



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

Oxnard Airport

2889 W. Fifth Street
Oxnard, CA 93030

August 25, 2020

This meeting is being recorded.

Introductions



Oxnard Airport:

Kip Turner, CM, Director of Airports

Erin Powers - Project Manager

Mead & Hunt (Design Team):

Chuck McCormick - Project Manager

Jeff Leonard, PE - Principal-in-Charge

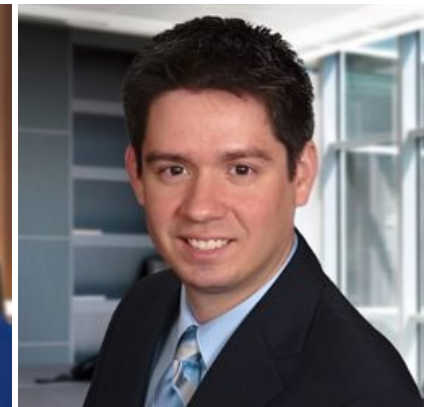
Jannet Loera, PE - Civil Design Lead

Alex Radovanovich, PE - Civil Engineer

Arellano and Associates (Public Outreach):

Stacey Falcioni, MPA - Project Manager

Elsa Argomaniz - Senior Project Coordinator



Why we are here

- Purpose
- Project overview/description
- Options
- Phasing
- Survey
- Questions and Answers
- Future Meetings and Contact Information

Project Overview

- Pavement reconstruction
- Application of pavement markings
- Installation of an underdrain system
- Storm drain improvements
- Installation of new edge lights and MALSF lights
- Installation of new signs

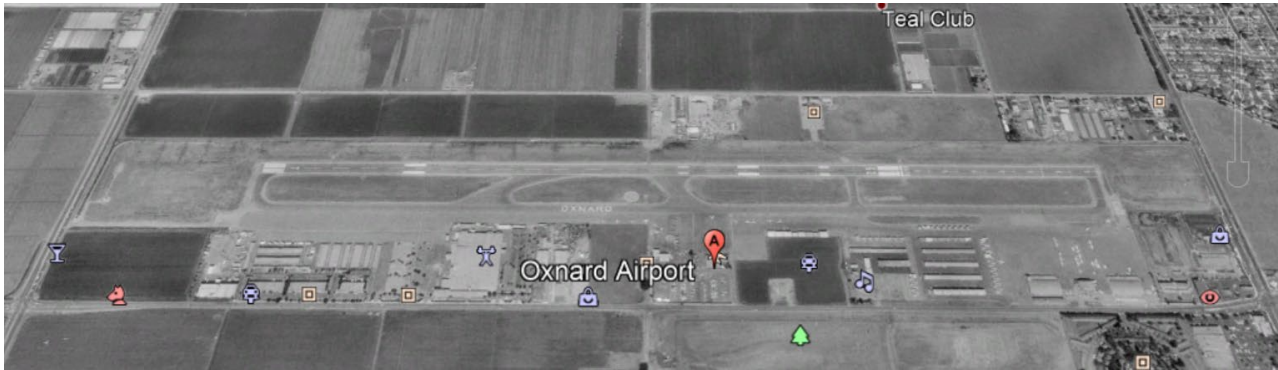


Project Description

- This Project will be designed and bid as a single bid package but will consist of a base bid and up to two bid alternates.
- The proposed breakdown is as follows:
 - Runway 7-25 Reconstruction (Base Bid)
 - Taxiway Connectors A-E Reconstruction (Bid Alternate 1)
 - Parallel Taxiway F Reconstruction (Bid Alternate 2)



Time Changes Everything



1994



2003



2018

Options

- The minimum acceptable level of serviceability has been reached and/or it is no longer cost-effective to perform maintenance activities on the pavement.
- Available options
 - Rehabilitation
 - Reconstruction



Rehabilitation vs Reconstruction

Airport Pavement Rehabilitation:

- More expensive
- Not able to meet standards
- Longer construction durations

Airport Pavement Reconstruction:

- Major subgrade corrections
- Changes to geometrics
- 20-year life design



Phasing

- Alternative 1: Full Runway Closure with No Arrivals or Departures
- Alternative 2: Two-Phase Construction with Limited Runway Availability
- Alternative 3: Three-Phase Construction with Limited Runway Availability and Full Runway Closure
- Alternative 4: Close Runway 7-25 and Convert Taxiway F to Temporary Runway 7-25
- Alternative 5: Close Runway 7-25 for Night Work



Alternative 1

Full Runway Closure with
No Arrivals or Departures

Alternative 1: Full Runway Closure

Impact To Airfield Operations:

- Runway 7-25 Closed
- Taxiways A, B, C, D and E Closed

Impact To Airfield Facilities:

Runway 25 End

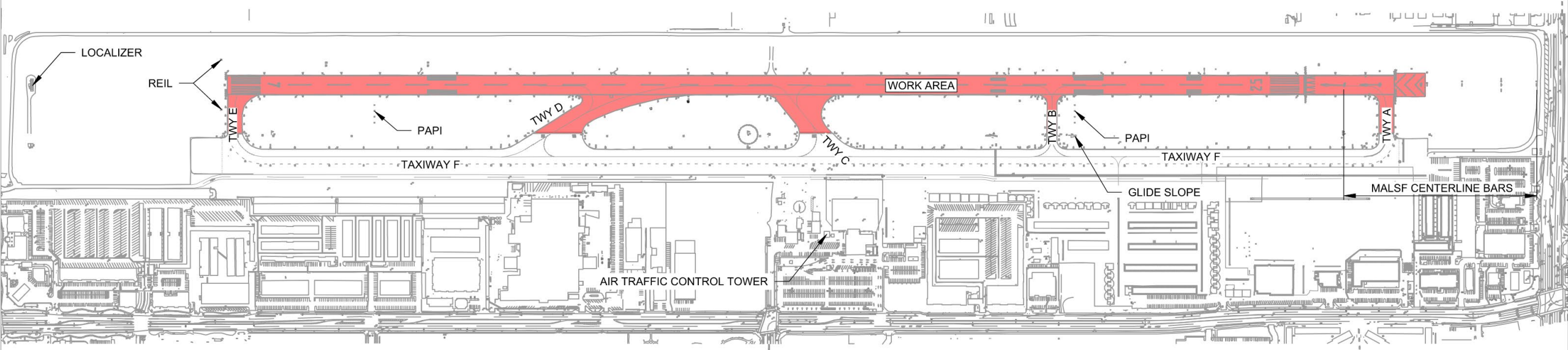
- Power off PAPI
- Power off MALSF
- Power off Glide Slope
- Power off Localizer

Runway 7 End

- Power off PAPI
- Power off REIL

Major Construction Activities:

- Reconstruct Runway 7-25
- Reconstruct Taxiways A, B, C, D and E





Alternative 2

Two-Phase Construction with
Limited Runway Availability

Alternative 2: Two-Phase Construction with Limited Runway Availability

Impact To Airfield Operations:

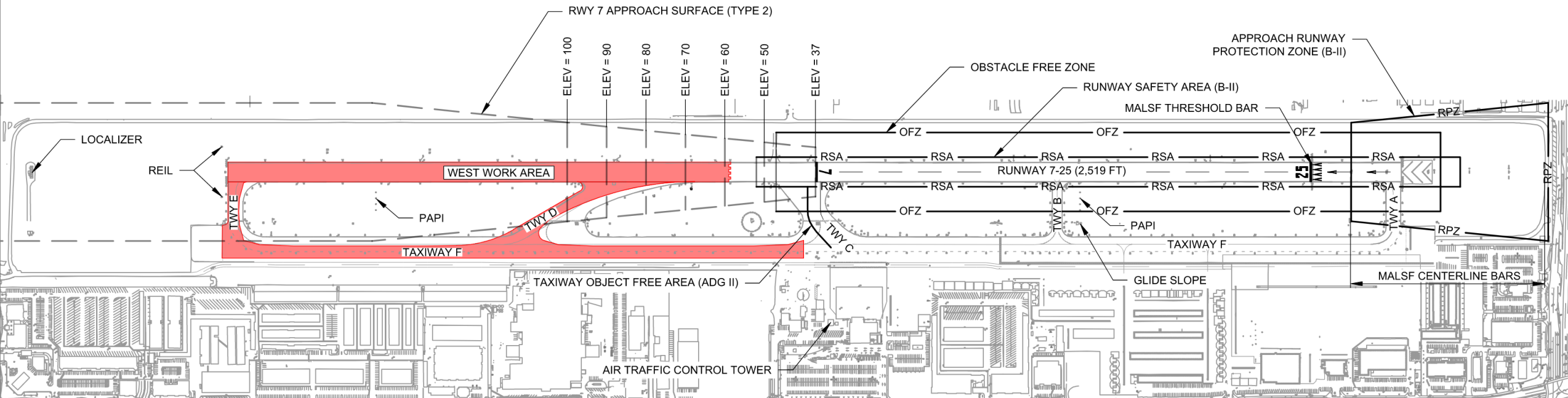
- Temporary Runway 7-25 available under VFR condition
- Temporary Runway 7-25 length is 2,519 feet
- Taxiway C operational with Temporary alignment
- Taxiways D, E, and F (west of Taxiway C) closed

Impact To Airfield Facilities:

- Runway 25 End
 - Power off PAPI
 - Power off MALSF
 - Power off Glide Slope
 - Power off Localizer
- Runway 7 End
 - Power off PAPI
 - Power off REIL

Major Construction Activities:

- Reconstruct Runway 7-25 west of Taxiway C
- Reconstruct Taxiways D, E, and F (west of Taxiway C)



Alternative 2: Two-Phase Construction with Limited Runway Availability

Impact To Airfield Operations:

- Temporary Runway 7-25 available under VFR condition
- Temporary Runway 7-25 length is 2,131 feet
- Taxiways A, B, C, and F (east of Taxiway C) closed

Impact To Airfield Facilities:

Runway 25 End

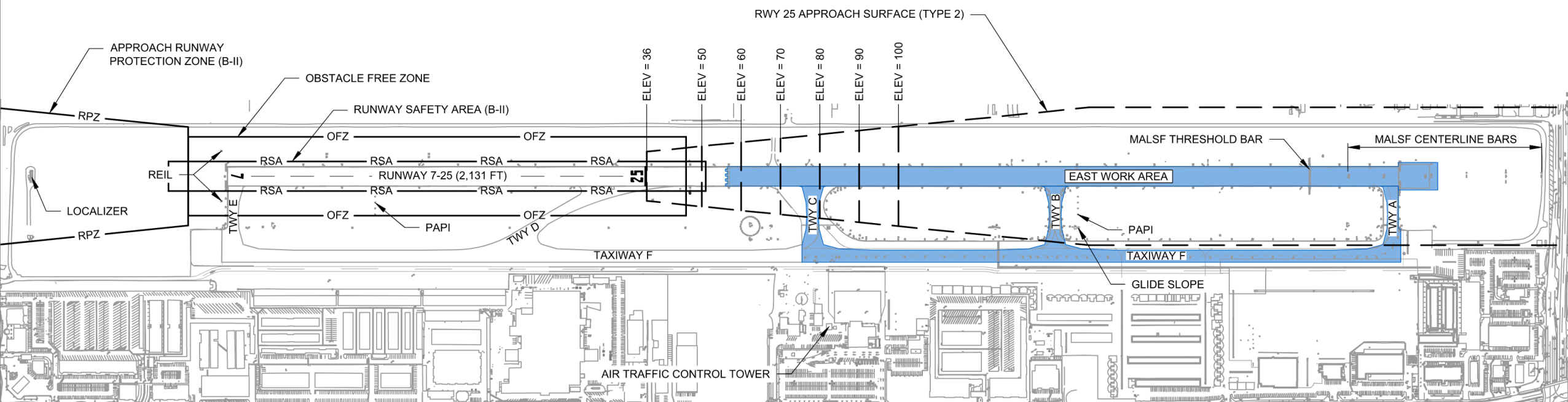
- Power off PAPI
- Power off MALSF
- Power off Glide Slope
- Power off Localizer

Runway 7 End

- Power off PAPI
- Power off REIL

Major Construction Activities:

- Reconstruct Runway 7-25 east of Taxiway C
- Reconstruct Taxiways A, B, C, and F (east of Taxiway C) closed





Alternative 3

Three-Phase Construction with Limited
Runway Availability and Full Runway Closure

Alternative 3: Three-Phase Construction with Limited Runway Availability and Full Runway Closure

Impact To Airfield Operations:

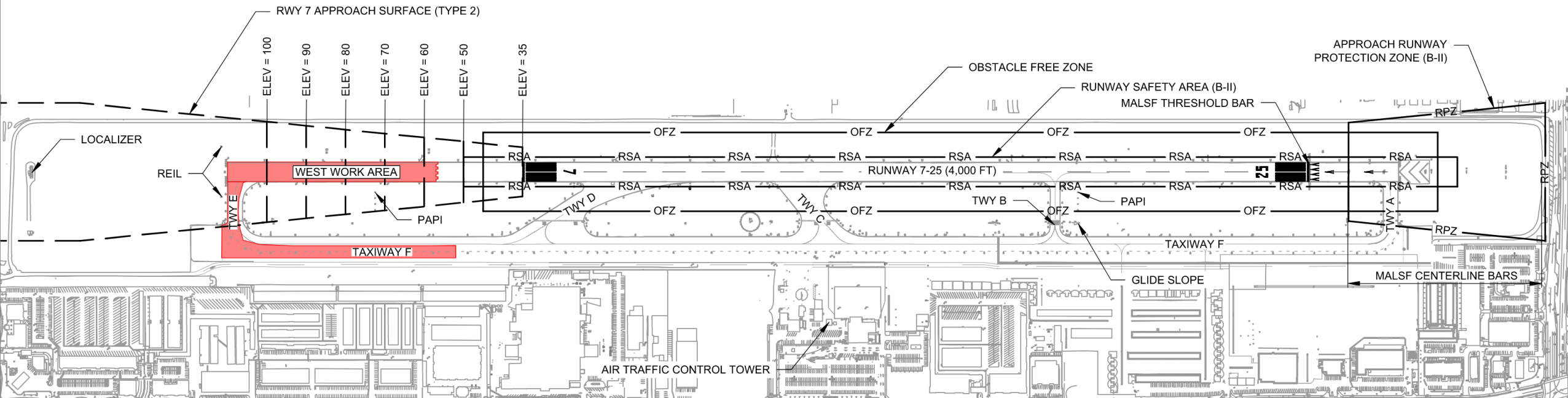
- Temporary Runway 7-25 available under VFR condition
- Temporary Runway 7-25 length is 4,000 feet
- Taxiways E and F (west of Taxiway D) closed

Impact To Airfield Facilities:

- Runway 25 End
 - Power off PAPI
 - Power off MALSF
 - Power off Glide Slope
 - Power off Localizer
- Runway 7 End
 - Power off PAPI
 - Power off REIL

Major Construction Activities:

- Reconstruct west end Runway 7-25
- Reconstruct Taxiways E and F (west of Taxiway D)



Alternative 3: Three-Phase Construction with Limited Runway Availability and Full Runway Closure

Impact To Airfield Operations:

- Runway 7-25 closed
- All Taxiways closed

Impact To Airfield Facilities:

Runway 25 End

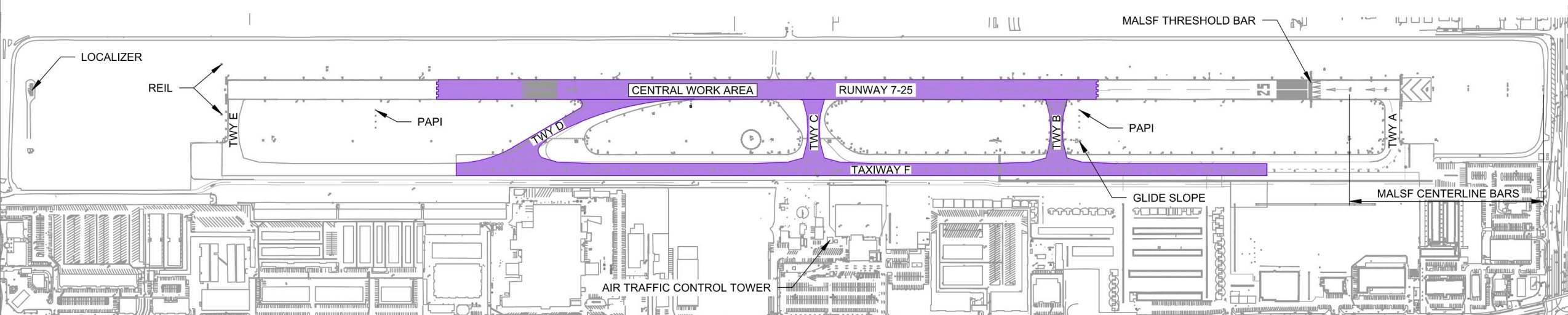
- Power off PAPI
- Power off MALSF
- Power off Glide Slope
- Power off Localizer

Runway 7 End

- Power off PAPI
- Power off REIL

Major Construction Activities:

- Reconstruct central portion of Runway 7-25
- Reconstruct Taxiways B, C, D, and F (between Taxiways D and A)



Alternative 3: Three-Phase Construction with Limited Runway Availability and Full Runway Closure

Impact To Airfield Operations:

- Temporary Runway 7-25 available under VFR condition
- Temporary Runway 7-25 length is 4,000 feet
- Taxiways A and F (north of east apron) closed

Impact To Airfield Facilities:

Runway 25 End

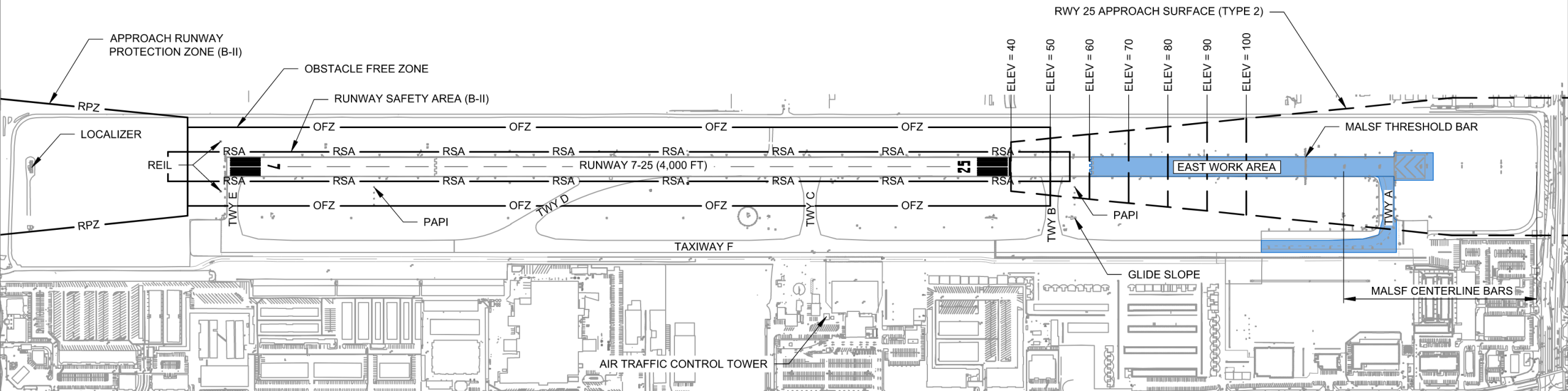
- Power off PAPI
- Power off MALSF
- Power off Glide Slope
- Power off Localizer

Runway 7 End

- Power off PAPI
- Power off REIL

Major Construction Activities:

- Reconstruct east end Runway 7-25
- Reconstruct Taxiways A and F (north of east apron)



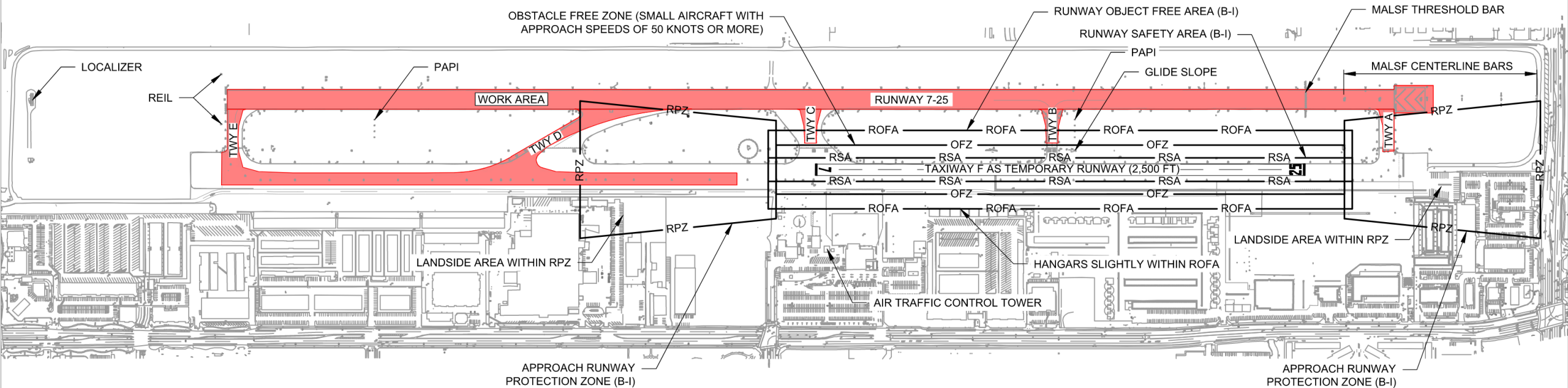


Alternative 4

Close Runway 7-25 and Convert Taxiway F
to Temporary Runway 7-25

Alternative 4: Close Runway 7-25 and Convert Taxiway F to Temporary Runway 7-25

- Evaluated, but not feasible:
 - Too close to adjacent hangars and landside features
 - Safety zone compliance issues





Alternative 5

Close Runway 7-25 for Night Work

Alternative 5: Close Runway 7-25 for Night Work

- Runway 7-25 and associated taxiway connectors closed nightly (10 hours) for construction
- Runway to open for full operations during day-time hours
- Evaluated, but not feasible:
 - Nature of work activities
 - Changes in grades
 - Curation times
 - FAA smoothness requirements
 - Increased likelihood of foreign object damage

SURVEY

WHAT IS MORE
IMPORTANT FOR YOU?

1. LIMITED RUNWAY
AVAILABILITY

OR

2. EXPEDITED
CONSTRUCTION
DURATION

Questions and Answers

Future Workshops and Contact Information

- This presentation will be summarized:
 - At the Aviation Advisory Commission Members Meeting on September 8th.
 - At the Airport Authority Meeting on September 10th.
- Future workshops October and January.

Project Email: OxnardAirportRunway@arellanoassociates.com

Help Line: 909-313-0549



Thank you.