

Roseburg Regional Airport

ConnectOregon III Runway Extension Project

Project Timeline

10/3/2009 Met with Dave Roberts from the FAA at the Oregon Airport Managers Association fall conference to discuss FAA perspective on *ConnectOregon* application for the runway extension. Dave suggested the city submit for the funding as the project is shown on the ALP.

10/23/2009 Conference call with Dave Roberts regarding potential runway extension project. According to Dave, we could build what was shown in our ALP, 400 foot extension with a blast pad, without a justification study. We could not build a 500 foot extension because that was outside of the approved ALP.

10/01/2009 Mead & Hunt began an Environmental Assessment to evaluate the impacts of the planned relocation of the airports parallel taxiway. The FAA recommended that the EA consider the impacts of the runway extension even though no federal funds were involved in the runway project. The City provided additional funding (approx. \$42k) to complete technical investigations and incorporate those findings into the taxiway EA as a cumulative impact.

11/19/09 Submitted *ConnectOregon* 3 application

August 2010 Awarded CO3 Grant

8/26/2010 Met with Kevin Latschaw at ADO's office in Renton. Discussion revolved around the alignment of the taxiway extension. Kevin's recommendation was to build the taxiway with the correct separation distance, not as it was shown in the ALP. This would mean additional cost to build a retaining wall and blast deflection fence. Kevin L. indicated at that time that anything related to the taxiway extension that could not be constructed with the money available in the *Connect* 3 grant would be FAA grant eligible. Per Kevin's statement and agreement, the additional costs were programmed into the City's taxiway relocation AIP project in the updated CIP. The updated CIP was submitted to the FAA on January 28, 2011.

10/22/10 CO3 grant agreement signed

10/28/10 Notice to proceed received from ODOT

11/8/10 Executed task order with Mead & Hunt for runway extension design services

1/21/2011 Met with Kevin Latschaw at ADO's office in Renton. The purpose of this meeting was to present the modified taxiway design based on FAA recommendations from our previous meeting. In addition, we discussed the runway extension design criteria for B-II airports and identified design challengers associated with the Object Free Area (OFA). Kevin L. identified that an internal review would need to be conducted to consider OFA design requirements and the potential for a modification to standard that would maintain the existing OFA design deficiency.

2/24/2011 Meeting scheduled with FAA was cancelled when their offices were closed due to weather.

3/1/11 Change order 1 for grant is approved by ODOT (updated timeline).

3/11/2011 Met with Stan Allison, Paul Johnson, and Kevin Latschaw at FAA office in Renton. The purpose of the meeting was to discuss the Object Free Area (OFA) requirements for the project. The existing OFA does not comply with FAA design criteria. The FAA approved ALP includes the runway extension without correcting the OFA deficiency. However, FAA staff stated that when any runway project takes place – all design deficiencies must be corrected. As a result, the runway extension project would have to provide a compliant OFA. The OFA deficiencies can be met through extensive earthwork to remove a hill north and east of the existing and extended runway. City began exploring all possible options for removing the obstruction.

7/12/2011 Invitation to Bid advertisement/Bidding Packet Available – Base Bid and 3 alternates:

Base Bid –	Runway extension & blast pad
Alt #1 --	Obstruction removal
Alt #2	Taxiway dirt work & retaining wall/blast fence
Alt #3	Taxiway paving and electrical

8/4/2011 +/- Receive bids

8/22/11 Awarded base bid for runway extension

9/12/11 Accepted FAA grant for obstruction removal (\$511,000) and amended contract award to include bid alternate #1.

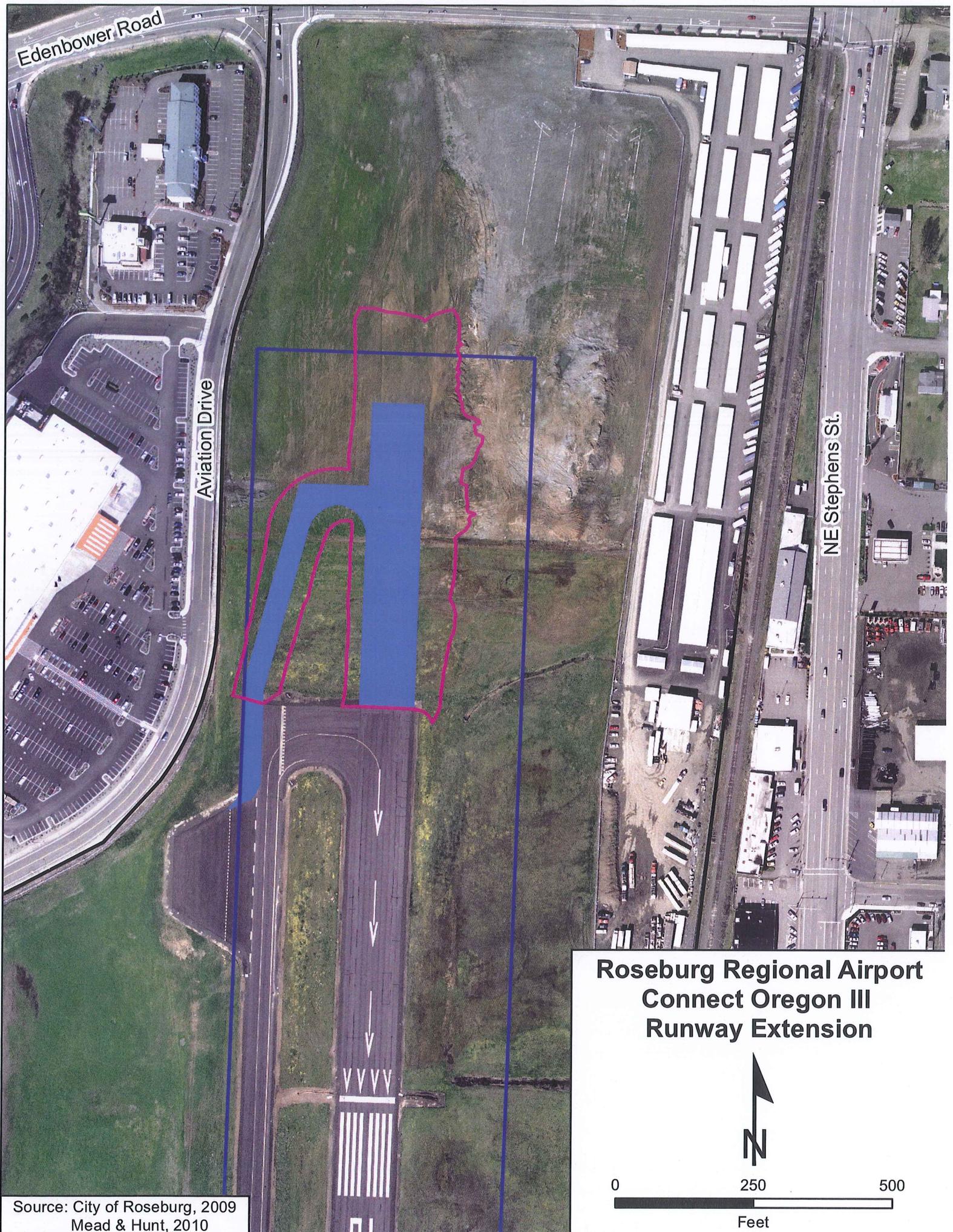
10/18/11 Change order 2 approved by ODOT (updated project scope).

Environmental Timelines

EA began in 2009. R/w extension work included by task order.

- Feb 2010 Met with NMFS
- Biological assessment submitted Nov 2010
- Biological Opinion issued by NMFS May 25, 2011
- December 2010, site visit with NMFS, DSL, DEQ
- February 3, 2011 – original wetland concurrence issued
- Application submitted May 2011
 - Revised 7/15/11
- August 2011 met with NMFS re: r/w extension permit
- 9/8/2011 wetland concurrence received
- 9/22/11 DSL permit issued
- 10/14/2011 FONSI issued by FAA

1/18/12 USACE Permit issued. Nothing changed since DSL permit issuance in September

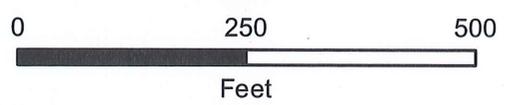


Edenbower Road

Aviation Drive

NE Stephens St.

Roseburg Regional Airport Connect Oregon III Runway Extension



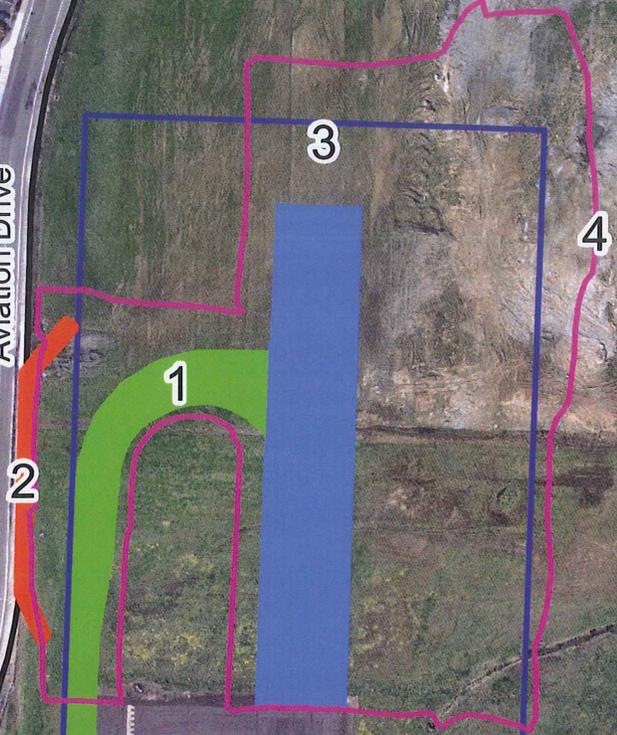
Source: City of Roseburg, 2009
Mead & Hunt, 2010

Edenbower Road

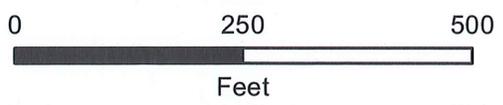
- 1: Taxiway Realignment
- 2: Retaining Wall and Fence
- 3: Wetland Mitigation
- 4: OFA Grading

Aviation Drive

NE Stephens St.



Roseburg Regional Airport Revised Runway Extension



Source: City of Roseburg, 2009
Mead & Hunt, 2010