

**AIRPORT MAINTENANCE AGREEMENT**  
**BY AND BETWEEN THE CITY OF CLINTON**  
**AND**  
**THE OKLAHOMA AERONAUTICS COMMISSION**  
**FOR AN AIRPORT MAINTENANCE PROJECT**

**AGREEMENT**

This Agreement, made the day and year last written below, by and between the city of Clinton, Oklahoma, herein after referred to as the SPONSOR, and the Oklahoma Aeronautics Commission of the State of Oklahoma, hereinafter referred to as the COMMISSION, is subject to the following terms and conditions.

WHEREAS, the COMMISSION is in receipt of a request from the SPONSOR that the COMMISSION contract crack seal the runway, taxiways and rehabilitate the main apron at the Clinton Regional Airport ("Project"). The SPONSOR will reimburse the COMMISSION for ten percent (10%) of State funds ("Project Cost") used for the Project upon completion of the work. Funding details and project description are provided in greater detail in Annexure – 1 to this agreement.

NOW, THEREFORE, it is mutually agreed by the SPONSOR and the COMMISSION that:

1. The SPONSOR hereby certifies to the COMMISSION that the project is on property owned by the SPONSOR and held in clear fee simple title by the SPONSOR.
2. Upon approval of this AGREEMENT by the SPONSOR, the COMMISSION agrees to issue the contract for this maintenance project in the lawful and appropriate manner. This project will be bid and issued through the Oklahoma Department of Central Services, Construction and Properties Division according to the rules of that division. The COMMISSION shall assume total responsibility for the construction, inspection and completion of this Project.
3. It is further understood and agreed that upon completion of said Project, the COMMISSION will invite a SPONSOR representative to attend the final inspection.
4. The COMMISSION will require the project contractor to name the SPONSOR, its trustees, councilors, officers, employees and servants as additional insured's for all liability insurance policies required for the construction.
5. Upon completion and final acceptance of the Project, the SPONSOR agrees to reimburse the COMMISSION for ten percent (10%) of the Project Cost. This reimbursement shall include all change orders or adjustments to the contract as required to fulfill the purpose of the contract to crack seal the runway, taxiways and rehabilitate the main apron at the Clinton Regional Airport. Reimbursement shall be made to the COMMISSION by the SPONSOR after the final payment to the contractor by the COMMISSION.
6. IN WITNESS WHEREOF, the SPONSOR has caused this **AGREEMENT** to be

duly executed in their name, this \_\_\_\_ day of March, 2012

SPONSOR'S ACCEPTANCE:

City of Clinton

Approved:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

**NOTE: APPLICATION MUST BE SIGNED BY MAYOR, CITY MANAGER, OR OTHER DESIGNATED PERSON WHO IS AUTHORIZED TO SIGN CONTRACTS FOR THE SPONSOR.**

**DO NOT WRITE BELOW THIS LINE**

**APPROVED BY THE OKLAHOMA AERONAUTICS COMMISSION**

The work and expenditure of funds in the amount of \$\_\_\_\_\_ were approved in a regular, convened meeting of the Oklahoma Aeronautics Commission on the \_\_\_\_\_ day of \_\_\_\_\_, 2012. By resolution, the COMMISSION instructed the signature and execution of the Chairman and Director as evidence by their signatures hereto set.

\_\_\_\_\_  
DIRECTOR  
Oklahoma Aeronautics Commission

**ANNEXURE – 1**  
**PROJECT DETAILS**

**Clinton Municipal**  
Regional Business Airport

**Project Description**

The Overall Development Objective (ODO) of the proposed project is to crack seal the runway, taxiways, and main apron.

**FY 2012:** Design and construct as part of the Commission's statewide pavement maintenance program.

**FY 2012:** The City is expending all of its banked NPE (\$385,000) to reconstruct the southeast T-hangar taxiways.

**Project Justification**

The current PCI of the runway pavement is 63 which is categorized as Good and is at the threshold PCI rating (65) at which pavement deteriorates more rapidly. Currently the pavement is exhibiting distresses due to seasonal environmental conditions (i.e. aging, oxidation, and weathering). Distresses observed include low to medium longitudinal cracking and transverse cracking. No major structural failures were observed, therefore the pavement section is concluded to be structurally adequate to support the traffic that use the runway. Sealing the pavement cracks at this time will protect the base structure from water infiltration and extend the life of the pavement.

**Airport Information**

- Regional Business Airport
- Based Aircraft: 25
- Runway 17/35: 4,300 x 75'

**Selection Criteria**

- Pavement Management PCI: RW 63
- FAA National Priority Rating: 67 - Rehabilitate Runway
- OASP Goals: Airfield pavements PCI > 65



<b>Funding</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>Total</b>
<b>Commission</b>	\$350,000			\$350,000
<b>FAA State Apportionment</b>				\$0
<b>FAA Discretionary</b>				\$0
<b>FAA Non-Primary Entitlement</b>				\$0
<b>Sponsor</b>	\$38,889			\$38,889
<b>Total</b>	\$388,889			

*Federal grants require 5% matching funds while state grants require 10% matching funds. The Commission may provide half of the sponsor's federal match on the above project. Commission funding is dependent on availability of State funds.*