

# General Project Information: Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design

Morrow County  
COAR Application 2022

Application Year: 2022  
COAR-2022-9S9-00017

## Applicant

### Organization Name

Morrow County

### Contact Person \*

Sandi Pointer

### Address

365 W. Hwy 74

### Contact Person Title \*

Management Assistant

### City

Lexington

### State

Oregon

### Zip Code

97839

### Phone Number

(541) 989-8166

### Email

[spointer@co.morrow.or.us](mailto:spointer@co.morrow.or.us)

## Project Name and Location

### Project Name \*

Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design

### Project Location \*

Lexington, OR

### ODOT Region:

Region 5

### County tax parcel identification number(s): \*

01 S25E27-300

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

## Airport Information

### Airport Name: \*

Lexington Airport

### Airport Category: \*

Category 4

### 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:

6/1/2022

### Project End Date:

6/30/2023

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## **Project Summary** \*

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

Reconstruction of Taxiway D due to poor pavement condition .

## **Project Purpose and Description** \*

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

Purpose: When Oregon Department of Aviation Pavement Maintenance Program evaluated the pavement at Lexington Airport in 2014, Taxiway D was found to have a PCI value of 50-53, which is poor. In 2024, the pavement is expected to fall to very poor and serious.

Description: It is necessary to reconstruct Taxiway D as it is well past the ability to seal coat to extend pavement life . This work will include demolition of the existing taxiway, reconstruction of the taxiway, and restriping.

**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
- **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 be designed using current FAA standards and improving current airport pavement conditions .
- **Does the project prevent future deficiencies and preserve the existing facilities? \*** ✓ Yes  No   
Reconstructing Taxiway D prevents the taxiway from future deficiencies such as falling into very poor and serious pavement conditions, therefore stopping safety hazards to aircraft and personnel.
- **Does the project increase the financial self-sufficiency of the airport? \*** ✓ Yes  No   
The reconstruction of Taxiway D allows the airport to continue safe operations at the airport , as well as increasing attractiveness. These factors can improve the ability to bring in more users to the airport, generating new revenue.
- **Does the project have local support? \*** ✓ Yes  No   
The project has the support of Board of Commissioners and Morrow County Lexington Airport Advisory Committee .

**Project Documentation: Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design**

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**Documentation and Permits**

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

Yes     No     Underway

Date of Completion: 10/31/2016

Anticipated Date of Completion: \_\_\_\_\_

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: Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design

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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

This project will reduce transportation costs for Oregon businesses and improve access to jobs. The airport is located approximately 30 miles from the Shepherds Flat Wind Farm and can provide access to the Clean Technology Industry Cluster .

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

Reconstruction Taxiway D will increase the longevity of the taxiway , as well as improving aesthetics, supporting current and future aviation businesses including aircraft maintenance facilities and fixed base operators.

**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

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

Design for Taxiway D Reconstruction will begin in Summer 2022, with construction planned for Summer 2023.

**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 reconstruction of a taxiway extends the useful life of the pavement significantly, reducing the need for seal coat or reconstruction in the near future. The FAA AIP Handbook dictates the useful life of new pavement is 20 years.

**Budget: Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design**

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

Yes       No

**Federally Funded Projects \***

FAA Funding Breakdown		
Federally Funded Projects	\$150,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$16,667.00	10 %
<b>Total Project Cost</b>	<b>\$166,667.00</b>	<b>100 %</b>

**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	\$150,000.00	6/1/2022
Sponsor Funds Less ODA Grant Request	\$1,667.00	7/1/2022
Total Match Funds:	<b>\$151,667.00</b>	<b>91 %</b>

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$15,000.00	9 %

Project Budget Summary		
Total applicant matching funds:	\$151,667.00	91 %
Funding request to ODA:	\$15,000.00	9 %
Total Project Cost:	<b>\$166,667.00</b>	<b>100 %</b>

**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."

# Budget: Lexington Airport - Taxiway D Reconstruction: Phase 1 - Design

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Please describe those pre-agreement expenditures.

## Related Document Uploads

Description	Upload
Lexington Airport Capital Improvement Plan	<a href="https://odae-grants.com/_Upload/14349_1101011-COAR-2022-9S9-00017FAACIPGrantLetter.pdf">https://odae-grants.com/_Upload/14349_1101011-COAR-2022-9S9-00017FAACIPGrantLetter.pdf</a>

## Miscellaneous Uploads

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### **File Repository**

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Project Scope Exhibit Figure

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[14350\\_1101013-COAR-2022-9S  
9-00017ScopeExhibitFigure.pdf](#)

Person:Sydney Borek  
Date:9/13/2021

### **Final Report**

*(You must upload your Final Report prior to closeout)*

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

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**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?	No	0
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$151,667.00 / 91 %	81
Funding Request to ODA:	\$15,000.00 / 9 %	
Total Project Cost	\$166,667.00 / 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

This project will reduce transportation costs for Oregon businesses and improve access to jobs. The airport is located approximately 30 miles from the Shepherds Flat Wind Farm and can provide access to the Clean Technology Industry Cluster.

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

Staff Entry	Review Score
1	5

Reconstruction Taxiway D will increase the longevity of the taxiway , as well as improving aesthetics, supporting current and future aviation businesses including aircraft maintenance facilities and fixed base operators.

**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
0	0

**Is the proposed project ready for construction or implementation?**

Staff Entry	Review Score
1	5

Design for Taxiway D Reconstruction will begin in Summer 2022, with construction planned for Summer 2023.

**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 reconstruction of a taxiway extends the useful life of the pavement significantly, reducing the need for seal coat or reconstruction in the near future. The FAA AIP Handbook dictates the useful life of new pavement is 20 years.



**Internal Review Sheet**

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

Staff Entry	Review Score
0	0

**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 project will be designed using current FAA standards and improving current airport pavement conditions.

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

Staff Entry	Review Score
1	5

Reconstructing Taxiway D prevents the taxiway from future deficiencies such as falling into very poor and serious pavement conditions, therefore stopping safety hazards to aircraft and personnel.

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

Staff Entry	Review Score
1	5

The reconstruction of Taxiway D allows the airport to continue safe operations at the airport, as well as increasing attractiveness. These factors can improve the ability to bring in more users to the airport, generating new revenue.

**Does the project have local support?**

Staff Entry	Review Score
1	5

The project has the support of Board of Commissioners and Morrow County Lexington Airport Advisory Committee.

**Summary**

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
271		271		