General Project Information: Storm Pipe Rehabilitation Phase 2 - Design and Construction

Applicant

Organization Name
City of Newport

Contact Person *
Lance J Vanderbeck

Address
169 SW Coast HWY

Contact Person Title *
Airport Director

City	State	Zip Code	Phone Number	Email
Newport	Oregon	97365	(541) 867-7422	l.vanderbeck@newportoregon.gov

Project Name and Location

Project Name *
Storm Pipe Rehabilitation Phase 2 - Design and Construction

Project Location *
Newport Municipal Airport

ODOT Region:
Region 2

County tax parcel identification number(s): *
11-11-32-00-00200-00

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

Airport Information

Airport Name: *	Airport Category: *	NPIAS or Non-NPIAS: *
Newport Municipal Aiprort	Category 2	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: 7/5/2022
Project End Date: 9/15/2022

Project Summary *

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

The Newport Municipal Airport was built in the late 1930's. As part of construction, two 48" culvert pipes were placed in Grant Creek following the contours of the creek. Approximately 70'-90' of fill was placed over the 48" culverts to bring it up to finish grade of the runways . The pipes run underneath the RW 16/34 and RW 02/20 intersection and have reached the end of their useful life.

Project Purpose and Description *

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

To protect the integrity of the airport pavement the pipes need to be rehabilitated to extend their useful life . The project will line the pipes, increasing structural integrity and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure. Due to the depth of the 48" pipes, full replacement using open trenching cannot be completed due to high costs and length of airport closure.

Phase 1 of the project intended to seal each joint and then apply a geopolymer lining to the entire length to complete the rehabilitation. However, during construction it was found that there are void spaces adjacent to the pipe that caused portions of each to "float". Since geopolymer lining results in a rigid pipe section, it was deemed that a flexible joint seal would be necessary to allow some pipe movement. Phase 1 cleaned, tv'd, and sealed each joint using grout to minimize surrounding material infiltration into the pipe that would create additional void spaces. Phase 1 of the project was completed in the Summer of 2021.

This phase will complete design and installation of flexible seals on each joint in the pipe . Installation of the flexible seals will stop water and soil infiltration into the pipe to allow continued use of the system. In addition, it is anticipated mapping of void spaces surrounding the pipe will be completed during the design phase.

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**

This will help strength the airfield for the Cascadia Subducition Zone event. Newport is listed as a critical asset for the coastal region being one of two airports outside of the inundation zone.

• 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 second phase of the pipe rehabilitation will maintain the airport at current standards and extend useful life of the system.

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

The rehabilitation will increase structural integrity of the system and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure.

• Does the project increase the financial self-sufficiency of the airport? * ✔ **Yes** **No**

This project is being funded 90% through an FAA AIP grant. Without this grant the City of Newport would have to fully fund this project and would drastically decrease funds of the airport for self- sufficiency.

• Does the project have local support? * ✔ **Yes** **No**

This project has local support on strengthening the seismic resiliency of the airport and is listed in the airport seismic resilience study of the airfield.

Documentation and Permits

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

✔ **Yes** **No** **Underway**

Date of Completion: 2/8/2018

Anticipated Date of Completion:

If no, provide reasoning:

Is a NEPA review required? *

✔ **Yes** **No**

Please select the applicable review type: Other

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

NEPA review was completed as part of Phase 1 of the project.

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 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

Completing the rehabilitation of the pipes will ensure continued functionality of this core infrastructure at the airport thus preventing an interruption in airport operations. Interruptions in service would result in increased transportation costs and reduce staff accessibility for businesses and organizations located in and around Newport.

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

This project will provide economic benefit to the state by providing resilience to the coast communities. In addition, the project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction

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 will provide future use of airport for supply chain to the coastal communities. The project will allow continued operations for business aircraft and cargo connections that utilize the airport and will support connectivity of the air and highway modes of transportation.

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

The project received environmental approval as part of Phase 1 of the project. Final design will occur in the winter/spring of 2022 with construction anticipated to occur in the summer of 2022.

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

The proposed improvements will have a minimum design life of 20 years.

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

✔ **Yes** **No**

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	$2,200,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	$244,444.00	10 %
Total Project Cost	**$2,444,444.00**	**100 %**

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown	
	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	$2,200,000.00	
Sponsor match	$94,444.00	2/2/2022
Total Match Funds:	**$2,294,444.00**	**94 %**

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	$150,000.00	6 %

Project Budget Summary		
Total applicant matching funds:	$2,294,444.00	94 %
Funding request to ODA:	$150,000.00	6 %
Total Project Cost:	**$2,444,444.00**	**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."

Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload

File Repository

Newport CIP Letter - Phase 2 of this project was added following discussion with FAA during construction.	14462_1101013-OR-2021-5Year CIPLetter-ONP-Newport.pdf Person:Geoff Vaughn Date:9/22/2021

Final Report

(You must upload your Final Report prior to closeout)

Click here to generate the Final Report form

Upload

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:	25 %	75
Total applicant matching funds:	$2,294,444.00 / 94 %	68
Funding Request to ODA:	$150,000.00 / 6 %	
Total Project Cost	$2,444,444.00 / 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

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

Staff Entry	Review Score
1	5

This project will provide economic benefit to the state by providing resilience to the coast communities. In addition, the project will support both aviation and non-aviation local jobs that are a direct result of this airport. This project will also add several short term jobs during construction

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

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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
0	5

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

Staff Entry	Review Score
1	5

The proposed improvements will have a minimum design life of 20 years.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

This will help strength the airfield for the Cascadia Subducition Zone event. Newport is listed as a critical asset for the coastal region being one of two airports outside of the inundation zone.

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?

Staff Entry	Review Score
1	5

The second phase of the pipe rehabilitation will maintain the airport at current standards and extend useful life of the system.

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

The rehabilitation will increase structural integrity of the system and prevent the loss of surrounding backfill material that could eventually lead to the development of a sinkhole. Failure of the pipes could cause catastrophic damage to the existing airport infrastructure.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

This project is being funded 90% through an FAA AIP grant. Without this grant the City of Newport would have to fully fund this project and would drastically decrease funds of the airport for self-sufficiency.

Does the project have local support?

Staff Entry	Review Score
1	5

This project has local support on strengthening the seismic resiliency of the airport and is listed in the airport seismic resilience study of the airfield.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
228		**228**		