

General Project Information: AIP Match Runway Rehab - Construction, Phase 2

City of Creswell
COAR Application 2022

Application Year: 2022
COAR-2022-77S-00024

Applicant

Organization Name

City of Creswell

Contact Person *

Shelley Humble

Address

PO Box 276
83501 Melton Rd

Contact Person Title *

Airport Manager

City	State	Zip Code
Creswell	Oregon	97426

Phone Number	Email
(541) 895-2913	shumble@creswell-or.us

Project Name and Location

Project Name *

AIP Match Runway Rehab - Construction, Phase 2

Project Location *

Creswell, Oregon

ODOT Region:

Region 2

County tax parcel identification number(s): *

Map # 19-03-11-00 Lot #s 0101, 1701, 1703, 5101, 5201, 5301, 6600. Map # 19-03-12-00 Lot #s 0501, 0704, 0705

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

https://odae-grants.com/_Upload/7851-RLIDMapofairport.pdf

Airport Information

Airport Name: *

Hobby Field (77S)

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: 3/1/2022

Project End Date: 4/30/2023

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Project Summary *

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

This project is the completion of design/bidding and construction phase of the Runway Rehabilitation project. This project provides the rehabilitation and geometric upgrade to meet FAA standards for the existing 3,100 LF runway and attached connectors. The project also encompasses replacing the existing runway lighting system with a new MIRL (Medium Intensity Runway Lights), REILs (Runway End Identifier Lights) and PAPI (Precision Approach Path Indicator) systems.

Project Purpose and Description *

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

The 2019 Pavement Maintenance Program shows that the one and only runway was last rehabilitated in 1987 and since that time has had two slurry seals along with crack sealing. The projected PCI in 2024 for the runway is 66, which is a classification of fair condition. Slurry seals give the appearance of the runway being in better condition than it actually is; the 34 year old runway is past it's design life and there is significant cracking and deterioration beneath the slurry seals. The rehabilitation of the pavement will strengthen the pavement to meet the minimum 12,500 lbs load requirement and restore the runway condition to provide a structurally sound pavement and bring the connector taxiway fillets up to current FAA standards for operational safety improvements .

The existing runway medium intensity edge lighting system (MIRL) and PAPI to Runway 16 are over 30 years old, which are past their useful life. Maintenance has also increased significantly to keep the lighting and PAPI systems fully operational . A lack of parts available affects the downtime. The project will update these dated electrical systems, add a PAPI to Runway 34 end to enhance safety, as well as add Runway End Identifier (REIL) lights to each runway end to help pilots locate the airport with the increase in ground lights from growth of the surrounding community.

The replaced runway, connectors, MIRL and PAPI systems will be built to current FAA standards and address current Oregon Aviation Plan (OAP) noted deficiencies.

The new pavement will be included within the State of Oregon Pavement Maintenance Program and will receive routine maintenance through PMP and by the City.

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

OAP standards and FAA Grant assurances call for airports to meet proper FAA design standards and to be properly maintained . This project will bring the failing pavements, runway lighting and PAPI up to proper design standards . In the Oregon Aviation Plan - 2018 (OAP/18), Table 5-24 Airports By Role Not Meeting Runway Pavement Strength Objective (copy attached), Creswell Hobby Field Airport is listed as not meeting Primary Runway Pavement Strength Objectives . The runway rehabilitation will bring the pavement strength up to meet this objective and correct this deficiency. In OAP/18 Table 5-27 Airports Not Meeting Taxiway Lighting Objectives (copy attached), Creswell does not meet this goal because edge lighting or reflectors are not installed. This project will start this improvement by providing lighting/reflectors from the runway to the hold lines on the connector taxiways.

• **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

This project will modernize the airport by replacing failing substandard strength pavements, correct pavement fillet geometry on connector taxiways to meet current standards, install new runway edge lighting , Runway End Identifier Lights (REIL) and Precision

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Approach Path Indicator (PAPI) systems to meet proper design standards. The PAPI to Runway 34 and REIL systems are not identified as deficiencies in the OAP/18, however, the addition of these systems have been approved by FAA as part of the project to enhance the safety of operations at the airport. If funding permits, the connector taxiway in the middle third of the runway will be relocated to meet FAA standards of connectors to avoid high energy intersections, or the middle third of a runway (AC150/5300-13, Chapter 4 Taxiway and Taxilane Design, Para. 401.d.).

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

Yes. The replacement of the pavements will strengthen the pavement to eliminate the current deficiency and provide the pavement strength needed to eliminate future deficiencies through pavement maintenance and inclusion in the State Pavement Maintenance Program. Replacement of the existing MIRLs and PAPI will restore these systems and eliminate current and future deficiencies with scheduled maintenance.

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

Once the new pavements, lighting, and PAPI are constructed, maintenance costs will be reduced.

Funds from this grant will allow the airport to save local funds and re-appropriate the money to maintenance or other airport projects not eligible for state or federal funding.

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

The Creswell City Council, the Airport Commission, Airport Visioning Ad-Hoc Committee, on airport businesses and users of the airport support this project.

The Creswell City Council unanimously approved the project at the September 13, 2021 Council meeting (draft minutes attached). Letters of support from Eugene Skydivers, Ragwood Refactory and Viper Aviation are attached.

Project Documentation: AIP Match Runway Rehab - Construction, Phase 2

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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: _____

Anticipated Date of Completion: _____

If no, provide reasoning:

The current ALP was completed in 2007. A master plan update is in the FAA CIP and is planned to begin in 2024.

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
DEQ 1200-C		Don't Know	Required

Statewide Impact: AIP Match Runway Rehab - Construction, Phase 2

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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 has a direct connection to several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by making the airport easier to use for aircraft based at Creswell as well as for aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster by making Creswell an easier place to visit when arriving by air .

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

This project will improve the airport's utility, which will be a benefit to the users of the airport who are located in Creswell, as well as users outside the area. This will provide an economic benefit to the state as well.

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

If you can't safely maneuver, take-off or land, you can't use the aviation system. The replaced pavements, new MIRL and PAPI systems which will be brought up to FAA standards are necessary links in the aviation system .

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

Design is underway. Construction will be in 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

Properly maintained pavements have a useful life of 20-30 years. These pavements will be included in the State of Oregon Pavement Maintenance Program.

Budget: AIP Match Runway Rehab - Construction, Phase 2

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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	\$3,825,000.00	90 %
FAA AIP Grant Match Requirement from Sponsor	\$425,000.00	10 %
Total Project Cost	\$4,250,000.00	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	\$3,825,000.00	3/31/2022
Local Funds	\$42,500.00	7/1/2022
Total Match Funds:	\$3,867,500.00	91 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$382,500.00	9 %
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Project Budget Summary

Total applicant matching funds:	\$3,867,500.00	91 %
Funding request to ODA:	\$382,500.00	9 %
Total Project Cost:	\$4,250,000.00	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

Miscellaneous Uploads: AIP Match Runway Rehab - Construction, Phase 2

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File Repository

OAP Table 5-24 Pavement Strength

[14460_1101013-OAP_Table_5-24_Pvmt_Strength.pdf](#)

Person:John Shute
Date:9/22/2021

OAP Table 5-27 Airports Not Meeting Taxiway Lighting Objective

[14460_1101013-OAP_2018-Table5-27_Airports_Not_Meeting_Taxiway_Lighting_Obj.pdf](#)

Person:John Shute
Date:9/22/2021

Creswell Runway Construction CIP Data Sheet submitted to FAA

[14460_1101013-RunwayRehabFinalDesign-ConstructionCIPDataSheet.pdf](#)

Person:John Shute
Date:9/22/2021

AC 150/5300-13 Twy Design Criteria - High Energy Avoidance in the middle 1/3 of a runway.

[14460_1101013-150-5300-13A-TwyDesign_AvoidHighEnergyArea.pdf](#)

Person:John Shute
Date:9/22/2021

City Manager Justification Letter

[14460_1101013-CityManagerLetter9-2021.pdf](#)

Person:Shelley Humble
Date:9/24/2021

Ragwood Refactory Leter of Support

[14460_1101013-RagwoodRefactoryRunwayRehab9-2021.pdf](#)

Person:Shelley Humble
Date:9/24/2021

Viper Aviation letter of support

[14460_1101013-ViperAviationLetterofSupport9-2021.pdf](#)

Person:Shelley Humble
Date:9/24/2021

September 13, 2021 City Council Minutes

[14460_1101013-2021-09-13CityCouncilMinutes.doc](#)

Person:Shelley Humble
Date:9/24/2021

Miscellaneous Uploads: AIP Match Runway Rehab - Construction, Phase 2

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Eugene Skydivers Letter of Support

[14460_1101013-EugeneSkydivers77SGrantSupport9-2021.pdf](#)

Person:Shelley Humble
Date:9/24/2021

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:	\$3,867,500.00 / 91 %	81
Funding Request to ODA:	\$382,500.00 / 9 %	
Total Project Cost	\$4,250,000.00 / 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

This project has a direct connection to several of Oregon's Industry Clusters. The Aviation Industry Cluster is served by making the airport easier to use for aircraft based at Creswell as well as for aviation users needing access to this region of the state. This project will also serve Tourism and Hospitality Cluster by making Creswell an easier place to visit when arriving by air.

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

Staff Entry	Review Score
1	5

This project will improve the airport's utility, which will be a benefit to the users of the airport who are located in Creswell, as well as users outside the area. This will provide an economic benefit to the state as well.

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

If you can't safely maneuver, take-off or land, you can't use the aviation system. The replaced pavements, new MIRL and PAPI systems which will be brought up to FAA standards are necessary links in the aviation system.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design is underway. Construction will be in 2022.

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

Internal Review Sheet

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1	5
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Properly maintained pavements have a useful life of 20-30 years. These pavements will be included in the State of Oregon Pavement Maintenance Program.

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

Staff Entry	Review Score
1	5

OAP standards and FAA Grant assurances call for airports to meet proper FAA design standards and to be properly maintained. This project will bring the failing pavements, runway lighting and PAPI up to proper design standards. In the Oregon Aviation Plan - 2018 (OAP/18), Table 5-24 Airports By Role Not Meeting Runway Pavement Strength Objective (copy attached), Creswell Hobby Field Airport is listed as not meeting Primary Runway Pavement Strength Objectives. The runway rehabilitation will bring the pavement strength up to meet this objective and correct this deficiency. In OAP/18 Table 5-27 Airports Not Meeting Taxiway Lighting Objectives (copy attached), Creswell does not meet this goal because edge lighting or reflectors are not installed. This project will start this improvement by providing lighting/reflectors from the runway to the hold lines on the connector taxiways.

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Staff Entry	Review Score
1	5

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

Staff Entry	Review Score
1	5

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

Staff Entry	Review Score
1	5

Once the new pavements, lighting, and PAPI are constructed, maintenance costs will be reduced.

Funds from this grant will allow the airport to save local funds and re-appropriate the money to maintenance or other airport projects not eligible for state or federal funding.

Does the project have local support?

Staff Entry	Review Score
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1	5

The Creswell City Council , the Airport Commission , Airport Visioning Ad-Hoc Committee, on airport businesses and users of the airport support this project.

The Creswell City Council unanimously approved the project at the September 13, 2021 Council meeting (draft minutes attached).

Letters of support from Eugene Skydivers, Ragwood Refactory and Viper Aviation are attached.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
256		256		