

General Project Information: Apron Rehabilitation

City of Burns
COAR Application 2022

Application Year: 2022
COAR-2022-BNO-00051

Applicant

Organization Name

City of Burns

Contact Person *

Daniel Brown, MPA

Address

242 South Broadway

Contact Person Title *

City Manager

City	State	Zip Code
Burns	Oregon	97720-2205

Phone Number	Email
(541) 573-5255	dbrown@ci.burns.or.us

Project Name and Location

Project Name *

Apron Rehabilitation

Project Location *

Burns Municipal Airport

ODOT Region:

Region 5

County tax parcel identification number(s): *

0120-6002

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Burns Municipal Airport

Airport Category: *

Category 3

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

Select the category of project for which you are requesting funding: *

Assistance with FAA AIP grant match

Project Start Date: 4/30/2022

Project End Date: 10/30/2024

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Project Summary *

Provide a brief summary of the project in the space provided below:

The project proposed is to perform a full depth rehabilitation of the asphalt apron and crack sealing and spall repair of the concrete terminal apron.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

The project purpose is to extend the service life of the aircraft parking apron, maximizing the return on the investment on the original construction and reducing the cost of future pavement repair. The current apron pavements have deteriorated to a stage where they can be a hazard to aircraft. This may result in potential damage to aircraft and presents a significant safety factor to air operations at the facility. The existing asphalt apron is extensively cracked to the point the any maintenance will not be cost effective . In addition, the concrete terminal apron is in need of crack sealing and repair. The joint sealant, now in excess of 20 years old has deteriorated and no longer maintains a water-tight seal. This allows surface water to infiltrate into the joints which can erode the underlying base course causing panels to displace and crack. In order to achieve the longest possible service life of this runway, the deteriorated joint sealant will be removed and replaced with a new watertight joint sealant. Existing pavement damage such a cracks and surface spalling will also be repaired.

Doing this type of preventive repairs on the pavement is a cost-effective method of extending the pavement life by making repairs early, before the pavement is deteriorated to the point of requiring costly replacement. Mobilization of apron reconstruction provides an opportunity to construct taxilanes into a designated hangar development area. The FAA fully supports and considers this type of effort as a high priority project. Funding will be through FAA grants that will provide 90% of the project cost.

Clearly define the proposed project in each of the following areas:

• **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** ✓ Yes No

The Oregon Aviation Plan states an objective for airports in Burns Role (Category III) of maintaining a Pavement Condition Index (PCI) of greater than 60. The asphalt apron at Burns Municipal Airport was evaluated as having a PCI of 31 in 2017.

There is a high safety risk due to the large full-depth cracks in the apron, potentially causing damage to the aircraft's landing gear. Also, the cracking currently is leaving sizeable pieces of debris on the pavement that could damage aircraft propellers and ingested into jet engines. This project will provide a significant positive impact by minimizing damage to aircraft and personnel.

• **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? *** ✓ Yes No

The project will bring PCI levels of apron pavements to 100.

• **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No

This project prevents future deterioration of apron pavements while preserving the existing aprons. Rehabilitation of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of the existing pavements. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for an additional 20 years.

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• **Does the project increase the financial self-sufficiency of the airport? ***

✓ Yes No

Maintenance of the aircraft apron in good condition will encourage continued utilization the airport and sales of aircraft fuel.

• **Does the project have local support? ***

✓ Yes No

The project is supported by the City of Burns. The Burns City Council is providing public support directing that the City submit applications for grant funds for this project.

Project Documentation: Apron Rehabilitation

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 5/28/2009

Anticipated Date of Completion: 12/30/2022

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type: Categorical exclusion (CATEX)

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status

Statewide Impact: Apron Rehabilitation

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

Currently the airport is used by air service users such as the BLM for firefighting, realtors bringing in those looking to buy homes and vacation properties, and local businesses at the airport. In addition, the airport is used by emergency medical aircraft for patient evacuations to Bend, Portland and Boise, Idaho. Transient general aviation aircraft use the aircraft apron in accessing to the businesses and social services provided by the surrounding communities.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

This project serves Oregon's agriculture, aviation, forestry and tourism business clusters. Due to the rural location of Burns, air travel for business can be a more efficient alternative to driving. For example, the Burns airport has been a contributor to the area's tourism and hospitality industry by providing customer access to these businesses.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

This project extends the service life of existing critical airport facilities. The airport provides an aviation link to Oregon and its surrounding states. It provides a critical link between flight operations and auto transportation in the region. These activities, such as medical, recreation, firefighting and other revenue-generating activities, will create connections between Oregon's out-of-state visitors and the City's residents.

Is the proposed project ready for construction or implementation? * Yes No

Design for the project is currently underway with anticipated completion in January 2022. Since this project is contained within areas already disturbed by historical construction, the FAA has stated that no environmental assessment will be necessary and they will perform any categorical exclusion documentation needed for the project. There are no known permit requirements that could delay this project.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

This project prevents future deterioration of apron pavements while preserving the existing aprons. Rehabilitation of the asphalt apron and crack sealing and spall repair of the concrete pavement will extend the service life of the existing pavements. Asphalt pavement following full depth reconstruction has an FAA design life of 20 years. FAA design standards applied during initial construction in 2000 using Portland cement concrete pavement were based on a design life of 40 years. The concrete pavement is currently 20 years old. This project will help extend the life of the concrete pavement for an additional 20 years.

Budget: Apron Rehabilitation

Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$1,044,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$116,000.00	10 %
Total Project Cost	\$1,160,000.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$1,044,000.00	4/1/2022
Burns Airport Funds	\$11,600.00	4/1/2022
Total Match Funds:	\$1,055,600.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$104,400.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$1,055,600.00	91 %
Funding request to ODA:	\$104,400.00	9 %
Total Project Cost:	\$1,160,000.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Project Sketch	https://odae-grants.com/_Upload/12960_1100011-BURNSAPRONREHABOVERVIEW.PDF

Miscellaneous Uploads

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File Repository

Person:

Date:

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$1,055,600.00 / 91 %	81
Funding Request to ODA:	\$104,400.00 / 9 %	
Total Project Cost	\$1,160,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

Currently the airport is used by air service users such as the BLM for firefighting, realtors bringing in those looking to buy homes and vacation properties, and local businesses at the airport. In addition, the airport is used by emergency medical aircraft for patient evacuations to Bend, Portland and Boise, Idaho. Transient general aviation aircraft use the aircraft apron in accessing to the businesses and social services provided by the surrounding communities.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

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Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

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Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

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Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score

Internal Review Sheet

0	5
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Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

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1	5

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Staff Entry	Review Score
1	5

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1	5

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Staff Entry	Review Score
1	5

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Maintenance of the aircraft apron in good condition will encourage continued utilization the airport and sales of aircraft fuel.

Staff Entry	Review Score
1	5

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Does the project have local support?

Staff Entry	Review Score
1	5

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Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
266		266		