suspending a contract, in whole or in part.
- VI. Incorporation of Provisions: The Engineer will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Engineer will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Engineer becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the Engineer may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the Engineer may request the United States to enter into the litigation to protect the interests of the United States.

## 5. CLEAN AIR AND WATER POLLUTION CONTROL

Engineer agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 U.S.C. § 740-7671q) and the Federal Water Pollution Control Act as amended (33



U.S.C. § 1251-1387). The Engineer agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

## 6. CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

- I. Overtime Requirements. No Engineer or subconsultant 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.
- II. Violation; Liability for Unpaid Wages; Liquidated Damages. In the event of any violation of the clause set forth in paragraph (1) of this clause, the Engineer and any subconsultant responsible therefor shall be liable for the unpaid wages. In addition, such Engineer and subconsultant 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) of this clause, 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) of this clause.
- III. 3. Withholding for Unpaid Wages and Liquidated Damages. The Federal Aviation Administration (FAA) or the Owner 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 moneys payable on account of work performed by the Engineer or subconsultant under any such contract or any other Federal contract with the same prime Engineer, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Engineer, such sums as may be determined to be necessary to satisfy any liabilities of such Engineer or subconsultant for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this clause.
- IV. 4. Subconsultants. The Engineer or subconsultant shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) and also a clause requiring the subconsultant to include these clauses in any lower tier subcontracts. The prime Engineer shall be responsible for compliance by any subconsultant or lower tier subconsultant with the clauses set forth in paragraphs (1) through (4) of this clause.

## 7. DEBARMENT AND SUSPENSION

By submitting a bid/proposal under this solicitation, the Engineer certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

## 8. DISADVANTAGED BUSINESS ENTERPRISE



- I. Contract Assurance (§ 26.13) - The Engineer or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Engineer shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Engineer 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.
- II. Prompt Payment (§26.29) - The prime Engineer agrees to pay each subconsultant under this prime contract for satisfactory performance of its contract no later than {specify number} days from the receipt of each payment the prime Engineer receives from {Name of recipient}. The prime Engineer agrees further to return retainage payments to each subconsultant within {specify the same number as above} days after the subconsultant's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the {Name of Recipient}. This clause applies to both DBE and non-DBE subconsultants.

#### 9. DISTRACTED DRIVING

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), the 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.

In support of this initiative, the Owner encourages the Engineer to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Engineer must include the substance of this clause in all sub-tier contracts exceeding \$3,500 and involve driving a motor vehicle in performance of work activities associated with the project.

#### 10. ENERGY CONSERVATION REQUIREMENTS

Engineer and subconsultant agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201et seq).

#### 11. EQUAL EMPLOYEMENT OPPORTUNITY (E.E.O.)

- I. During the performance of this contract, the Engineer agrees as follows:
  - (1) The Engineer will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Engineer will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identify or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Engineer agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.



- (2) The Engineer will, in all solicitations or advertisements for employees placed by or on behalf of the Engineer, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.
- (3) The Engineer will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Engineer's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (4) The Engineer will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (5) The Engineer will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (6) In the event of the Engineer's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Engineer may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (7) The Engineer will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractant or vendor. The Engineer will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event an Engineer becomes involved in, or is threatened with, litigation with a subcontractant or vendor as a result of such direction by the administering agency the Engineer may request the United States to enter into such litigation to protect the interests of the United States.

## II. Standard Federal Equal Employment Opportunity Contract Specifications

- (1) As used in these specifications:
  - a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;
  - b. "Director" means Director, Office of Federal Contract Compliance Programs



(OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority;

c. "Employer identification number" means the Federal social security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;

d. "Minority" includes:

- i. Black (all) persons having origins in any of the Black African racial groups not of Hispanic origin);
- ii. Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);
- iii. Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
- iv. American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

(2) Whenever the Engineer, or any subconsultant at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

(3) If the Engineer is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Engineers shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Engineer or subconsultant participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Engineers or subconsultants toward a goal in an approved Plan does not excuse any covered Engineer's or subconsultant's failure to take good faith efforts to achieve the Plan goals and timetables.

(4) The Engineer shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Engineer should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction Engineers performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may



be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Engineer is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

- (5) Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Engineer has a collective bargaining agreement to refer either minorities or women shall excuse the Engineer's obligations under these specifications, Executive Order 11246 or the regulations promulgated pursuant thereto.
- (6) In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the Engineer during the training period and the Engineer shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.
- (7) The Engineer shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Engineer's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Engineer shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:
  - a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Engineer's employees are assigned to work. The Engineer, where possible, will assign two or more women to each construction project. The Engineer shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the Engineer's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
  - b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Engineer or its unions have employment opportunities available, and maintain a record of the organizations' responses.
  - c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Engineer by the union or, if referred, not employed by the Engineer, this shall be documented in the file with the reason therefore along with whatever additional actions the Engineer may have taken.
  - d. Provide immediate written notification to the Director when the union or unions with which the Engineer has a collective bargaining agreement has not referred to the Engineer a minority person or female sent by the Engineer, or when the Engineer has other information that the union referral process has impeded the Engineer's efforts to meet its obligations.
  - e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading



programs and apprenticeship and trainee programs relevant to the Engineer's employment needs, especially those programs funded or approved by the Department of Labor. The Engineer shall provide notice of these programs to the sources compiled under 7b above.

- f. Disseminate the Engineer's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Engineer in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
- g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination, or other employment decisions including specific review of these items with onsite supervisory personnel such as superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
- h. Disseminate the Engineer's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Engineer's EEO policy with other Engineers and subconsultants with whom the Engineer does or anticipates doing business.
- i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the Engineer's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Engineer shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.
- j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a Engineer's workforce.
- k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
- l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
- m. Ensure that seniority practices, job classifications, work assignments, and other



personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Engineer's obligations under these specifications are being carried out.

- n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
  - o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction Engineers and suppliers, including circulation of solicitations to minority and female Engineer associations and other business associations.
  - p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Engineer's EEO policies and affirmative action obligations.
- (8) Engineers are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a Engineer association, joint Engineer union, Engineer community, or other similar groups of which the Engineer is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through 7p of these specifications provided that the Engineer actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Engineer's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Engineer. The obligation to comply, however, is the Engineer's and failure of such a group to fulfill an obligation shall not be a defense for the Engineer's noncompliance.
- (9) A single goal for minorities and a separate single goal for women have been established. The Engineer, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the Engineer has achieved its goals for women generally,) the Engineer may be in violation of the Executive Order if a specific minority group of women is underutilized.
- (10)The Engineer shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
- (11)The Engineer shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.
- (12)The Engineer shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Engineer who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.



(13)The Engineer, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Engineer fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

(14)The Engineer shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government, and to keep records. Records shall at least include for each employee, the name, address, telephone number, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, Engineers shall not be required to maintain separate records.

(15)Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

## 12. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The Engineer has full responsibility to monitor compliance to the referenced statute or regulation. The Engineer must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division

## 13. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

The Engineer certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- I. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Engineer, 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.
- II. 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.

- III. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

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.

#### 14. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Engineer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Engineer retains full responsibility to monitor its compliance and their subconsultant's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Engineer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

#### 15. SEISMIC SAFETY

In the performance of design services, the Consultant agrees to furnish a building design and associated construction specification that conform to a building code standard which provides a level of seismic safety substantially equivalent to standards as established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their building code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety. At the conclusion of the design services, the Consultant agrees to furnish the Owner a "certification of compliance" that attests conformance of the building design and the construction specifications with the seismic standards of NEHRP or an equivalent building code.

#### 16. TERMINATION OF CONTRACT

- I. Termination for Convenience. The Owner may, by written notice to the Consultant, terminate this Agreement for its convenience and without cause or default on the part of Consultant. Upon receipt of the notice of termination, except as explicitly directed by the Owner, the Engineer must immediately discontinue all services affected.

Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory



work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

- II. Termination for Default. Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- a) Termination by Owner: The Owner may terminate this Agreement in whole or in part, for the failure of the Consultant to:

1. Perform the services within the time specified in this contract or by Owner approved extension;
2. Make adequate progress so as to endanger satisfactory performance of the Project;
3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Consultant must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Consultant must deliver to the Owner all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

Owner agrees to make just and equitable compensation to the Consultant for satisfactory work completed up through the date the Consultant receives the termination notice. Compensation will not include anticipated profit on non-performed services.

Owner further agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Owner determines the Consultant was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Owner issued the termination for the convenience of the Owner.

- b) Termination by Consultant: The Consultant may terminate this Agreement in whole or in part, if the Owner:

1. Defaults on its obligations under this Agreement;



2. Fails to make payment to the Consultant in accordance with the terms of this Agreement;
3. Suspends the Project for more than 180 days due to reasons beyond the control of the Consultant.

Upon receipt of a notice of termination from the Consultant, Owner agrees to cooperate with Consultant for the purpose of terminating the agreement or portion thereof, by mutual consent. If Owner and Consultant cannot reach mutual agreement on the termination settlement, the Consultant may, without prejudice to any rights and remedies it may have, proceed with terminating all or parts of this Agreement based upon the Owner's breach of the contract.

In the event of termination due to Owner breach, the Engineer is entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Consultant through the effective date of termination action. Owner agrees to hold Consultant harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

#### 17. TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Engineer certifies that with respect to this solicitation and any resultant contract, the Engineer –

- (1) 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 as published by the Office of the United States Trade Representative (U.S.T.R.);
- (2) 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 included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R.; and
- (3) has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

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.

The Engineer must provide immediate written notice to the Owner if the Engineer learns that its certification or that of a subconsultant was erroneous when submitted or has become erroneous by reason of changed circumstances. The Engineer must require subconsultants provide immediate written notice to the Engineer if at any time it learns that its certification was erroneous by reason of changed circumstances.

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 an Engineer or subconsultant:



- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or
- (2) whose subconsultants are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
- (3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

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 Engineer is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Engineer agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Engineer may rely on the certification of a prospective subconsultant that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R., unless the Engineer has knowledge that the certification is erroneous.

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

#### 18. VETERAN'S PREFERENCE

In the employment of labor (excluding executive, administrative, and supervisory positions), the Engineer and all sub-tier Engineers must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.



One Denver Technology Center  
5251 DTC Parkway, Suite 420  
Greenwood Village, CO 80111

TEL 303.721.6932

[www.GarverUSA.com](http://www.GarverUSA.com)

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July 24, 2020

Grand Junction Regional Airport  
Attn: Ms. Angela Padalecki  
2828 Walker Field Drive  
Grand Junction, CO 81506

Re: Grand Junction Regional Airport  
Run-Up Pad and West Terminal Apron Construction  
Recommendation of Award

Dear Ms. Padalecki:

Bids were received for the FAA AIP Project No. 3-08-0027-064-2020 "Run-Up Pad and West Terminal Apron Construction" project at the Grand Junction Regional Airport at 2:00 p.m. on April 14, 2020. The bids have been checked for accuracy and for compliance with the contract documents. A tabulation of the bids is enclosed with this letter.

A total of four bids were received by contractors on the project, three of the contractors submitted bids for Schedule 3. Based on the anticipated grant availability and in accordance with the basis of award detailed in the bid documents, we recommend awarding Schedule 3. ESCO Construction Co. submitted the low bid for the Schedule 3 Base Bid and all Additive Alternatives in the amount of \$11,224,186.50. The next lowest bid these items was \$12,857,141.00 submitted by Concrete Works of Colorado, Inc., and the final bid was \$17,680,962.00 submitted by Kirkland Construction, LLLP.

We believe that the bid submitted by ESCO Construction Co. meets the requirements of the bid documents, and represents a good value for the Grand Junction Regional Airport contingent upon funding being provided for the construction of this project, we recommend that a construction contract for the Schedule 3 – Run-Up Pad and West Terminal Apron Construction for a total of \$11,224,186.50 be awarded to ESCO Construction Co.

Please call me if you have any questions.

Sincerely,

GARVER, LLC

Colin Bible, P.E.  
Project Manger

Attachments: As-Bid Budget  
Schedule 3 Bid Summary  
Bid Tabulation

**Grand Junction Regional Airport Authority**  
Agenda Item Summary

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TOPIC: Notice of Award and Acceptance of the Construction Contract with ESCO Construction Co. for the rehabilitation of the West Terminal Apron and Temporary Run-up Pad Construction

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PURPOSE: Information  Guidance  Decision

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RECOMMENDATION: Approve the Notice of Award to ESCO Construction Co. and the contract agreement for \$11,224,186.50 for Schedule 3 and All Additive Alternates to rehabilitate the west terminal apron and construct the temporary run-up pad, and authorize the Executive Director to sign the contract and any associated change orders in accordance with the Authority's procurement policy.

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SUMMARY: Garver oversaw the procurement and invitation for bid for the Run-up Pad Construction and West Terminal Apron Rehabilitation.

GJRAA received 4 bids for this project and based on Garver's review of the bids submitted, ESCO Construction Co. was determined to be the lowest qualified bidder and Garver recommends issuing a notice of award to ESCO and accepting a construction contract agreement with them for this work.

The construction contract in the amount of \$11,224,186.50 will be funded by the Airport Improvement Program grant AIP 66 which covers 100% of the project costs.

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REVIEWED BY: Executive Director and Legal Counsel (Dan Reimer)

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FISCAL IMPACT: **Total Cost - \$11,224,186.50**

FAA funded through AIP 66 - \$11,224,186.50  
GJRAA Local Match - \$0

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ATTACHMENTS: 

1. Recommendation of Award – Garver
2. Notice of Award
3. Sample Contract

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STAFF CONTACT: Sarah Menge  
[smenge@gjairport.com](mailto:smenge@gjairport.com)  
Office: 970-248-8581

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**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY  
GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION  
ENGINEER'S ESTIMATE OF PROBABLE COST SUMMARY  
SCHEDULE 3**

**BASE BID A**

Run-Up Pad

					<b>ESCO CONSTRUCTION CO.</b>	
ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$131,500.00	\$131,500.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$25,000.00	\$25,000.00
3	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	50	\$55.10	\$2,755.00
4	SS-162-5.1	GATE RELOCATION	LS	1	\$10,110.00	\$10,110.00
5	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	22,700	\$3.95	\$89,665.00
6	SS-221-5.1	STABILIZATION FABRIC	SY	10,600	\$3.05	\$32,330.00
7	SS-222.5.1	BOND BREAKER FABRIC	SY	9,800	\$3.05	\$29,890.00
8	SS-274-5.1	JET BLAST DEFLECTORS	LF	310	\$1,690.00	\$523,900.00
9	SS-283-5.1	TURF REINFORCEMENT MAT	SY	160	\$5.05	\$808.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$6,450.00	\$6,450.00
11	SS-301-5.1	EXISTING L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED	EA	4	\$1,780.00	\$7,120.00
12	SS-310-5.1	TEMPORARY AIRFIELD LIGHTING	LS	1	\$32,220.00	\$32,220.00
13	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$88,730.00	\$88,730.00
14	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$50,990.00	\$50,990.00
15	C-105-6.1	MOBILIZATION	LS	1	\$340,000.00	\$340,000.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	10,560	\$22.00	\$232,320.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	10,100	\$15.00	\$151,500.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$24.50	\$24,500.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	9,800	\$27.60	\$270,480.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	800	\$191.50	\$153,200.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,620	\$151.00	\$1,301,620.00
22	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	700	\$7.95	\$5,565.00
23	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	1,300	\$5.30	\$6,890.00
24	D-701-5.1a	18" REINFORCED CONCRETE PIPE (CLASS IV)	LF	100	\$167.50	\$16,750.00
25	D-752-5.1	18" CONCRETE END SECTION	EA	4	\$1,950.00	\$7,800.00
26	L-108-5.1	NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	LF	1,750	\$7.70	\$13,475.00
27	L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS	LF	1,250	\$5.15	\$6,437.50
28	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	LF	900	\$24.20	\$21,780.00
29	L-110-5.1	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 2"C, 24" MINIMUM COVER	LF	125	\$81.80	\$10,225.00
30	L-110-5.5	NON-ENCASED, ELECTRICAL CONDUIT, 1-WAY 2"C	LF	950	\$11.60	\$11,020.00
31	L-115-5.1	ELECTRICAL JUNCTION STRUCTURE, L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH	EA	2	\$6,600.00	\$13,200.00
32	L-125-5.1	L-858 BASE MOUNTED, 2-MODULE GUIDANCE SIGN, INSTALLED	EA	1	\$17,300.00	\$17,300.00
33	L-125-5.2	L-858 BASE MOUNTED, 5-MODULE GUIDANCE SIGN, INSTALLED	EA	2	\$29,370.00	\$58,740.00
34	L-125-5.3	L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, INSTALLED	EA	18	\$4,360.00	\$78,480.00

**Total Engineer's Estimate - Base Bid A** \$3,772,750.50



**Additive Alternate A-1**

Vehicle Service Road Improvements

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESCO CONSTRUCTION CO.	
					UNIT PRICE	AMOUNT
1	SS-211-4.1	SUBGRADE PREPARATION	SY	4,250	\$3.05	\$12,962.50
2	SS-401-9.1	ASPHALT SURFACE COURSE	TN	850	\$278.00	\$236,300.00
3	C-105-6.1	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00

**Total Engineer's Estimate - Additive A-1**     \$269,262.50

**Additive Alternate A-2**

Run-Up Pad Expansion

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESCO CONSTRUCTION CO.	
					UNIT PRICE	AMOUNT
1	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	1,850	\$4.30	\$7,955.00
2	SS-221-5.1	STABILIZATION FABRIC	SY	2,000	\$3.05	\$6,100.00
3	SS-222.5.1	BOND BREAKER FABRIC	SY	1,800	\$3.05	\$5,490.00
4	C-105-6.1	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00
5	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	500	\$30.40	\$15,200.00
6	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	1,850	\$14.20	\$26,270.00
7	P-152-4.3	UNSUITABLE EXCAVATION	CY	300	\$38.00	\$11,400.00
8	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	1,800	\$27.60	\$49,680.00
9	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	1,725	\$141.50	\$244,087.50

**Total Engineer's Estimate - Additive A-2**     \$386,182.50

**BASE BID B**

West Terminal Apron

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESCO CONSTRUCTION CO.	
					UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$471,510.00	\$471,510.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$25,000.00	\$25,000.00
3	SS-140-5.1	PAVEMENT REMOVAL	SY	9,500	\$28.80	\$273,600.00
4	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	20	\$84.40	\$1,688.00
5	SS-140-5.3	TRENCH DRAIN REMOVAL	LF	410	\$34.10	\$13,981.00
6	SS-140-5.4	INLET REMOVAL	EA	2	\$7,140.00	\$14,280.00
7	SS-221-5.1	STABILIZATION FABRIC	SY	6,000	\$3.05	\$18,300.00
8	SS-222.5.1	BOND BREAKER FABRIC	SY	12,200	\$3.05	\$37,210.00
9	SS-250-6.1	METHACRYLATE CONCRETE SEALER	SY	1,800	\$48.50	\$87,300.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$6,450.00	\$6,450.00
11	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$177,680.00	\$177,680.00
12	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$57,660.00	\$57,660.00
13	C-105-6.1	MOBILIZATION	LS	1	\$314,820.00	\$314,820.00
14	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	1,800	\$4.00	\$7,200.00
15	P-101-5.2	COLD MILLINGS (0"-15" DEPTH)	SY	3,200	\$20.10	\$64,320.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	4,260	\$25.80	\$109,908.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	6,000	\$14.50	\$87,000.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$24.50	\$24,500.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	6,000	\$26.00	\$156,000.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	500	\$215.00	\$107,500.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,500	\$164.00	\$1,394,000.00
22	P-501-8.4	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITH REINFORCEMENT)	SY	700	\$227.00	\$158,900.00
23	P-501-8.5	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITHOUT REINFORCEMENT)	SY	2,700	\$172.00	\$464,400.00



24	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	3,500	\$7.95	\$27,825.00
25	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	2,400	\$5.30	\$12,720.00
26	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	1,500	\$5.30	\$7,950.00
27	D-701-5.1b	18" REINFORCED CONCRETE PIPE (CLASS V)	LF	1,130	\$161.50	\$182,495.00
28	D-701-5.1c	18" SDR-35 PVC PIPE	LF	20	\$183.00	\$3,660.00
29	D-705-5.1	6" UNDERDRAIN PIPE	LF	1,250	\$50.60	\$63,250.00
30	D-751-5.1	4'6" x 6'0" AIRFIELD GRATE INLET	EA	10	\$16,700.00	\$167,000.00
31	D-751-5.2	4'6" x 6'0" AIRFIELD JUNCTION BOX	EA	2	\$22,160.00	\$44,320.00
32	D-751-5.3	UNDERDRAIN INSPECTION HOLE	EA	4	\$8,800.00	\$35,200.00
33	D-751-5.4	UNDERDRAIN CLEANOUT	EA	4	\$1,310.00	\$5,240.00
34	D-752-5.2	CONCRETE TRENCH DRAIN	LF	1,200	\$464.50	\$557,400.00
35	L-110-5.2	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 1-WAY 4"C, 24" MINIMUM COVER	LF	20	\$83.70	\$1,674.00
36	L-110-5.3	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 4"C, 24" MINIMUM COVER	LF	150	\$89.70	\$13,455.00
37	L-110-5.4	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 4-WAY 4"C, 24" MINIMUM COVER	LF	850	\$122.00	\$103,700.00
38	L-115-5.2	ELECTRICAL HANDHOLE, INTERIOR DIMINIONS 48"L x 48"W x 35"D	EA	5	\$21,520.00	\$107,600.00

**Total Engineer's Estimate - Base Bid B** \$5,406,696.00

**Additive Alternate B-1**

Glycol Recovery System Improvements

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESCO CONSTRUCTION CO.	
					UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$17,810.00	\$17,810.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$5,000.00	\$5,000.00
3	SS-140-5.1	PAVEMENT REMOVAL	SY	100	\$45.60	\$4,560.00
4	SS-140-5.5	CURB AND GUTTER REMOVAL	LF	100	\$16.30	\$1,630.00
5	SS-290-7.1	GLYCOL RECOVERY SYSTEM - REMOVED	LS	1	\$67,160.00	\$67,160.00
6	SS-290-7.2	GLYCOL RECOVERY SYSTEM - INSTALLED	LS	1	\$463,750.00	\$463,750.00
7	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$6,450.00	\$6,450.00
8	SS-609-5.1	CONCRETE CURB AND GUTTER	LF	100	\$46.70	\$4,670.00
9	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$1,010.00	\$1,010.00
10	C-105-6.1	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00

**Total Engineer's Estimate - Additive B-1** \$592,040.00

**Additive Alternate B-2**

Baggage Cart Road Improvements

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESCO CONSTRUCTION CO.	
					UNIT PRICE	AMOUNT
1	SS-140-5.1	PAVEMENT REMOVAL	SY	700	\$13.90	\$9,730.00
2	SS-220-5.1	CDOT AGGREGATE BASE COURSE (6" THICKNESS)	SY	200	\$19.00	\$3,800.00
3	SS-220-5.2	CDOT AGGREGATE BASE COURSE (10" THICKNESS)	SY	500	\$21.50	\$10,750.00
4	SS-401-9.1	ASPHALT SURFACE COURSE	TN	150	\$236.00	\$35,400.00
5	C-105-6.1	MOBILIZATION	LS	1	\$10,000.00	\$10,000.00
6	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	250	\$23.50	\$5,875.00
7	P-152-4.3	UNSUITABLE EXCAVATION	CY	150	\$38.00	\$5,700.00
8	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (8" THICKNESS; WITH REINFORCEMENT)	SY	200	\$143.00	\$28,600.00

**Total Engineer's Estimate - Additive B-2** \$109,855.00



**Additive Alternate B-3**

Asphalt Pavement Rehabilitation

					ESCO CONSTRUCTION CO.	
ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$139,520.00	\$139,520.00
2	C-105-6.1	MOBILIZATION	LS	1	\$50,000.00	\$50,000.00
3	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	11,000	\$4.00	\$44,000.00
4	P-608-R-8.1	ASPHALT SURFACE TREATMENT	SY	41,300	\$5.60	\$231,280.00
5	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	11,000	\$7.95	\$87,450.00
6	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-	SF	14,500	\$5.30	\$76,850.00
7	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	11,000	\$5.30	\$58,300.00

**Total Engineer's Estimate - Additive B-3**    \$687,400.00**Construction Cost Summary - Schedule 3**

Base Bid A - Run-Up Pad	\$3,772,750.50
Additive Alternate A-1 - Vehicle Services Road Improvements	\$269,262.50
Additive Alternate A-2 - Run-Up Pad Expansion	\$386,182.50
Base Bid B - West Terminal Apron	\$5,406,696.00
Additive Alternate B-1 - Glycol Recovery System Improvements	\$592,040.00
Additive Alternate B-2 - Baggage Cart Road Improvements	\$109,855.00
Additive Alternate B-3 - Asphalt Pavement Rehabilitation	\$687,400.00
<b>Estimated Total Construction</b>	<b>\$11,224,186.50</b>

**Run-Up Pad As-Bid Budget**

Independent Fee Estimate (IFE)	\$2,500.00
Engineering	\$474,963.00
Base Bid A - Run-Up Pad	\$3,772,750.50
Additive Alternate A-1 - Vehicle Service Road Improvements	\$269,262.50
Additive Alternate A-2 - Run-Up Pad Expansion	\$386,182.50
<b>Total Run-Up Pad As-Bid Budget</b>	<b>\$ 4,905,658.50</b>

**West Terminal Apron As-Bid Budget**

Administration	\$5,000.00
Independent Fee Estimate (IFE) Design	\$3,500.00
Design	\$466,685.00
Independent Fee Estimate (IFE) Engineering	\$3,500.00
Engineering	\$679,675.00
Base Bid B - West Terminal Apron	\$5,406,696.00
Additive Alternate B-1 - Glycol Recovery System Improvements	\$592,040.00
Additive Alternate B-2 - Baggage Cart Road Improvements	\$109,855.00
Additive Alternate B-3 - Asphalt Pavement Rehabilitation	\$687,400.00
<b>Total West Terminal Apron As-Bid Budget</b>	<b>\$7,954,351.00</b>

<b>Run-Up Pad Total Project Cost</b>	<b>\$4,905,658.50</b>
<b>West Terminal Apron Total Project Cost</b>	<b>\$7,954,351.00</b>
<b>Total Project Cost</b>	<b>\$12,860,009.50</b>





## RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION SCHEDULE 3 BID SUMMARY

Bid Package – Schedule 3	ESCO Construction Co.	Concrete Works of Colorado, Inc.	Kirkland Construction, LLLP
Base Bid A	\$3,772,750.50	\$5,017,911.00	\$6,340,830.00
Additive Alternate A-1	\$269,262.50	\$273,500.00	\$228,978.00
Additive Alternate A-2	\$386,182.50	\$505,610.00	\$671,250.00
<b>Subtotal</b>	<b>\$4,428,195.50</b>	<b>\$5,797,021.00</b>	<b>\$7,241,058.00</b>
Base Bid B	\$5,406,696.00	\$5,852,740.00	\$8,975,398.00
Additive Alternate B-1	\$592,040.00	\$650,020.00	\$736,926.00
Additive Alternate B-2	\$109,855.00	\$109,410.00	\$173,300.00
Additive Alternate B-3	\$687,400.00	\$447,950.00	\$554,280.00
<b>Subtotal</b>	<b>\$6,795,911.00</b>	<b>\$7,060,120.00</b>	<b>\$10,439,904.00</b>
<b>Grand Total</b>	<b>\$11,224,186.50</b>	<b>\$12,857,141.00</b>	<b>\$17,680,962.00</b>

**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY  
GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION  
BID TABULATION  
SCHEDULE 1: BASE BID A - RUN-UP PAD  
BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$50,000.00	\$50,000.00	\$775,000.00	\$775,000.00	\$150,000.00	\$150,000.00	\$98,500.00	\$98,500.00	\$129,950.00	\$129,950.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$35,000.00	\$35,000.00	\$275,000.00	\$275,000.00	\$25,000.00	\$25,000.00	\$5,000.00	\$5,000.00	\$4,190.00	\$4,190.00
3	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	50	\$25.00	\$1,250.00	\$358.00	\$17,900.00	\$55.10	\$2,755.00	\$53.00	\$2,650.00	\$90.00	\$4,500.00
4	SS-162-5.1	GATE RELOCATION	LS	1	\$20,000.00	\$20,000.00	\$30,000.00	\$30,000.00	\$10,110.00	\$10,110.00	\$78,700.00	\$78,700.00	\$15,000.00	\$15,000.00
5	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	22,700	\$2.00	\$45,400.00	\$6.00	\$136,200.00	\$3.95	\$89,665.00	\$2.50	\$56,750.00	\$8.00	\$181,600.00
6	SS-221-5.1	STABILIZATION FABRIC	SY	10,600	\$3.00	\$31,800.00	\$4.00	\$42,400.00	\$3.05	\$32,330.00	\$4.00	\$42,400.00	\$6.15	\$65,190.00
7	SS-222-5.1	BOND BREAKER FABRIC	SY	9,800	\$4.00	\$39,200.00	\$4.00	\$39,200.00	\$3.05	\$29,890.00	\$4.00	\$39,200.00	\$3.00	\$29,400.00
8	SS-274-5.1	JET BLAST DEFLECTORS	LF	310	\$1,200.00	\$372,000.00	\$1,425.00	\$441,750.00	\$1,690.00	\$523,900.00	\$1,591.00	\$493,210.00	\$2,360.00	\$731,600.00
9	SS-283-5.1	TURF REINFORCEMENT MAT	SY	160	\$20.00	\$3,200.00	\$20.00	\$3,200.00	\$5.05	\$808.00	\$56.00	\$8,960.00	\$18.00	\$2,880.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$3,500.00	\$3,500.00	\$225,000.00	\$225,000.00	\$6,450.00	\$6,450.00	\$20,000.00	\$20,000.00	\$26,660.00	\$26,660.00
11	SS-301-5.1	EXISTING L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED	EA	4	\$300.00	\$1,200.00	\$4,000.00	\$16,000.00	\$1,780.00	\$7,120.00	\$3,905.00	\$15,620.00	\$113.00	\$452.00
12	SS-310-5.1	TEMPORARY AIRFIELD LIGHTING	LS	1	\$5,000.00	\$5,000.00	\$225,000.00	\$225,000.00	\$32,220.00	\$32,220.00	\$30,000.00	\$30,000.00	\$84,630.00	\$84,630.00
13	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$25,000.00	\$25,000.00	\$500,000.00	\$500,000.00	\$88,730.00	\$88,730.00	\$84,000.00	\$84,000.00	\$253,900.00	\$253,900.00
14	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$20,000.00	\$20,000.00	\$150,000.00	\$150,000.00	\$50,990.00	\$50,990.00	\$35,000.00	\$35,000.00	\$44,420.00	\$44,420.00
15	C-105-6.1	MOBILIZATION	LS	1	\$413,175.00	\$413,175.00	\$900,000.00	\$900,000.00	\$440,693.00	\$440,693.00	\$387,469.00	\$387,469.00	\$154,100.00	\$154,100.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	10,560	\$15.00	\$158,400.00	\$30.00	\$316,800.00	\$22.00	\$232,320.00	\$7.30	\$77,088.00	\$56.00	\$591,360.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	10,100	\$25.00	\$252,500.00	\$21.00	\$212,100.00	\$15.00	\$151,500.00	\$23.50	\$237,350.00	\$21.00	\$212,100.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$25.00	\$25,000.00	\$56.00	\$56,000.00	\$24.50	\$24,500.00	\$84.00	\$84,000.00	\$60.00	\$60,000.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	9,800	\$50.00	\$490,000.00	\$52.00	\$509,600.00	\$43.00	\$421,400.00	\$27.00	\$264,600.00	\$52.00	\$509,600.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	800	\$225.00	\$180,000.00	\$327.00	\$261,600.00	\$251.00	\$200,800.00	\$480.00	\$384,000.00	\$190.00	\$152,000.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,620	\$220.00	\$1,896,400.00	\$233.00	\$2,008,460.00	\$211.00	\$1,818,820.00	\$382.00	\$3,292,840.00	\$186.00	\$1,603,320.00
22	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	700	\$3.00	\$2,100.00	\$7.00	\$4,900.00	\$7.95	\$5,565.00	\$7.00	\$4,900.00	\$5.00	\$3,500.00
23	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	1,300	\$2.50	\$3,250.00	\$5.00	\$6,500.00	\$5.30	\$6,890.00	\$5.00	\$6,500.00	\$5.00	\$6,500.00
24	D-701-5.1a	18" REINFORCED CONCRETE PIPE (CLASS IV)	LF	100	\$100.00	\$10,000.00	\$151.00	\$15,100.00	\$167.50	\$16,750.00	\$168.00	\$16,800.00	\$238.00	\$23,800.00
25	D-752-5.1	18" CONCRETE END SECTION	EA	4	\$2,500.00	\$10,000.00	\$2,641.00	\$10,564.00	\$1,950.00	\$7,800.00	\$1,700.00	\$6,800.00	\$226.00	\$904.00
26	L-108-5.1	NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	LF	1,750	\$2.25	\$3,937.50	\$5.00	\$8,750.00	\$7.70	\$13,475.00	\$4.50	\$7,875.00	\$7.00	\$12,250.00
27	L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS	LF	1,250	\$2.25	\$2,812.50	\$9.00	\$11,250.00	\$5.15	\$6,437.50	\$8.50	\$10,625.00	\$5.00	\$6,250.00
28	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	LF	900	\$1.00	\$900.00	\$15.00	\$13,500.00	\$24.20	\$21,780.00	\$15.00	\$13,500.00	\$8.00	\$7,200.00
29	L-110-5.1	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 2"C, 24" MINIMUM COVER	LF	125	\$35.00	\$4,375.00	\$110.00	\$13,750.00	\$81.80	\$10,225.00	\$108.50	\$13,562.50	\$263.00	\$32,875.00
30	L-110-5.5	NON-ENCASED, ELECTRICAL CONDUIT, 1-WAY 2"C	LF	950	\$8.00	\$7,600.00	\$30.00	\$28,500.00	\$11.60	\$11,020.00	\$29.50	\$28,025.00	\$10.00	\$9,500.00
31	L-115-5.1	ELECTRICAL JUNCTION STRUCTURE, L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH	EA	2	\$1,200.00	\$2,400.00	\$2,061.00	\$4,122.00	\$6,600.00	\$13,200.00	\$2,046.00	\$4,092.00	\$1,350.00	\$2,700.00
32	L-125-5.1	L-858 BASE MOUNTED, 2-MODULE GUIDANCE SIGN, INSTALLED	EA	1	\$7,000.00	\$7,000.00	\$6,118.00	\$6,118.00	\$17,300.00	\$17,300.00	\$6,072.00	\$6,072.00	\$6,880.00	\$6,880.00
33	L-125-5.2	L-858 BASE MOUNTED, 5-MODULE GUIDANCE SIGN, INSTALLED	EA	2	\$10,000.00	\$20,000.00	\$8,500.00	\$17,000.00	\$29,370.00	\$58,740.00	\$8,437.00	\$16,874.00	\$9,140.00	\$18,280.00
34	L-125-5.3	L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, INSTALLED	EA	18	\$1,300.00	\$23,400.00	\$2,787.00	\$50,166.00	\$4,360.00	\$78,480.00	\$2,766.00	\$49,788.00	\$1,690.00	\$30,420.00
TOTALS						\$4,165,800.00		\$7,331,430.00		\$4,607,663.50		\$5,922,750.50		\$5,017,911.00

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 1: ADDITIVE ALTERNATE A-1 - VEHICLE SERVICE ROAD IMPROVEMENTS**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-211-4.1	SUBGRADE PREPARATION	SY	4,250	\$3.00	\$12,750.00	\$3.00	\$12,750.00	\$3.05	\$12,962.50	\$2.50	\$10,625.00	\$14.00	\$59,500.00
2	SS-401-9.1	ASPHALT SURFACE COURSE	TN	850	\$150.00	\$127,500.00	\$242.00	\$205,700.00	\$278.00	\$236,300.00	\$239.80	\$203,830.00	\$241.00	\$204,850.00
3	C-105-6.1	MOBILIZATION	LS	1	\$14,750.00	\$14,750.00	\$10,528.00	\$10,528.00	\$20,000.00	\$20,000.00	\$15,012.00	\$15,012.00	\$9,150.00	\$9,150.00
TOTALS						<u>\$155,000.00</u>		<u>\$228,978.00</u>		<u>\$269,262.50</u>		<u>\$229,467.00</u>		<u>\$273,500.00</u>

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 1: ADDITIVE ALTERNATE A-2 - RUN-UP PAD EXPANSION**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	1,850	\$2.00	\$3,700.00	\$6.00	\$11,100.00	\$4.30	\$7,955.00	\$3.50	\$6,475.00	\$8.00	\$14,800.00
2	SS-221-5.1	STABILIZATION FABRIC	SY	2,000	\$3.00	\$6,000.00	\$4.00	\$8,000.00	\$3.05	\$6,100.00	\$4.00	\$8,000.00	\$6.15	\$12,300.00
3	SS-222.5.1	BOND BREAKER FABRIC	SY	1,800	\$4.00	\$7,200.00	\$4.00	\$7,200.00	\$3.05	\$5,490.00	\$4.00	\$7,200.00	\$5.80	\$10,440.00
4	C-105-6.1	MOBILIZATION	LS	1	\$26,850.00	\$26,850.00	\$10,075.00	\$10,075.00	\$20,000.00	\$20,000.00	\$58,718.00	\$58,718.00	\$4,020.00	\$4,020.00
5	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	500	\$15.00	\$7,500.00	\$30.00	\$15,000.00	\$30.40	\$15,200.00	\$7.00	\$3,500.00	\$56.00	\$28,000.00
6	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	1,850	\$35.00	\$64,750.00	\$21.00	\$38,850.00	\$14.20	\$26,270.00	\$25.00	\$46,250.00	\$21.00	\$38,850.00
7	P-152-4.3	UNSUITABLE EXCAVATION	CY	300	\$20.00	\$6,000.00	\$56.00	\$16,800.00	\$38.00	\$11,400.00	\$85.00	\$25,500.00	\$60.00	\$18,000.00
8	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	1,800	\$40.00	\$72,000.00	\$48.00	\$86,400.00	\$27.60	\$49,680.00	\$25.00	\$45,000.00	\$42.00	\$75,600.00
9	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	1,725	\$200.00	\$345,000.00	\$277.00	\$477,825.00	\$141.50	\$244,087.50	\$404.00	\$696,900.00	\$176.00	\$303,600.00
TOTALS						<u>\$539,000.00</u>		<u>\$671,250.00</u>		<u>\$386,182.50</u>		<u>\$897,543.00</u>		<u>\$505,610.00</u>

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY  
GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION  
BID TABULATION  
SCHEDULE 2: BASE BID B - WEST TERMINAL APRON  
BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$47,600.00	\$47,600.00	\$975,000.00	\$975,000.00	\$600,000.00	\$600,000.00			\$136,000.00	\$136,000.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$12,000.00	\$12,000.00	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00			\$4,190.00	\$4,190.00
3	SS-140-5.1	PAVEMENT REMOVAL	SY	9,500	\$30.00	\$285,000.00	\$24.00	\$228,000.00	\$50.00	\$475,000.00			\$34.00	\$323,000.00
4	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	20	\$25.00	\$500.00	\$366.00	\$7,320.00	\$84.40	\$1,688.00			\$90.00	\$1,800.00
5	SS-140-5.3	TRENCH DRAIN REMOVAL	LF	410	\$15.00	\$6,150.00	\$58.00	\$23,780.00	\$34.10	\$13,981.00			\$163.00	\$66,830.00
6	SS-140-5.4	INLET REMOVAL	EA	2	\$2,500.00	\$5,000.00	\$7,230.00	\$14,460.00	\$7,140.00	\$14,280.00			\$5,460.00	\$10,920.00
7	SS-221-5.1	STABILIZATION FABRIC	SY	6,000	\$3.00	\$18,000.00	\$4.00	\$24,000.00	\$3.05	\$18,300.00			\$6.15	\$36,900.00
8	SS-222-5.1	BOND BREAKER FABRIC	SY	12,200	\$4.00	\$48,800.00	\$4.00	\$48,800.00	\$3.05	\$37,210.00			\$3.00	\$36,600.00
9	SS-250-6.1	METHACRYLATE CONCRETE SEALER	SY	1,800	\$10.00	\$18,000.00	\$16.00	\$28,800.00	\$48.50	\$87,300.00			\$28.00	\$50,400.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$2,000.00	\$2,000.00	\$275,000.00	\$275,000.00	\$6,450.00	\$6,450.00			\$6,590.00	\$6,590.00
11	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$25,000.00	\$25,000.00	\$950,000.00	\$950,000.00	\$207,680.00	\$207,680.00			\$440,100.00	\$440,100.00
12	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$15,000.00	\$15,000.00	\$175,000.00	\$175,000.00	\$67,660.00	\$67,660.00			\$44,420.00	\$44,420.00
13	C-105-6.1	MOBILIZATION	LS	1	\$534,700.00	\$534,700.00	\$1,200,000.00	\$1,200,000.00	\$710,000.00	\$710,000.00			\$155,200.00	\$155,200.00
14	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	1,800	\$1.50	\$2,700.00	\$4.00	\$7,200.00	\$4.00	\$7,200.00			\$3.00	\$5,400.00
15	P-101-5.2	COLD MILLINGS (0"-15" DEPTH)	SY	3,200	\$20.00	\$64,000.00	\$19.00	\$60,800.00	\$20.10	\$64,320.00			\$12.00	\$38,400.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	4,260	\$15.00	\$63,900.00	\$30.00	\$127,800.00	\$25.80	\$109,908.00			\$56.00	\$238,560.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	6,000	\$25.00	\$150,000.00	\$21.00	\$126,000.00	\$14.50	\$87,000.00			\$21.00	\$126,000.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$25.00	\$25,000.00	\$56.00	\$56,000.00	\$24.50	\$24,500.00			\$60.00	\$60,000.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	6,000	\$45.00	\$270,000.00	\$54.00	\$324,000.00	\$50.00	\$300,000.00			\$52.00	\$312,000.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	500	\$225.00	\$112,500.00	\$327.00	\$163,500.00	\$266.00	\$133,000.00			\$190.00	\$95,000.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,500	\$220.00	\$1,870,000.00	\$233.00	\$1,980,500.00	\$228.31	\$1,940,635.00	<b>BID FOR SCHEDULE 2: BASE BID B NOT SUBMITTED</b>		\$186.00	\$1,581,000.00
22	P-501-8.4	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITH REINFORCEMENT)	SY	700	\$225.00	\$157,500.00	\$327.00	\$228,900.00	\$287.00	\$200,900.00			\$192.00	\$134,400.00
23	P-501-8.5	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITHOUT REINFORCEMENT)	SY	2,700	\$220.00	\$594,000.00	\$233.00	\$629,100.00	\$232.00	\$626,400.00			\$179.00	\$483,300.00
24	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	3,500	\$3.00	\$10,500.00	\$7.00	\$24,500.00	\$7.95	\$27,825.00			\$5.00	\$17,500.00
25	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	2,400	\$2.50	\$6,000.00	\$5.00	\$12,000.00	\$5.30	\$12,720.00			\$5.00	\$12,000.00
26	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	1,500	\$2.50	\$3,750.00	\$5.00	\$7,500.00	\$5.30	\$7,950.00			\$6.00	\$9,000.00
27	D-701-5.1b	18" REINFORCED CONCRETE PIPE (CLASS V)	LF	1,130	\$110.00	\$124,300.00	\$247.00	\$279,110.00	\$161.50	\$182,495.00			\$241.00	\$272,330.00
28	D-701-5.1c	18" SDR-35 PVC PIPE	LF	20	\$50.00	\$1,000.00	\$357.00	\$7,140.00	\$183.00	\$3,660.00			\$143.00	\$2,860.00
29	D-705-5.1	6" UNDERDRAIN PIPE	LF	1,250	\$25.00	\$31,250.00	\$105.00	\$131,250.00	\$50.60	\$63,250.00			\$72.00	\$90,000.00
30	D-751-5.1	4'6" x 6'0" AIRFIELD GRATE INLET	EA	10	\$10,000.00	\$100,000.00	\$17,666.00	\$176,660.00	\$16,700.00	\$167,000.00			\$11,250.00	\$112,500.00
31	D-751-5.2	4'6" x 6'0" AIRFIELD JUNCTION BOX	EA	2	\$10,000.00	\$20,000.00	\$21,000.00	\$42,000.00	\$22,160.00	\$44,320.00			\$11,250.00	\$22,500.00
32	D-751-5.3	UNDERDRAIN INSPECTION HOLE	EA	4	\$6,000.00	\$24,000.00	\$9,536.00	\$38,144.00	\$8,800.00	\$35,200.00			\$6,440.00	\$25,760.00
33	D-751-5.4	UNDERDRAIN CLEANOUT	EA	4	\$3,000.00	\$12,000.00	\$4,856.00	\$19,424.00	\$1,310.00	\$5,240.00			\$1,100.00	\$4,400.00
34	D-752-5.2	CONCRETE TRENCH DRAIN	LF	1,200	\$500.00	\$600,000.00	\$664.00	\$796,800.00	\$550.00	\$660,000.00			\$500.00	\$600,000.00
35	L-110-5.2	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 1-WAY 4"C, 24" MINIMUM COVER	LF	20	\$30.00	\$600.00	\$239.00	\$4,780.00	\$83.70	\$1,674.00			\$269.00	\$5,380.00
36	L-110-5.3	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 4"C, 24" MINIMUM COVER	LF	150	\$35.00	\$5,250.00	\$179.00	\$26,850.00	\$89.70	\$13,455.00			\$270.00	\$40,500.00
37	L-110-5.4	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 4-WAY 4"C, 24" MINIMUM COVER	LF	850	\$60.00	\$51,000.00	\$200.00	\$170,000.00	\$122.00	\$103,700.00			\$282.00	\$239,700.00
38	L-115-5.2	ELECTRICAL HANDHOLE, INTERIOR DIMENSIONS 48"L x 48"W x 35"D	EA	5	\$7,000.00	\$35,000.00	\$21,056.00	\$105,280.00	\$21,520.00	\$107,600.00			\$2,260.00	\$11,300.00
<b>TOTALS</b>						<b>\$5,352,000.00</b>		<b>\$9,995,398.00</b>		<b>\$7,194,501.00</b>		<b>\$0.00</b>		<b>\$5,852,740.00</b>

Corrected Prices







**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 2: ADDITIVE ALTERNATE B-3 - ASPHALT PAVEMENT REHABILITATION**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$5,000.00	\$5,000.00	\$5,040.00	\$5,040.00	\$139,520.00	\$139,520.00			\$29,950.00	\$29,950.00
2	C-105-6.1	MOBILIZATION	LS	1	\$37,200.00	\$37,200.00	\$11,640.00	\$11,640.00	\$50,000.00	\$50,000.00			\$15,300.00	\$15,300.00
3	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	11,000	\$1.50	\$16,500.00	\$4.00	\$44,000.00	\$4.00	\$44,000.00			\$3.00	\$33,000.00
4	P-608-R-8.1	ASPHALT SURFACE TREATMENT	SY	41,300	\$3.50	\$144,550.00	\$7.00	\$289,100.00	\$5.60	\$231,280.00	<b>BID FOR SCHEDULE 2: ADDITIVE ALTERNATE B-3 NOT SUBMITTED</b>		\$4.00	\$165,200.00
5	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	11,000	\$3.00	\$33,000.00	\$7.00	\$77,000.00	\$7.95	\$87,450.00			\$6.00	\$66,000.00
6	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	14,500	\$2.50	\$36,250.00	\$5.00	\$72,500.00	\$5.30	\$76,850.00			\$5.00	\$72,500.00
7	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	11,000	\$2.50	\$27,500.00	\$5.00	\$55,000.00	\$5.30	\$58,300.00			\$6.00	\$66,000.00
<b>TOTALS</b>						<u>\$300,000.00</u>		<u>\$554,280.00</u>		<u>\$687,400.00</u>		<u>\$0.00</u>		<u>\$447,950.00</u>

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY  
GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION  
BID TABULATION  
SCHEDULE 3: BASE BID A - RUN-UP PAD  
BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$50,000.00	\$50,000.00	\$550,000.00	\$550,000.00	\$131,500.00	\$131,500.00			\$129,950.00	\$129,950.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$35,000.00	\$35,000.00	\$125,000.00	\$125,000.00	\$25,000.00	\$25,000.00			\$4,190.00	\$4,190.00
3	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	50	\$25.00	\$1,250.00	\$358.00	\$17,900.00	\$55.10	\$2,755.00			\$90.00	\$4,500.00
4	SS-162-5.1	GATE RELOCATION	LS	1	\$20,000.00	\$20,000.00	\$19,400.00	\$19,400.00	\$10,110.00	\$10,110.00			\$15,000.00	\$15,000.00
5	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	22,700	\$2.00	\$45,400.00	\$6.00	\$136,200.00	\$3.95	\$89,665.00			\$8.00	\$181,600.00
6	SS-221-5.1	STABILIZATION FABRIC	SY	10,600	\$3.00	\$31,800.00	\$4.00	\$42,400.00	\$3.05	\$32,330.00			\$6.15	\$65,190.00
7	SS-222-5.1	BOND BREAKER FABRIC	SY	9,800	\$4.00	\$39,200.00	\$4.00	\$39,200.00	\$3.05	\$29,890.00			\$3.00	\$29,400.00
8	SS-274-5.1	JET BLAST DEFLECTORS	LF	310	\$1,200.00	\$372,000.00	\$1,425.00	\$441,750.00	\$1,690.00	\$523,900.00			\$2,360.00	\$731,600.00
9	SS-283-5.1	TURF REINFORCEMENT MAT	SY	160	\$20.00	\$3,200.00	\$20.00	\$3,200.00	\$5.05	\$808.00			\$18.00	\$2,880.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$3,500.00	\$3,500.00	\$100,000.00	\$100,000.00	\$6,450.00	\$6,450.00			\$26,660.00	\$26,660.00
11	SS-301-5.1	EXISTING L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED	EA	4	\$300.00	\$1,200.00	\$4,000.00	\$16,000.00	\$1,780.00	\$7,120.00			\$113.00	\$452.00
12	SS-310-5.1	TEMPORARY AIRFIELD LIGHTING	LS	1	\$5,000.00	\$5,000.00	\$100,000.00	\$100,000.00	\$32,220.00	\$32,220.00			\$84,630.00	\$84,630.00
13	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$25,000.00	\$25,000.00	\$425,000.00	\$425,000.00	\$88,730.00	\$88,730.00			\$253,900.00	\$253,900.00
14	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$20,000.00	\$20,000.00	\$50,000.00	\$50,000.00	\$50,990.00	\$50,990.00			\$44,420.00	\$44,420.00
15	C-105-6.1	MOBILIZATION	LS	1	\$249,575.00	\$249,575.00	\$720,000.00	\$720,000.00	\$340,000.00	\$340,000.00			\$154,100.00	\$154,100.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	10,560	\$15.00	\$158,400.00	\$30.00	\$316,800.00	\$22.00	\$232,320.00			\$56.00	\$591,360.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	10,100	\$25.00	\$252,500.00	\$21.00	\$212,100.00	\$15.00	\$151,500.00			\$21.00	\$212,100.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$25.00	\$25,000.00	\$56.00	\$56,000.00	\$24.50	\$24,500.00			\$60.00	\$60,000.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	9,800	\$40.00	\$392,000.00	\$52.00	\$509,600.00	\$27.60	\$270,480.00			\$52.00	\$509,600.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	800	\$205.00	\$164,000.00	\$327.00	\$261,600.00	\$191.50	\$153,200.00			\$190.00	\$152,000.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,620	\$200.00	\$1,724,000.00	\$233.00	\$2,008,460.00	\$151.00	\$1,301,620.00	BID FOR SCHEDULE 3: BASE BID A NOT SUBMITTED		\$186.00	\$1,603,320.00
22	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	700	\$3.00	\$2,100.00	\$7.00	\$4,900.00	\$7.95	\$5,565.00			\$5.00	\$3,500.00
23	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	1,300	\$2.50	\$3,250.00	\$5.00	\$6,500.00	\$5.30	\$6,890.00			\$5.00	\$6,500.00
24	D-701-5.1a	18" REINFORCED CONCRETE PIPE (CLASS IV)	LF	100	\$100.00	\$10,000.00	\$151.00	\$15,100.00	\$167.50	\$16,750.00			\$238.00	\$23,800.00
25	D-752-5.1	18" CONCRETE END SECTION	EA	4	\$2,500.00	\$10,000.00	\$2,641.00	\$10,564.00	\$1,950.00	\$7,800.00			\$226.00	\$904.00
26	L-108-5.1	NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	LF	1,750	\$2.25	\$3,937.50	\$5.00	\$8,750.00	\$7.70	\$13,475.00			\$7.00	\$12,250.00
27	L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK, OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS	LF	1,250	\$2.25	\$2,812.50	\$9.00	\$11,250.00	\$5.15	\$6,437.50			\$5.00	\$6,250.00
28	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	LF	900	\$1.00	\$900.00	\$15.00	\$13,500.00	\$24.20	\$21,780.00			\$8.00	\$7,200.00
29	L-110-5.1	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 2"C, 24" MINIMUM COVER	LF	125	\$35.00	\$4,375.00	\$110.00	\$13,750.00	\$81.80	\$10,225.00			\$263.00	\$32,875.00
30	L-110-5.5	NON-ENCASED, ELECTRICAL CONDUIT, 1-WAY 2"C	LF	950	\$8.00	\$7,600.00	\$30.00	\$28,500.00	\$11.60	\$11,020.00			\$10.00	\$9,500.00
31	L-115-5.1	ELECTRICAL JUNCTION STRUCTURE, L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH	EA	2	\$1,200.00	\$2,400.00	\$2,061.00	\$4,122.00	\$6,600.00	\$13,200.00		\$1,350.00	\$2,700.00	
32	L-125-5.1	L-858 BASE MOUNTED, 2-MODULE GUIDANCE SIGN, INSTALLED	EA	1	\$7,000.00	\$7,000.00	\$6,118.00	\$6,118.00	\$17,300.00	\$17,300.00		\$6,880.00	\$6,880.00	
33	L-125-5.2	L-858 BASE MOUNTED, 5-MODULE GUIDANCE SIGN, INSTALLED	EA	2	\$10,000.00	\$20,000.00	\$8,500.00	\$17,000.00	\$29,370.00	\$58,740.00		\$9,140.00	\$18,280.00	
34	L-125-5.3	L-861T BASE MOUNTED TAXIWAY EDGE LIGHT, INSTALLED	EA	18	\$1,300.00	\$23,400.00	\$2,787.00	\$50,166.00	\$4,360.00	\$78,480.00		\$1,690.00	\$30,420.00	
TOTALS						<u>\$3,715,800.00</u>		<u>\$6,340,830.00</u>		<u>\$3,772,750.50</u>		<u>\$0.00</u>		<u>\$5,017,911.00</u>

Corrected Prices





**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 3: ADDITIVE ALTERNATE A-2 - RUN-UP PAD EXPANSION**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-215-5.1	ASPHALT MILLINGS FOR RESTORATION	SY	1,850	\$2.00	\$3,700.00	\$6.00	\$11,100.00	\$4.30	\$7,955.00			\$8.00	\$14,800.00
2	SS-221-5.1	STABILIZATION FABRIC	SY	2,000	\$3.00	\$6,000.00	\$4.00	\$8,000.00	\$3.05	\$6,100.00			\$6.15	\$12,300.00
3	SS-222.5.1	BOND BREAKER FABRIC	SY	1,800	\$4.00	\$7,200.00	\$4.00	\$7,200.00	\$3.05	\$5,490.00			\$5.80	\$10,440.00
4	C-105-6.1	MOBILIZATION	LS	1	\$26,850.00	\$26,850.00	\$10,075.00	\$10,075.00	\$20,000.00	\$20,000.00			\$4,020.00	\$4,020.00
5	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	500	\$15.00	\$7,500.00	\$30.00	\$15,000.00	\$30.40	\$15,200.00			\$56.00	\$28,000.00
6	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	1,850	\$35.00	\$64,750.00	\$21.00	\$38,850.00	\$14.20	\$26,270.00			\$21.00	\$38,850.00
7	P-152-4.3	UNSUITABLE EXCAVATION	CY	300	\$20.00	\$6,000.00	\$56.00	\$16,800.00	\$38.00	\$11,400.00			\$60.00	\$18,000.00
8	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	1,800	\$40.00	\$72,000.00	\$48.00	\$86,400.00	\$27.60	\$49,680.00			\$42.00	\$75,600.00
9	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	1,725	\$200.00	\$345,000.00	\$277.00	\$477,825.00	\$141.50	\$244,087.50			\$176.00	\$303,600.00
TOTALS						\$539,000.00		\$671,250.00		\$386,182.50		\$0.00		\$505,610.00

**BID FOR SCHEDULE 3: ADDITIVE ALTERNATE A-2 NOT SUBMITTED**

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY  
GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION  
BID TABULATION  
SCHEDULE 3: BASE BID B - WEST TERMINAL APRON  
BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$47,600.00	\$47,600.00	\$825,000.00	\$825,000.00	\$471,510.00	\$471,510.00			\$136,000.00	\$136,000.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$12,000.00	\$12,000.00	\$200,000.00	\$200,000.00	\$25,000.00	\$25,000.00			\$4,190.00	\$4,190.00
3	SS-140-5.1	PAVEMENT REMOVAL	SY	9,500	\$30.00	\$285,000.00	\$24.00	\$228,000.00	\$28.80	\$273,600.00			\$34.00	\$323,000.00
4	SS-140-5.2	DRAINAGE PIPE REMOVAL	LF	20	\$25.00	\$500.00	\$366.00	\$7,320.00	\$84.40	\$1,688.00			\$90.00	\$1,800.00
5	SS-140-5.3	TRENCH DRAIN REMOVAL	LF	410	\$15.00	\$6,150.00	\$58.00	\$23,780.00	\$34.10	\$13,981.00			\$163.00	\$66,830.00
6	SS-140-5.4	INLET REMOVAL	EA	2	\$2,500.00	\$5,000.00	\$7,230.00	\$14,460.00	\$7,140.00	\$14,280.00			\$5,460.00	\$10,920.00
7	SS-221-5.1	STABILIZATION FABRIC	SY	6,000	\$3.00	\$18,000.00	\$4.00	\$24,000.00	\$3.05	\$18,300.00			\$6.15	\$36,900.00
8	SS-222-5.1	BOND BREAKER FABRIC	SY	12,200	\$4.00	\$48,800.00	\$4.00	\$48,800.00	\$3.05	\$37,210.00			\$3.00	\$36,600.00
9	SS-250-6.1	METHACRYLATE CONCRETE SEALER	SY	1,800	\$10.00	\$18,000.00	\$16.00	\$28,800.00	\$48.50	\$87,300.00			\$28.00	\$50,400.00
10	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$2,000.00	\$2,000.00	\$180,000.00	\$180,000.00	\$6,450.00	\$6,450.00			\$6,590.00	\$6,590.00
11	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	\$25,000.00	\$25,000.00	\$725,000.00	\$725,000.00	\$177,680.00	\$177,680.00			\$440,100.00	\$440,100.00
12	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$15,000.00	\$15,000.00	\$125,000.00	\$125,000.00	\$57,660.00	\$57,660.00			\$44,420.00	\$44,420.00
13	C-105-6.1	MOBILIZATION	LS	1	\$542,700.00	\$542,700.00	\$1,000,000.00	\$1,000,000.00	\$314,820.00	\$314,820.00			\$155,200.00	\$155,200.00
14	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	1,800	\$1.50	\$2,700.00	\$4.00	\$7,200.00	\$4.00	\$7,200.00			\$5.00	\$9,000.00
15	P-101-5.2	COLD MILLINGS (0"-15" DEPTH)	SY	3,200	\$20.00	\$64,000.00	\$19.00	\$60,800.00	\$20.10	\$64,320.00			\$12.00	\$38,400.00
16	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	4,260	\$15.00	\$63,900.00	\$30.00	\$127,800.00	\$25.80	\$109,908.00			\$56.00	\$238,560.00
17	P-152-4.2	BORROW EXCAVATION (12" THICKNESS)	SY	6,000	\$25.00	\$150,000.00	\$21.00	\$126,000.00	\$14.50	\$87,000.00			\$21.00	\$126,000.00
18	P-152-4.3	UNSUITABLE EXCAVATION	CY	1,000	\$25.00	\$25,000.00	\$56.00	\$56,000.00	\$24.50	\$24,500.00			\$60.00	\$60,000.00
19	P-304-8.1	CEMENT-TREATED BASE COURSE (6" THICKNESS)	SY	6,000	\$40.00	\$240,000.00	\$54.00	\$324,000.00	\$26.00	\$156,000.00			\$52.00	\$312,000.00
20	P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITH REINFORCEMENT)	SY	500	\$205.00	\$102,500.00	\$327.00	\$163,500.00	\$215.00	\$107,500.00			\$190.00	\$95,000.00
21	P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT (15" THICKNESS; WITHOUT REINFORCEMENT)	SY	8,500	\$200.00	\$1,700,000.00	\$233.00	\$1,980,500.00	\$164.00	\$1,394,000.00	BID FOR SCHEDULE 3: BASE BID B NOT SUBMITTED		\$186.00	\$1,581,000.00
22	P-501-8.4	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITH REINFORCEMENT)	SY	700	\$205.00	\$143,500.00	\$327.00	\$228,900.00	\$227.00	\$158,900.00			\$192.00	\$134,400.00
23	P-501-8.5	PORTLAND CEMENT CONCRETE PAVEMENT (16" THICKNESS; WITHOUT REINFORCEMENT)	SY	2,700	\$200.00	\$540,000.00	\$233.00	\$629,100.00	\$172.00	\$464,400.00			\$179.00	\$483,300.00
24	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	3,500	\$3.00	\$10,500.00	\$7.00	\$24,500.00	\$7.95	\$27,825.00			\$5.00	\$17,500.00
25	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	2,400	\$2.50	\$6,000.00	\$5.00	\$12,000.00	\$5.30	\$12,720.00			\$5.00	\$12,000.00
26	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	1,500	\$2.50	\$3,750.00	\$5.00	\$7,500.00	\$5.30	\$7,950.00			\$6.00	\$9,000.00
27	D-701-5.1b	18" REINFORCED CONCRETE PIPE (CLASS V)	LF	1,130	\$110.00	\$124,300.00	\$247.00	\$279,110.00	\$161.50	\$182,495.00			\$241.00	\$272,330.00
28	D-701-5.1c	18" SDR-35 PVC PIPE	LF	20	\$50.00	\$1,000.00	\$357.00	\$7,140.00	\$183.00	\$3,660.00			\$143.00	\$2,860.00
29	D-705-5.1	6" UNDERDRAIN PIPE	LF	1,250	\$25.00	\$31,250.00	\$105.00	\$131,250.00	\$50.60	\$63,250.00			\$72.00	\$90,000.00
30	D-751-5.1	4'6" x 6'0" AIRFIELD GRATE INLET	EA	10	\$10,000.00	\$100,000.00	\$17,666.00	\$176,660.00	\$16,700.00	\$167,000.00			\$11,250.00	\$112,500.00
31	D-751-5.2	4'6" x 6'0" AIRFIELD JUNCTION BOX	EA	2	\$10,000.00	\$20,000.00	\$21,000.00	\$42,000.00	\$22,160.00	\$44,320.00			\$11,250.00	\$22,500.00
32	D-751-5.3	UNDERDRAIN INSPECTION HOLE	EA	4	\$6,000.00	\$24,000.00	\$9,536.00	\$38,144.00	\$8,800.00	\$35,200.00			\$6,440.00	\$25,760.00
33	D-751-5.4	UNDERDRAIN CLEANOUT	EA	4	\$3,000.00	\$12,000.00	\$4,856.00	\$19,424.00	\$1,310.00	\$5,240.00			\$1,100.00	\$4,400.00
34	D-752-5.2	CONCRETE TRENCH DRAIN	LF	1,200	\$500.00	\$600,000.00	\$664.00	\$796,800.00	\$464.50	\$557,400.00			\$500.00	\$600,000.00
35	L-110-5.2	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 1-WAY 4"C, 24" MINIMUM COVER	LF	20	\$30.00	\$600.00	\$239.00	\$4,780.00	\$83.70	\$1,674.00			\$269.00	\$5,380.00
36	L-110-5.3	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 2-WAY 4"C, 24" MINIMUM COVER	LF	150	\$35.00	\$5,250.00	\$179.00	\$26,850.00	\$89.70	\$13,455.00			\$270.00	\$40,500.00
37	L-110-5.4	CONCRETE ENCASED, ELECTRICAL DUCT BANK, 4-WAY 4"C, 24" MINIMUM COVER	LF	850	\$60.00	\$51,000.00	\$200.00	\$170,000.00	\$122.00	\$103,700.00			\$282.00	\$239,700.00
38	L-115-5.2	ELECTRICAL HANDHOLE, INTERIOR DIMENSIONS 48"L x 48"W x 35"D	EA	5	\$7,000.00	\$35,000.00	\$21,056.00	\$105,280.00	\$21,520.00	\$107,600.00			\$2,260.00	\$11,300.00
TOTALS						\$5,082,000.00		\$8,975,398.00		\$5,406,696.00		\$0.00		\$5,852,740.00

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 3: ADDITIVE ALTERNATE B-1 - GLYCOL RECOVERY SYSTEM IMPROVEMENTS**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$5,000.00	\$5,000.00	\$5,038.00	\$5,038.00	\$17,810.00	\$17,810.00			\$10,180.00	\$10,180.00
2	SS-130-4.1	TRENCH AND EXCAVATION SAFETY SYSTEMS	LS	1	\$3,000.00	\$3,000.00	\$5,038.00	\$5,038.00	\$5,000.00	\$5,000.00			\$4,190.00	\$4,190.00
3	SS-140-5.1	PAVEMENT REMOVAL	SY	100	\$30.00	\$3,000.00	\$75.00	\$7,500.00	\$45.60	\$4,560.00			\$34.00	\$3,400.00
4	SS-140-5.5	CURB AND GUTTER REMOVAL	LF	100	\$10.00	\$1,000.00	\$26.00	\$2,600.00	\$16.30	\$1,630.00			\$122.00	\$12,200.00
5	SS-290-7.1	GLYCOL RECOVERY SYSTEM - REMOVED	LS	1	\$50,000.00	\$50,000.00	\$116,800.00	\$116,800.00	\$67,160.00	\$67,160.00			\$96,700.00	\$96,700.00
6	SS-290-7.2	GLYCOL RECOVERY SYSTEM - INSTALLED	LS	1	\$500,000.00	\$500,000.00	\$537,400.00	\$537,400.00	\$463,750.00	\$463,750.00			\$465,300.00	\$465,300.00
7	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	\$500.00	\$500.00	\$11,100.00	\$11,100.00	\$6,450.00	\$6,450.00			\$6,590.00	\$6,590.00
8	SS-609-5.1	CONCRETE CURB AND GUTTER	LF	100	\$50.00	\$5,000.00	\$167.00	\$16,700.00	\$46.70	\$4,670.00			\$76.00	\$7,600.00
9	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	\$2,500.00	\$2,500.00	\$23,650.00	\$23,650.00	\$1,010.00	\$1,010.00			\$38,720.00	\$38,720.00
10	C-105-6.1	MOBILIZATION	LS	1	\$40,000.00	\$40,000.00	\$11,100.00	\$11,100.00	\$20,000.00	\$20,000.00			\$5,140.00	\$5,140.00
<b>TOTALS</b>						<u>\$610,000.00</u>		<u>\$736,926.00</u>		<u>\$592,040.00</u>		<u>\$0.00</u>		<u>\$650,020.00</u>

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 3: ADDITIVE ALTERNATE B-2 - BAGGAGE CART ROAD IMPROVEMENTS**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-140-5.1	PAVEMENT REMOVAL	SY	700	\$30.00	\$21,000.00	\$25.00	\$17,500.00	\$13.90	\$9,730.00			\$33.00	\$23,100.00
2	SS-220-5.1	CDOT AGGREGATE BASE COURSE (6" THICKNESS)	SY	200	\$20.00	\$4,000.00	\$15.00	\$3,000.00	\$19.00	\$3,800.00			\$10.00	\$2,000.00
3	SS-220-5.2	CDOT AGGREGATE BASE COURSE (10" THICKNESS)	SY	500	\$60.00	\$30,000.00	\$19.00	\$9,500.00	\$21.50	\$10,750.00			\$16.00	\$8,000.00
4	SS-401-9.1	ASPHALT SURFACE COURSE	TN	150	\$150.00	\$22,500.00	\$206.00	\$30,900.00	\$236.00	\$35,400.00			\$170.00	\$25,500.00
5	C-105-6.1	MOBILIZATION	LS	1	\$35,000.00	\$35,000.00	\$12,100.00	\$12,100.00	\$10,000.00	\$10,000.00			\$3,410.00	\$3,410.00
6	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	250	\$15.00	\$3,750.00	\$106.00	\$26,500.00	\$23.50	\$5,875.00			\$56.00	\$14,000.00
7	P-152-4.3	UNSUITABLE EXCAVATION	CY	150	\$25.00	\$3,750.00	\$56.00	\$8,400.00	\$38.00	\$5,700.00			\$56.00	\$8,400.00
8	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (8" THICKNESS; WITH REINFORCEMENT)	SY	200	\$150.00	\$30,000.00	\$327.00	\$65,400.00	\$143.00	\$28,600.00			\$125.00	\$25,000.00
TOTALS						<u>\$150,000.00</u>		<u>\$173,300.00</u>		<u>\$109,855.00</u>		<u>\$0.00</u>		<u>\$109,410.00</u>

BID FOR SCHEDULE 3: ADDITIVE  
 ALTERNATE B-2 NOT SUBMITTED

Corrected Prices



**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**  
**GJT RUN-UP PAD AND WEST TERMINAL APRON CONSTRUCTION**  
**BID TABULATION**  
**SCHEDULE 3: ADDITIVE ALTERNATE B-3 - ASPHALT PAVEMENT REHABILITATION**  
**BID OPENING: APRIL 14, 2020; 2:00 PM**

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ENGINEER'S ESTIMATE		KIRKLAND CONSTRUCTION, L.L.P.		ESCO CONSTRUCTION CO.		CON-SY, INC.		CONCRETE WORKS OF COLORADO, INC.	
					UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	\$5,000.00	\$5,000.00	\$5,040.00	\$5,040.00	\$139,520.00	\$139,520.00			\$29,950.00	\$29,950.00
2	C-105-6.1	MOBILIZATION	LS	1	\$37,200.00	\$37,200.00	\$11,640.00	\$11,640.00	\$50,000.00	\$50,000.00			\$15,300.00	\$15,300.00
3	P-101-5.1	PAVEMENT MARKINGS REMOVAL	SF	11,000	\$1.50	\$16,500.00	\$4.00	\$44,000.00	\$4.00	\$44,000.00			\$3.00	\$33,000.00
4	P-608-R-8.1	ASPHALT SURFACE TREATMENT	SY	41,300	\$3.50	\$144,550.00	\$7.00	\$289,100.00	\$5.60	\$231,280.00	<b>BID FOR SCHEDULE 3: ADDITIVE ALTERNATE B-3 NOT SUBMITTED</b>		\$4.00	\$165,200.00
5	P-620-5.1a	RUNWAY AND TAXIWAY PAINTING (REFLECTIVE)	SF	11,000	\$3.00	\$33,000.00	\$7.00	\$77,000.00	\$7.95	\$87,450.00			\$6.00	\$66,000.00
6	P-620-5.1b	RUNWAY AND TAXIWAY PAINTING (NON-REFLECTIVE)	SF	14,500	\$2.50	\$36,250.00	\$5.00	\$72,500.00	\$5.30	\$76,850.00			\$5.00	\$72,500.00
7	P-620-5.1c	RUNWAY AND TAXIWAY PAINTING (TEMPORARY)	SF	11,000	\$2.50	\$27,500.00	\$5.00	\$55,000.00	\$5.30	\$58,300.00			\$6.00	\$66,000.00
<b>TOTALS</b>						<u>\$300,000.00</u>		<u>\$554,280.00</u>		<u>\$687,400.00</u>		<u>\$0.00</u>		<u>\$447,950.00</u>

Corrected Prices



**NOTICE OF AWARD**

TO: Gabe Wallace  
ESCO Construction Co.  
3540 Evergreen Parkway  
Evergreen, CO 80439

DATE: September 2, 2020

Grand Junction Regional Airport Authority, having considered the Contract Proposals submitted for improvements to the Grand Junction Regional Airport, AIP Project No. 3-08-0027-066-2020, and it appearing that your Contract Proposal of Eleven Million, Two Hundred Twenty-Four Thousand, One Hundred Eighty-Six and 50/100 Dollars (\$11,224,186.50) for Schedule 3 Base Bid and all Additive Alternates of the Run-Up Pad and West Terminal Apron Construction is fair, equitable and in the best interest of the Grand Junction Regional Airport Authority and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices contained therein.

In accordance with the terms of the Contract Documents, you are required to execute the formal Contract Agreement and furnish the required Performance Bond, Payment Bond, and insurance certificates within 10 consecutive calendar days from and including the date of this notice.

The Bid Bond submitted with your Contract Proposal will be returned upon execution of the Contract Agreement and the furnishing of the Performance Bond and Payment Bond. In the event that you should fail to execute the Contract Agreement and furnish the Performance Bond, Payment Bond, and insurance certificates within the time specified, the Bid Bond will be forfeited to the Grand Junction Regional Airport Authority Board.

This Award is subject to the concurrence of the Federal Aviation Administration.

Grand Junction Regional Airport

Grand Junction, CO

By: \_\_\_\_\_  
Contract Authorized Representative

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Date

**010600 - CONTRACT**

THIS AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between \_\_\_\_\_ a Corporation organized and existing under the laws of the State of \_\_\_\_\_ hereinafter called the "Contractor", and Grand Junction Regional Airport, hereinafter called the "Owner".

W I T N E S S E T H:

That the Contractor and the Owner for the consideration stated herein mutually agree as follows:

ARTICLE 1. Statement of Work. The Contractor shall furnish all supervision, technical personnel, labor, materials, machinery, tools, equipment, incidentals and services, including utility and transportation services and perform and complete all work required for the construction of **Run-Up Pad and West Terminal Apron Construction** in strict accordance with the Contract Documents.

ARTICLE 2. The Contract Price. The Owner will pay the Contractor, because of his performance of the Contract, for the total quantities of work performed at the lump sum and unit prices stipulated in the Proposal for Schedule \_\_\_\_\_ with Alternates \_\_\_\_\_ (include only alternates awarded) subject to additions, and deductions as provided in the SPECIAL PROVISIONS.

ARTICLE 3. Contract Time. The Contractor agrees to begin work within ten (10) calendar days after issuance by the Owner of a "Work Order" or "Notice to Proceed" and to complete the awarded bid schedule within one-hundred ninety (190) consecutive calendar days thereafter (except as modified in accordance with the SPECIAL PROVISIONS of these Contract Documents). If the Contractor shall fail to complete the work within the time specified, he and his Surety shall be liable for payment to the Owner, as liquidated damages ascertained and agreed, and not in the nature of a penalty, the amount specified in SPECIAL PROVISIONS of these Contract Documents for each day of delay. To the extent sufficient in amount, liquidated damages shall be deducted from the payments to be made under this Contract.

ARTICLE 4. Contract. The executed Contract Documents shall consist of the following:

- |   |   |
|---|---|
| a. Executed Contract                    | i. Bidder Certifications                            |
| b. Addenda (if any)                     | j. Performance and Payment Bonds                    |
| c. Advertisement for Bids               | k. General Provisions                               |
| d. Instructions to Bidders              | l. Special Provisions                               |
| e. Proposal                             | m. Technical Specifications                         |
| f. Statement of Bidder's Qualifications | n. Supplemental Specifications                      |
| g. List of Proposed Subcontractors      | o. Drawings   |
| h. DBE Participation Reporting          | p. Certificates of Insurance and Insurance Policies |

This Contract together with other Documents enumerated in this Article 4, which said other Documents are as fully a part of the Contract Documents as if hereto attached or herein repeated, form the Contract between the parties hereto. In the event that any provisions in any component part of this Contract conflicts with any provision of any other component part, the conflict shall be resolved by the Engineer whose decision shall be final.

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ARTICLE 5.    Payment. It is the intent of the Owner to make partial payments in the following manner:

1. The Contractor shall submit to Engineer his Application for Payment no later than the next to last Friday of the month.
2. Engineer will, within seven (7) days after receipt, submit the Application for Payment to the Owner for payment along with its Recommendation of Payment, noting any changes. The Owner will then make payment to the Contractor when funds are received from the FAA and are available to the Owner for Payment to the Contractor.

ARTICLE 6.    Surety. The Surety on the Performance and Payment Bonds shall be a surety company of financial resources satisfactory to the Owner, authorized to do business in the State of the Project, and shall comply with applicable state laws.

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be executed in four (4) counterparts, each of which shall be considered an original on the day and year first written.

Contractor: \_\_\_\_\_

Attest: \_\_\_\_\_  
*Signature*

By: \_\_\_\_\_  
*Signature*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Print Name and Title*

\_\_\_\_\_  
*Address*

Owner: Grand Junction Regional Airport

Attest: \_\_\_\_\_  
*Signature*

By: \_\_\_\_\_  
*Signature*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Print Name and Title*

\_\_\_\_\_  
*Address*

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**Grand Junction Regional Airport Authority**  
Agenda Item Summary

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TOPIC: Contract Amendment 1 for Task Order 5 with Mead & Hunt for Construction Administration Services for the 2019 fencing and perimeter road project.

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PURPOSE: Information  Guidance  Decision

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RECOMMENDATION: Approve Task Order No. 5 Amendment 1 with Mead & Hunt for \$30,000 for additional construction administration services associated with the 2019 fencing and perimeter road project and authorize the Executive Director to sign the Amendment.

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SUMMARY: This amendment represents a modification to the construction administration task order with Mead & Hunt to oversee the 2019 fencing and perimeter road base project. Although the total construction costs and quantities came in under-budget, the number of calendar days to complete the project increased 47 days from the original 120-day construction plan to 167 total calendar days.

The increase in project days required additional construction administration and oversight services from Mead & Hunt. Although the number of calendar days increased 39%, the proposed amendment to increase construction administration costs by \$30,000 is only an increase of approximately 4.2% of the original construction administration cost for the base project package (\$708,695). Mead & Hunt worked closely with Eric Trinklein and the construction contractor to limit additional onsite services required by the winter shutdown and project delay to minimize the additional construction administration costs. The proposed change order will be funded 90% by the FAA and 10% by GJRAA.

The total estimated cost and funding source for the 2019 construction projects for the fencing, perimeter road, and drainage ponds is as follows:

	<u>Original Estimate</u>	<u>Estimated Final Cost</u>
Total Project Cost	\$9,344,446	\$8,890,000
FAA funded	\$8,410,000	\$8,001,000
CDOT funding	\$ 250,000	\$ 250,000
GJRAA match	\$ 684,446	\$ 639,000

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REVIEWED BY: Executive Director and Legal Counsel (Dan Reimer)

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FISCAL IMPACT: **Total Cost - \$30,000**  
FAA funded through AIP 62 - \$27,000  
GJRAA Local Match - \$3,000

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ATTACHMENTS: Mead & Hunt – Task Order 5 Amendment 1

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STAFF CONTACT: Sarah Menge  
[smenge@gairport.com](mailto:smenge@gairport.com)  
Office: 970-248-8581

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**Contract Amendment No. 1  
Amending Task Order No. 5**

September 2, 2020

Sarah Menge  
Grand Junction Regional Airport Authority  
2828 Walker Field Drive  
Grand Junction, CO 81506

Project Name: GJT Grand Junction Runway Relocation

Project Location: Grand Junction, CO  
Project Number: R2331300-170312.05/.08  
Mead & Hunt Manager: Jeremy Lee

Subject: Task Order 5 Amendment No. 1

Dear Mrs. Menge:

The above-referenced PROJECT requires an Amendment. The work in this Amendment is in addition to the Scope of Services and fees stated in the original contract between the CLIENT (Grand Junction Regional Airport Authority) and the CONSULTANT (Mead & Hunt, Inc.) dated July 2019 is amended as stated below.

The CLIENT agrees that the CONSULTANT shall provide professional consulting services for the PROJECT as set forth in this Amendment and the CLIENT shall provide payment for those services as provided for in this Amendment.

A detailed description of our understanding of the Amended PROJECT Scope of Services, Schedule, and Compensation is provided below.

**Reason for Amendment**

Increase of Budget: **INCREASE** Task Order No. 5 by Thirty Thousand Dollars (\$30,000) for additional construction administration services required to complete the 2019 Package 1 Project. The project was originally bid to be constructed in 2019 with construction starting in early July. The contractor's actual start of construction was early September as a result of availability of federal funding. This amendment is to provide for additional services required during the resultant winter shutdown and for the extended contractor duration for COVID-19 material delays in 2020.

**Amended Scope of Services**

The Scope of Services for the PROJECT is amended as follows:

Task 215 – Construction Administration – 2019 Package 1 Fencing and Perimeter Road Project durations **INCREASED** Base Bid by 47 Calendar Days to 167 Calendar Days.

**Amended Compensation**

Form of compensation for work in this Amendment will be in accordance with the *Terms and Conditions* of the existing CONTRACT. The GRAND JUNCTION REGIONAL AIRPORT AUTHORITY will pay Mead & Hunt, Inc. an **INCREASE** of up to Thirty Thousand Dollars (\$30,000) for the work performed under this Amendment, TIME AND EXPENSE. The amended budget for Task 215 is Seven Hundred Thirty-Eight Thousand, Six Hundred Ninety-Five Dollars (\$738,695.00), TIME & EXPENSE.

Sarah Menge

September 2, 2020

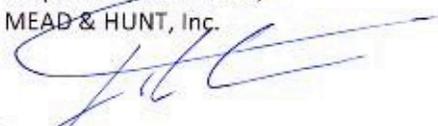
The total fee for this Task Order 5 is amended to One Million Three Hundred Twenty-One Thousand Eight Hundred Thirty-Five Dollars and Thirty Cents (\$1,321,835.30) consisting of services being performed on a LUMP SUM basis of One Hundred Sixty-Seven Thousand Eight Hundred Thirteen Dollars and Eighty Cents (\$167,813.80), and services being performed on a TIME & EXPENSE basis of One Million One Hundred Fifty Four Thousand Twenty One Dollars and Fifty Cents (\$1,154,021.50).

**Authorization for Amendment**

The Amended Scope of Services, Schedule, and Compensation stated in this amendment are valid for a period of thirty (30) days from date of submission. If authorization to proceed is not received during this period, this amendment may be reviewed and modified by Mead & Hunt.

Signatures of authorized representatives of GRAND JUNCTION REGIONAL AIRPORT AUTHORITY and Mead & Hunt shall amend the existing Agreement (original CONTRACT and all previous amendments, if applicable) between the two parties, and receipt of one signed copy shall be considered authorization to proceed with the work described in this Amendment. All services will be performed in accordance with the Terms and Conditions of the original CONTRACT and amendment, if applicable.

Respectfully submitted,  
MEAD & HUNT, Inc.

  
Jeremy K. Lee, PE  
Aviation Services

Accepted by: **GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**

Approved by: **MEAD & HUNT, INC.**

By: \_\_\_\_\_

By:  \_\_\_\_\_

Name: \_\_\_\_\_

Name: Jeremy Lee

Title: \_\_\_\_\_

Title: Vice President

*The above person is authorized to sign for Client and bind the Client to the terms hereof.*

*The above person is an authorized signer for Mead & Hunt, Inc.*

Date: \_\_\_\_\_

Date: 2-SEPT-2020

# GRAND JUNCTION REGIONAL AIRPORT ACTIVITY REPORT

Report Date: 7/31/2020  
 PY Comparison Date: 7/31/2019

July, 2020

PASSENGER ENPLANEMENTS:	CURRENT MONTH			YEAR-TO-DATE		
	2019	2020	PERCENT CHANGE	2019	2020	PERCENT CHANGE
AMERICAN	8,381	5,006	-40.27%	60,808	37,475	-38.37%
ALLEGiant	3,477	1,856	-46.62%	14,147	9,298	-34.28%
UNITED	7,831	2,556	-67.36%	45,775	18,944	-58.61%
DELTA	3,930	1,778	-54.76%	25,607	11,304	-55.86%
DENVER AIR CONNECTION	454	-	-100.00%	4,281	1,703	-60.22%
Misc Charters	142	-	-	911	241	-73.55%
<b>TOTAL ENPLANEMENTS</b>	<b>24,215</b>	<b>11,196</b>	<b>-53.76%</b>	<b>151,529</b>	<b>78,965</b>	<b>-47.89%</b>
<b>TOTAL SEAT CAPACITY</b>	<b>30,143</b>	<b>17,682</b>	<b>-41.34%</b>	<b>193,983</b>	<b>128,206</b>	<b>-33.91%</b>
PASSENGER DEPLANEMENTS:	2018	2020	CHANGE	2019	2020	CHANGE
AMERICAN	7,960	4,814	-39.52%	61,565	36,939	-40.00%
ALLEGiant	3,256	1,752	-46.19%	13,735	9,121	-33.59%
UNITED	8,830	2,557	-71.04%	57,081	22,874	-59.93%
DELTA	4,548	1,791	-60.62%	28,622	12,323	-56.95%
DENVER AIR CONNECTION	418	-	-100.00%	4,239	1,596	-62.35%
Misc Charters	142	-	-100.00%	849	167	-80.33%
<b>TOTAL DEPLANEMENTS</b>	<b>25,154</b>	<b>10,914</b>	<b>-56.61%</b>	<b>166,091</b>	<b>83,020</b>	<b>-50.02%</b>
<b>TOTAL PASSENGERS</b>	<b>49,369</b>	<b>22,110</b>	<b>-55.21%</b>	<b>317,620</b>	<b>161,985</b>	<b>-49.00%</b>

LOAD FACTOR:(OUTBOUND ONLY)	CURRENT MONTH			YEAR-TO-DATE		
	2019	2020	Difference	2019	2020	Difference
AMERICAN	79.80%	85.02%	5.22%	78.84%	67.88%	-10.96%
ALLEGiant	81.62%	44.54%	-37.08%	74.64%	53.34%	-21.29%
UNITED	85.35%	71.96%	-13.39%	82.10%	63.03%	-19.07%
DELTA	83.51%	43.63%	-39.88%	79.63%	51.09%	-28.54%
DENVER AIR CONNECTION	33.63%	N/A	N/A	45.59%	50.24%	4.64%
<b>GJT TOTAL</b>	<b>80.33%</b>	<b>63.32%</b>	<b>-17.02%</b>	<b>78.11%</b>	<b>61.59%</b>	<b>-16.52%</b>

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

07/31/2020

	Month			Forecast Variance		Prior Year Variance		
	07/31/2020	07/31/2020	07/31/2019	Forecast \$ Var	Forecast % Var	PY \$ Var	PY % Var	
	Forecast	Actual	PY Actual					
<b>Operating revenue</b>								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	33,269	33,580	55,349	311	0.93 %	(21,769)	(39.33) %
2	Terminal rent	102,956	102,956	98,487	-	0.00 %	4,469	4.54 %
3	Other (boarding bridge)	1,413	1,448	9,440	35	2.48 %	(7,992)	(84.66) %
	<b>Total Passenger airline revenue</b>	<b>137,638</b>	<b>137,984</b>	<b>163,276</b>	<b>346</b>	<b>0.25 %</b>	<b>(25,292)</b>	<b>(15.49) %</b>
Non-passenger airline revenue								
4	Non-passenger landing fees	8,367	22,810	8,593	14,443	172.62 %	14,217	165.45 %
5	Cargo and hangar rentals	4,488	4,561	4,483	73	1.63 %	78	1.74 %
6	Fuel tax & flowage fees	16,649	53,137	70,646	36,488	219.16 %	(17,509)	(24.78) %
7	Other (ramp parking, rapid refuel)	328	660	840	332	101.22 %	(180)	(21.43) %
	<b>Total Non-passenger airline revenue</b>	<b>29,832</b>	<b>81,168</b>	<b>84,562</b>	<b>51,336</b>	<b>172.08 %</b>	<b>(3,394)</b>	<b>(4.01) %</b>
	<b>Total Aeronautical revenue</b>	<b>167,470</b>	<b>219,152</b>	<b>247,838</b>	<b>51,682</b>	<b>30.86 %</b>	<b>(28,686)</b>	<b>(11.57) %</b>
Non-aeronautical revenue								
8	Land and building leases	49,343	50,405	50,113	1,062	2.15 %	292	0.58 %
9	Terminal - restaurant & retail	3,252	5,830	13,659	2,578	79.27 %	(7,829)	(57.32) %
10	Terminal - other	15,041	15,294	15,041	253	1.68 %	253	1.68 %
11	Rental cars	35,014	81,190	130,009	46,176	131.88 %	(48,819)	(37.55) %
12	Parking	35,128	66,771	120,335	31,643	90.08 %	(53,564)	(44.51) %
13	Ground Transportation	1,568	2,152	6,899	584	37.24 %	(4,747)	(68.81) %
14	Other (advertising, security fee, vending, etc)	1,436	1,991	9,990	555	38.65 %	(7,999)	(80.07) %
	<b>Total Non-aeronautical revenue</b>	<b>140,782</b>	<b>223,633</b>	<b>346,046</b>	<b>82,851</b>	<b>58.85 %</b>	<b>(122,413)</b>	<b>(35.37) %</b>
	<b>Total Operating revenues</b>	<b>308,252</b>	<b>442,785</b>	<b>593,884</b>	<b>134,533</b>	<b>43.64 %</b>	<b>(151,099)</b>	<b>(25.44) %</b>

## Variance Explanations - July 2020 compared to Forecast and July 2019 Preliminary Financial Statements

Note that expenses have not been presented and compared on a monthly basis, because almost all variance in expenses are timing related at this point. Variance explanations and account explanations have been provided for most revenue accounts below to help describe the revenue source and how the changes in assumptions and activity impacted July 2020.

### **Operating Revenues:**

- 1 **Passenger airline landing fees** – The forecasted passenger landing revenue estimated that we would have 50% of the commercial landings in July 2020 compared to July 2019. Actual July landings were at 49.5% of scheduled 2019 landings which was right on target with July 2020 assumptions. As a result, passenger airline landing revenue was within 1% of forecast. United continues to have the largest decrease in activity year over year, but flew approximately 40% of the scheduled flights in July 2020 compared to July 2019. American was at 55%, Delta (Skywest) flew 68% and Allegiant flew the same schedule in 2020 as 2019.
- 2 **Terminal Rent** – Terminal rent is a fixed charge to the airlines that covers their individual ticket counters and office space, as well as the ticket queuing area, baggage claim, and secure hold room. The increase from prior year was based on the calculated increase in rates from the formula based rates and charges model that was adopted in the December 2019 board meeting.
- 3 **Other (Boarding Bridge)** – Although the total dollar amount is small, I wanted to note that the decrease in Boarding bridge fees from 2019 is not tied directly to usage because the "per turn" fee charged for using the boarding bridge was decreased from \$25/use to \$8.50/use from 2019 to 2020 with the new rate model.
- 4 **Non-passenger landing fees** – Landing fees from non-passenger traffic (primarily cargo) exceeded forecast expectations by \$14,400. There were 4 fewer FedEx Cargo flights in July 2020 compared to July 2019 which met forecast expectations, however, fire fighting activity resulted in additional un-forecasted landing fees of approximately \$14,300. The Pine Gulch Fire did not start until July 31 so most of this firefighting was related to other smaller fires in the vicinity.
- 5 **Cargo and hangar rentals** – FedEx leases a hangar and "exclusive" space on the commercial apron. This fixed rent charge is based on their lease.
- 6 **Fuel tax & flowage fees** – Based on discussions with CDOT, fuel tax is typically collected by the State and remitted to the airports about two months after the activity occurred. The forecast did not account for the lag in receipts, therefore the actual July revenue was for May activity which represented the second lowest amount of state fuel tax collections and activity. However, fuel flowage fees from GA operations rebounded much quicker than expected. The forecast predicted a 75% decrease in July activity, however, total fuel flowage was only down 6% from 2019. This resulted in net fuel tax and flowage fees of approximately \$36,500 above forecast.
- 9 **Non-aeronautical revenues** – Aside from Land and building leases and terminal - other accounts that represent fixed rent charges, the non-aeronautical revenues are tied directly to passenger traffic. In July 2020, the airport had 10,834 revenue enplanements compared to 23,225 revenue enplanements in July 2019; a decline of approximately 53%. The July forecast estimated a 75% decline, so passenger numbers were ahead of forecast expectations.
- 9 **Terminal - restaurant & retail** - The decline in restaurant and retail revenue from 2019 of 57% was slightly higher than the decrease in passengers at 53%. While actual revenue exceeded forecast expectations by approximately \$2,500, the difference between the decrease in passengers and decrease from 2019 revenue indicates that passenger spending dropped below the pre-COVID average spending levels in July.
- 11 **Rental Cars** - Rental car revenue only declined 37.5% year over year. We believe that the decrease was less than the total decrease in passengers due to stronger local rental car activity than expected. The off-airport rental car locations were re-opened in June, however, rental car revenue per passenger continues to exceed pre-COVID levels.
- 12 **Parking and Ground Transportation** - Parking revenue and Ground Transportation revenue declined by 44.5% year over year from 2019 to 2020 in July. This is the first month that the spending per passenger for parking has been at or above the pre-COVID levels. This is likely due to the mix of business and leisure passengers traveling at this time, but this is a positive indicator for the airport since Parking revenue has historically represented the second largest revenue source after passenger airline revenues.

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

		Year to Date			Forecast Variance		Prior Year Variance	
		07/31/2020	07/31/2020	07/31/2019				
		Forecast	Actual	PY Actual	Forecast \$ Remaining	Forecast % Remaining	PY \$ Var	PY % Var
<b>Operating revenue</b>								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	\$ 265,420	\$ 261,889	\$ 367,537	\$ (3,531)	(1.33) %	\$ (105,648)	(28.74) %
2	Terminal rent	720,692	726,160	689,409	5,468	0.76 %	36,751	5.33 %
3	Other (boarding bridge)	12,332	12,598	74,216	266	2.16 %	(61,618)	(83.03) %
	<i>Total Passenger airline revenue</i>	<u>998,444</u>	<u>1,000,647</u>	<u>1,131,162</u>	<u>2,203</u>	<u>0.22 %</u>	<u>(130,515)</u>	<u>(11.54) %</u>
Non-passenger airline revenue								
4	Non-passenger landing fees	58,569	84,533	53,023	25,964	44.33 %	31,510	59.43 %
5	Cargo and hangar rentals	31,416	31,696	31,050	280	0.89 %	646	2.08 %
6	Fuel tax & flowage fees	190,550	295,129	413,933	104,579	54.88 %	(118,804)	(28.70) %
7	Other (ramp parking, rapid refuel)	2,296	3,270	3,900	974	42.42 %	(630)	(16.15) %
	<i>Total Non-passenger airline revenue</i>	<u>282,831</u>	<u>414,628</u>	<u>501,906</u>	<u>131,797</u>	<u>46.60 %</u>	<u>(87,278)</u>	<u>(17.39) %</u>
	<i>Total Aeronautical revenue</i>	<u>1,281,275</u>	<u>1,415,275</u>	<u>1,633,068</u>	<u>134,000</u>	<u>10.46 %</u>	<u>(217,793)</u>	<u>(13.34) %</u>
Non-aeronautical revenue								
8	Land and building leases	343,214	361,821	345,792	18,607	5.42 %	16,029	4.64 %
9	Terminal - restaurant & retail	53,576	57,317	100,072	3,741	6.98 %	(42,755)	(42.72) %
10	Terminal - other	105,287	106,413	105,480	1,126	1.07 %	933	0.88 %
11	Rental cars	383,846	444,312	746,795	60,466	15.75 %	(302,483)	(40.50) %
12	Parking	461,664	498,206	866,096	36,542	7.92 %	(367,890)	(42.48) %
13	Ground Transportation	16,650	17,615	45,997	965	5.80 %	(28,382)	(61.70) %
14	Other (advertising, security fee, etc.)	19,732	20,112	60,471	380	1.93 %	(40,359)	(66.74) %
	<i>Total Non-aeronautical revenue</i>	<u>1,383,969</u>	<u>1,505,796</u>	<u>2,270,703</u>	<u>121,827</u>	<u>8.80 %</u>	<u>(764,907)</u>	<u>(33.69) %</u>
	<b>Total Operating Revenues</b>	<b>\$ 2,665,244</b>	<b>\$ 2,921,071</b>	<b>\$ 3,903,771</b>	<b>\$ 255,827</b>	<b>9.60 %</b>	<b>\$ (982,700)</b>	<b>(25.17) %</b>

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

		Year to Date			Forecast Variance		Prior Year Variance	
		07/31/2020	07/31/2020	07/31/2019				
		Forecast	Actual	PY Actual	Forecast \$ Variance	Forecast % Variance	PY \$ Var	PY % Var
<b>Operating expenses</b>								
15	Personnel compensation and benefits	\$ 1,489,978	\$ 1,380,025	\$ 1,378,412	\$ (109,953)	(7.38) %	\$ 1,613	0.12 %
16	Communications and utilities	180,707	178,367	181,798	(2,340)	(1.29) %	(3,431)	(1.89) %
17	Supplies and materials	264,636	221,485	296,162	(43,151)	(16.31) %	(74,677)	(25.21) %
18	Contract services	354,246	329,217	382,784	(25,029)	(7.07) %	(53,567)	(13.99) %
19	Repairs & maintenance	252,317	158,808	199,929	(93,509)	(37.06) %	(41,121)	(20.57) %
20	Insurance	68,414	64,797	62,830	(3,617)	(5.29) %	1,967	3.13 %
21	Training, Travel, & Air Service Development	89,480	48,848	116,405	(40,632)	(45.41) %	(67,557)	(58.04) %
22	Other Expense (marketing, professional dues, etc)	56,685	29,999	27,351	(26,686)	(47.08) %	2,648	9.68 %
23	Contingency Expense	-	-	-	-	0.00 %	-	0.00 %
	<i>Total Operating expenses</i>	<u>2,756,463</u>	<u>2,411,546</u>	<u>2,645,671</u>	<u>(344,917)</u>	<u>(12.51) %</u>	<u>(234,125)</u>	<u>(8.85) %</u>
<b>Non-operating revenue (expenses)</b>								
24	Passenger facility charges	341,111	373,007	614,375	31,896	9.35 %	(241,368)	(39.29) %
25	Interest income	32,081	50,860	150,367	18,779	58.54 %	(99,507)	(66.18) %
26	Interest expense	(460,833)	(460,762)	(474,611)	(71)	(0.02) %	13,849	2.92 %
27	Customer facility charges	125,672	156,128	417,852	30,456	24.23 %	(261,724)	(62.64) %
28	Capital contributions	14,263,000	5,185,601	1,670,873	(9,077,399)	(63.64) %	3,514,728	210.35 %
28	Capital expenditures	(18,812,000)	(7,167,488)	(6,370,534)	11,644,512	61.90 %	(796,954)	(12.51) %
	<i>Total Non-operating revenue (expenses)</i>	<u>(4,510,969)</u>	<u>(1,862,654)</u>	<u>(3,991,678)</u>	<u>2,648,173</u>	<u>58.71 %</u>	<u>2,129,024</u>	<u>53.34 %</u>
	<b>Excess of revenue over (under) expense</b>	<u><b>\$ (4,602,188)</b></u>	<u><b>\$ (1,353,129)</b></u>	<u><b>\$ (2,733,578)</b></u>	<u><b>3,248,917</b></u>	<u><b>70.60 %</b></u>	<u><b>1,380,449</b></u>	<u><b>50.50 %</b></u>

**GJRAA - Breakdown of Capital Expenditure Costs Year-to-Date through July 31, 2020**

**2020 AIP CAPITAL EXPENDITURES INCURRED THROUGH JULY 31, 2020 AND GRANT REVENUE RECOGNIZED**

<b>Grand Number</b>	<b>Project/Grant Description</b>	<b>2020 Costs Incurred</b>	<b>FAA Grant Revenue Recognized in 2020</b>	<b>CDOT Grant Revenue Recognized</b>	<b>2020 GJRAA Local Share</b>
AIP 58	27 1/4 Road Relocation	\$ 100,038	\$ 90,034	\$ -	\$ 10,004
AIP 62	Relocate perimeter road, fencing, and MALSR design	2,532,504	2,279,254	93,754	159,496
AIP 63	Road, Fencing, drainage pond, and earthwork	2,064,731	1,858,258	-	206,473
AIP 64	CARES Act **	-	-	-	-
AIP 65	Taxiway A and RWY 11-29 Rehab Design Only	450,982	450,982	-	-
AIP 66	Construct Run-up Pad & Rehab Apron	413,319	413,319	-	-
TBD	Taxiway A and RWY 11-29 Construction	545	-	-	-
<b>Total AIP Projects</b>		<b>\$ 5,562,119</b>	<b>\$ 5,091,847</b>	<b>\$ 93,754</b>	<b>\$ 375,973</b>

\*\* Note that CARES Act Costs are not specifically defined by the grant but are available for all legal purposes. GJRAA plans to draw down approximately \$2.1M in 2020 in Q4 and when the reimbursement request is made the revenue will be recognized.

**2020 NON-AIP CAPITAL EXPENDITURES INCURRED THROUGH JULY 31, 2020**

<b>Project Description</b>	<b>2020 Costs Incurred</b>
Admin Building Demolition and Landscaping	\$ 622,213
Flooring Replacement Project	854,772
ATO 1 IT Switch	6,235
Basement Stairs	5,666
Baggage Claim Upgrades	14,408
Fleet Replacements	39,293
Carpet Ride-on Vacuum	15,971
Fed Ex Ramp Repair	1,408
No Foam ARFF Install - Reimbursed \$25,000 by CDOT	31,772
TSA Millwork Replacement	4,915
Rental Car Landscaping/Drainage Project - CFC Funded	4,382
Terminal Hot Water Heater Replacement	4,336
<b>Total Non-AIP Projects</b>	<b>\$ 1,605,369</b>

**Total Capital Expenditures YTD through 7/31/20 \$ 7,167,488**

## Variance Explanations - July 30, 2020 Year to Date Preliminary Financial Statements

Please note that the Forecast column reflects the year-to-date forecast through July. Some of the variance, particularly in expenses is still due to timing, however, in order to measure performance against the revised forecast through June, we have estimated the revised forecast on a monthly basis.

Year-to-date through July 2020 passenger traffic is down 48% (about 69,700 passengers) compared to July 2019. The explanations below are intended to provide additional explanations about variances between forecasted revenues and expenses.

### ***Operating Revenues:***

- 1 **Passenger Landing Fees** - Passenger landing fees year to date are about \$3,500 below forecast expectations. Total scheduled landings in May and June were below forecast which resulted in the difference in revenue YTD through July 2020.
- 2 **Terminal Rent** - The increase in terminal rent revenue from prior year is a reflection of the increased rates calculated using the new formula based rate setting methodology and adopted in December by resolution in anticipation of adopting the new lease and use agreements in 2020. We have not made any changes in our assumptions for terminal rent at this time.
- 3 **Boarding Bridge Revenue** - The decrease in boarding bridge revenue was budgeted for and expected. With the change in rates mentioned in the terminal rent explanation above, we also adjusted the boarding bridge per turn charge which decreased from the 2019 rates.
- 4 **Non-Passenger Landing Fees** - Non-passenger landing fees year-to-date through July 2020 are approximately \$31,500 higher than YTD July 2019 and are about \$26,000 ahead of forecast. The total number of cargo landings has been consistent year over year, and the majority of the increase has been related to fire fighting activity in June and July 2020 which is much higher than 2019 fire activity.
- 5 **Cargo and hangar rentals** - The cargo hangar rental is a fixed rent charge and is on budget and consistent with prior year.
- 6 **Fuel Tax and Flowage Fees** - As noted in the monthly revenue variance explanation, state fuel tax disbursements have a 2 month lag, but this was not built into the forecast, therefore our year to date revenues exceeded the forecast for fuel tax. Additionally, GA activity has not decreased as much as we originally forecasted so we have collected more revenues year to date than was anticipated. Year-to-date 2020 fuel flowage in gallons through July are down about 32% compared to YTD July 2019 fuel flowage gallons. This activity level exceeds our forecast expectations and therefore YTD revenue through July is \$104,000 ahead of forecast.
- 8 **Non-aeronautical revenues** - Year-to-date through July 2020, total enplaned passengers are approximately 48% lower than the same time period in 2019. Aside from land and building leases and the terminal - other revenue which are fixed rents, the other non-aeronautical revenues are almost entirely tied to enplaned passengers at the airport and therefore would be expected to reflect a comparable decline in year-to-date revenues from 2019. Declines through July 2020 for restaurant, rental cars, and parking are below the 48% decrease in passenger traffic due to the strong performance in the first quarter. As noted in the monthly variance report, the local rental car activity has consistently produced higher than expected revenues while restaurant and parking have been slower to return to the "normal" levels. Spending is coming back to normal levels, however, parking revenue per passenger is still lagging behind pre-COVID levels.

### ***Operating Expenses:***

***Note that Year-to-Date activity has been updated for expenses through July 2020.***

- 15 **Personnel Compensation & Benefits** – Compensation and benefits are within 1% of the prior year actual costs year-to-date through July and are approximately \$110,000 below the YTD forecast through July. Salary expense for the Director of Planning position is still included in the forecast, however, with the procurement for a program manager, we expect to request a transfer of some personnel cost to contract services once a consultant has been selected and a scope of work developed.
- 17 **Supplies & Materials** – Supplies & Materials costs are \$75k lower than actual prior year spending YTD through July and are about \$43k below forecast. The decrease is almost entirely related to decreases in unleaded fuel purchases. Fuel is purchased and sold to the rental car companies and airlines to fuel their equipment. With the decrease in demand, the consumption has decreased and the purchases are less frequent.
- 19 **Repairs & Maintenance** – Repairs and Maintenance activities are currently below forecast and prior year spending. The timing of incurring these costs is unpredictable, so we have estimated even spending for budget purposes, although some months will have higher costs than others.
- 21 **Training, Travel, & Air Service Development** – Costs for training, travel and air service development are \$40k below the YTD forecast through July 2020 and \$67k lower than the prior YTD spending through July 2019. A temporary "freeze" has been placed on travel for conferences and non-required training and employees are taking advantage of on-line and local training opportunities where available.

### ***Non-Operating Revenues and Expenses:***

- 24 **PFC Revenue** – PFC revenue is below prior year actual due to the decrease in passenger activity, however, actual passenger numbers YTD through July 2020 are slightly higher than forecasted resulting in higher than expected PFC revenue. Year to date, total passenger traffic is down 48% which is consistent with the decline in PFC revenue. We have been researching the difference between the change in PFC revenues compared to the change in passenger traffic since these should have a direct correlation, however, some reporting from the airlines have been delayed and we have not identified why revenue is exceeding passenger activity compared to 2019.
- 25 **Interest Income** - Interest income is less than half of the amount received in 2019 YTD through July. The second half of the bond funds were drawn down in March 2020 and therefore we expect the monthly and year-to-date income to reduce substantially from the prior year. However, interest income is ahead of forecast YTD through July 2020.
- 27 **CFC Revenue** – CFC revenues are temporarily waived from April 2020 through September 2020 and with the decrease in passenger traffic, revenue is down almost 63% from July 2019. Actual CFC revenues are ahead of forecast as rental car activity has been stronger than anticipated and a couple of rental car brands are still collecting CFCs even though these charges were temporarily waived.
- 28 **Capital Contributions & Expenditures** – The timing of capital contributions (grant revenue) and capital expenditures is somewhat unpredictable therefore the forecast represents the full annual budget. In 2020 we have performed more AIP and Non-AIP work year to date through July compared to July 2019, however, it is unlikely that we will spend the full budget due to the timing of our grant awards and the construction season.

**Grand Junction Regional Airport Authority**  
**Statement of Financial Position - Unaudited, subject to change**

	Month Ending 07/31/2020	Month Ending 06/30/2020	Variance
<b>Assets</b>			
Current Assets			
	\$ 7,144,551	\$ 7,675,934	\$ (531,383)
	4,162,280	4,149,142	13,138
1	<i>Total Cash and Cash Equivalents</i>	11,825,076	(518,245)
Accounts Receivable			
	1,057,066	754,062	303,004
	2,777,819	2,450,856	326,963
2	<i>Total Accounts Receivable, Net</i>	3,204,918	629,967
3	Prepaid Expenses	149,458	157,476
	<i>Total Current Assets</i>	15,291,174	15,187,470
<b>Non-Current Assets</b>			
Capital Assets			
	9,764,782	9,764,782	-
	59,511,553	59,925,193	(413,640)
4	<i>Total Capital Assets, Net</i>	69,276,335	69,689,975
5	Bond Project Fund	415,694	415,641
	<i>Total Non-Current Assets</i>	69,692,029	70,105,616
	<b>Total Assets</b>	<b>84,983,203</b>	<b>(309,884)</b>
6	<b>Deferred Outflows of Resources - Pension Plan</b>	<b>719,284</b>	<b>719,284</b>
<b>Liabilities</b>			
Current Liabilities			
7	Accounts Payable - Ops	130,889	199,446
7	Accounts Payable - Capital	1,080,805	1,352,453
8	Accrued Expenses	173,759	264,298
9	Lease Deposits	165,194	165,194
10	Deferred Revenue	27,226	25,067
11	Current portion of capital lease and bonds payable	1,050,107	984,243
	<i>Total Current Liabilities</i>	2,627,980	2,990,701
Long Term Liabilities			
	18,178,870	18,190,023	(11,152)
	404,755	406,844	(2,089)
	3,011,861	3,011,861	-
12	<i>Total Long Term Liabilities</i>	21,595,486	21,608,727
	<i>Total Liabilities</i>	24,223,466	24,599,428
13	<b>Deferred Inflows of Resources - Pension Plan</b>	<b>64,024</b>	<b>64,024</b>
	<b>Total Net Position</b>	<b>\$ 61,414,997</b>	<b>\$ 61,348,919</b>
		<b>\$ 66,078</b>	<b>\$ 66,078</b>

## **Variance Explanations - July 31, 2020 Statement of Financial Position**

***Assets: Total Assets decreased by \$310k from June 2020 to July 2020. \$414k of the decrease is due to depreciation, however, the net change in cash and accounts receivable was an increase of about \$104k.***

- 1 **Cash** – Cash decreased by \$530k from June 2020 to July 2020. The decrease was primarily due to payments made on capital and operating accounts payable which decreased by \$340k.
- 2 **Accounts Receivable** – Accounts receivable includes both operating receivables and capital receivables from grants. Operating receivables increased approximately \$300k as passenger traffic begins to recover. Of the \$1,057,000 in operating accounts receivable, approximately \$580,000 of the balance is deferred. While the repayment terms will bring deferred accounts current at the end of the year, many customers are waiting to pay the deferred balances in November and December. Capital receivables increased \$327k as we submitted requests for grant reimbursements from June contractor activity.
- 3 **Prepaid Expenses** – Prepaid expenses are primarily related to insurance contracts and software subscriptions that we pay annually, or in advance, that we will receive benefit for over a period of time. As we use these services over the policy or contract period, the amount is recognized as an expense, rather than expensing the entire annual cost in the month that it is paid. The decrease in this balance from June to July represents the current month's share of expenses from the prepaid expenses. This balance will continue to decline over the policy period until another prepayment is made.
- 4 **Capital Assets, Net** – Historically, the airport has not capitalized equipment throughout the year as it is purchased, but instead, expenses all purchases as part of capital expenditures and then capitalizes assets at year end. This allows us to track spending for budget purposes. Therefore, the only change in the fixed assets accounts that will be seen on a monthly basis is the regular monthly depreciation based on assets placed in service as of December 31, 2019.
- 5 **Bond Project Fund** – The remaining bond project fund balance represents interest earnings that were accumulated on the project funds. The accumulated interest is still restricted in purpose, but is available to cover debt service. The change in balance from June to July represents interest income received.

### ***Deferred Outflows of Resources:***

- 6 **Deferred Outflows of Resources - Pension Plan** – The deferred outflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. The pension liability is only re-valued annually so there is no change from month to month. The change in these accounts all represent accounting estimates and non-cash transactions. These amounts will only change once per year when the calculation is updated.

***Liabilities: Total Liabilities decreased \$375k from June 2020 to July 2020 due primarily to payments made to contractors for capital projects and operating expenses.***

- 7 **Accounts Payable** – Similar to accounts receivable, the majority of the balance and the variance from month to month is caused by the capital expenses payable to contractors and engineers associated with our capital projects. Capital accounts payable and receivable should have a positive correlation in periods when we are working primarily on AIP projects where the majority of the cost is funded by the FAA which was the case in July. Capital payables decreased from June to July as the fence project was getting closer to completion and we have not started any new airfield projects.
- 8 **Accrued Expenses** – This category is primarily made up of liabilities for un-used PTO (approximately 154,000) and payroll accruals to properly recognize payroll expenses in the periods that the employees have worked. Changes in this account month to month are almost entirely related to changes in the payroll accruals.
- 9 **Lease Deposits** – Lease deposits are primarily made up of General Aviation Lease deposits that were required in the standard ground lease based on a number of month's rent. We also hold deposits for parking passes held by airport tenant employees. These amounts are payable back to tenants at the end of the lease, or as parking passes are returned. The balance of deposits typically does not change materially from period to period as activity is limited.
- 10 **Deferred Revenue** – This liability represents rent received in advance and is primarily made up of a pre-payment received by the BLM in 2017. Prepaid rent is a liability because we have not provided our tenant with the space for the period of time that they paid us for.
- 11 **Current Portion of capital lease and bonds payable** – This balance represents principal and interest due on the outstanding revenue bond and Yukon capital lease in the current calendar year. We have semi-annual payments due June 1 and December 1 for the bond and one annual payment on the vehicle lease in June. The increase this month represents one month of interest that is owed, but not paid.
- 12 **Long-Term Liabilities** – The long-term bond payable and capital lease payable balance is updated annually in December to reflect the remaining portion due beyond one year, and was adjusted in July to reflect the payment made on the Yukon Lease. The net Pension liability is also only calculated annually, so there will be no change in this amount. This is the actuarial estimate of the airports portion of the unfunded Pension liability for PERA. Long-term deferred revenue represents pre-paid revenues for years after 2020.

***Deferred Inflows of Resources:***

- 13 **Deferred Inflows of Resources - Pension Plan** – Similar to deferred outflows described above, the deferred inflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. Deferred Inflows of resources actually represent increases to the pension liability that will be recognized in future years, primarily related to changes in actuarial assumptions. These will only be calculated annually, and therefore no changes will be seen month to month.

**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY - AIRPORT IMPROVEMENT PROGRAM SUMMARY 2016 - 2020**

Grand Number	Grant Description	Total Project Cost -	FAA Grant	CDOT Grant	GJRAA
		Final/ Estimated	Funded	Funded	Local Share
		Final			
AIP 54	East Apron Replacement	\$ 4,655,712	\$ 4,190,141	\$ 125,704	\$ 339,867
AIP 55	Runway and RTR Design	2,700,109	2,430,098	123,150	146,861
AIP 56	Runway Design Phase 2	2,048,441	1,843,596	102,422	102,423
AIP 57	Remote Transmitter Receiver Relocation	3,671,280	3,304,151	150,000	217,129
AIP 58	27 1/4 Road Relocation	2,502,762	2,252,485	-	250,277
AIP 59	Rehab Taxiway A	1,633,214	1,469,892	-	163,322
AIP 60	RTR Reimbursable Agreement & Xcel Utility Movement	678,203	610,382	-	67,821
AIP 61	Temporary Runup Pad - Design Only	958,748	862,873	-	95,875
AIP 62	Relocate perimeter road, fencing, and MALSR design	5,260,000	4,734,000	250,000	276,000
AIP 63	Road, Fencing, drainage pond, and earthwork	3,635,000	3,271,500	-	363,500
AIP 64	CARES Act	5,679,740	5,679,740	-	-
AIP 65	Taxiway A and RWY 11-29 Rehab Design Only	553,295	553,295	-	-
AIP 66	Construct Run-up Pad & Rehab Apron	12,921,483	12,921,483	-	-
<i>Total</i>		\$ 46,897,988	\$ 44,123,636	\$ 751,276	\$ 2,023,076

Grants not yet finalized

**CARES Act - Planned Draw Downs**

2020 - Q4	\$ 2,105,375
2021	2,102,850
2022	1,471,515
<i>Total Amount Available</i>	<u>\$ 5,679,740</u>

**Local Match Savings From 2020 AIP Grants**

AIP 65	Taxiway A and RWY 11-29 Rehab Design Only	\$ 55,330
AIP 66	Construct Run-up Pad & Rehab Apron	1,292,148
<i>Total GJRAA Project Savings from 2020 Grants</i>		<u>\$ 1,347,478</u>