



**ROSEBURG AIRPORT COMMISSION AGENDA**  
**THURSDAY, August 17, 2023**  
**3:30 p.m. Regular Meeting**

1A  
8-14-2023

**Public Safety Center – Umpqua Room**  
**700 SE Douglas Avenue, Roseburg, Oregon 97470**

**Public Access: Facebook Live at [www.Facebook.com/CityofRoseburg](http://www.Facebook.com/CityofRoseburg)**

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**NOTE: IT IS UP TO EACH OF YOU AS COMMISSIONERS TO CALL 541-492-6730 AND LET STAFF KNOW BEFORE THE DAY OF THE MEETING IF YOU WILL NOT BE ATTENDING. THANK YOU.**

**NOTE: Location Change**

**I. CALL TO ORDER**

**II. ROLL CALL:**

Chair: David Mohr  
Commissioners: Dave Morrison      Frank Inman      Clint Newell  
Dan Sprague      Robb Paul      Steve Skenzick  
Rob Levin (ex-officio)

**III. APPROVAL OF MINUTES**

A. February 16, 2023

**IV. DISCUSSION ITEMS**

A. 2024-2029 Capital Improvement Plan – FAA AIP and BIL Funding

**CITIZEN PARTICIPATION** – In Person during the meeting: anyone wishing to address the Commission concerning items of interest not included in the agenda may do so. The person addressing the Commission shall, when recognized, give his/her name for the record. Comments can also be provided via email to the Commission at [pwd@cityofroseburg.org](mailto:pwd@cityofroseburg.org) or hand delivered to City Hall, 900 SE Douglas Avenue in Roseburg, prior to 12:00 p.m. on the day of the meeting. Comments must include the person's name and address for the record. The Commission reserves the right to delay any action requested until they are fully informed on the matter.

**V. INFORMATIONAL**

**VI. BUSINESS FROM THE COMMISSION**

**VII. NEXT MEETING DATE: October 19, 2023**

**VIII. ADJOURNMENT**

**\*\*\* AMERICANS WITH DISABILITIES ACT NOTICE \*\*\***

**Please contact the City Administration Office at least 48 hours prior to the scheduled meeting date if you need accommodations in accordance with the Americans with Disabilities Act.**  
TDD users, please call Oregon Telecommunications Relay Service at 800-735-2900.

**CITY OF ROSEBURG  
AIRPORT COMMISSION  
MEETING MINUTES  
FEBRUARY 16, 2023**

**CALL TO ORDER:** Commissioner David Morrison called the meeting of the Roseburg Airport Commission to order at 3:31 p.m., Thursday, February 16, 2023, electronically via Zoom in Roseburg, Oregon.

**ROLL CALL:** Present: Chair David Mohr, Commissioners Frank Inman, David Morrison, Robb Paul, Steve Skenzick, Dan Sprague, and Ex-officio Rob Levin

Absent: Commissioner Clint Newell

Attending Staff: City Manager Nikki Messenger, Public Works Director Dawn Easley, Design and Construction Manager Ryan Herinckx, and Staff Assistant Kandi Street

Others Present: None

**APPROVAL OF MINUTES:** Commissioner Paul moved to approve the minutes from the December 15, 2022 meeting. Motion was seconded by Commissioner Sprague and approved with the following vote: Chair Mohr, Commissioners Inman, Morrison, Paul, Skenzick, and Sprague voted yes. No one voted no.

Messenger introduced David Mohr as the new commission chair and commission members introduced themselves.

**DISCUSSION ITEMS:**

**Standby Power Project Update – 22PW06:**

Messenger informed in 2021 staff applied for two Oregon Department of Aviation (ODA) Critical Oregon Airport Relief (COAR) grants. One of which was for this project, the other was for a portion of the matching funds for the taxiway extension design. The Oregon Resilience Plan lists Roseburg Regional Airport as a “Tier 1” airport. Meaning it is considered an essential airport in responding to a natural disaster. This contributed to the success of the grant award. The electrical building South of Aviation Suites houses the control system for the runway and taxiway lighting, the PAPI, the REILS and other navigation aids. The fuel farm control system is located within the FBO hangar. The intent of the project is to provide power to the electrical building along with the fuel farm. During the design process, it was discovered that the fuel farm is currently being served by 208V 3-phase and the electrical building is powered by 240V single-phase. The consultant listed six options for providing backup power to the airport lighting and fuel farm. Herinckx provided an explanation of what each option entails. The preferred option is to upsize the existing service to the electrical building to 400amp single-phase.

Messenger stated the current grant is for \$121,500 the current project estimate is \$250,000, resulting in a funding gap of just under \$116,000. Staff was notified today, Bipartisan Infrastructure Law (BIL) funding can be utilized to cover the gap. The FAA project manager

requested the BIL grant be written in conjunction with the Airport Fencing project. The airport fund has adequate resources to pay for the project and be reimbursed in the future.

Commissioner Skenzick suggested there are other options utilizing the current equipment and provided an explanation regarding the inability for power to be in balance due to peak usage. Herinckx stated the biggest concern with the imbalance is that it would void the generator warranty. Chair Mohr asked if there is a material difference between what the consultant is recommending versus what Commissioner Skenzick is recommending from a cost prospective. Messenger replied she is unsure if there is a cost difference; projects are not typically redesigned by suggestion from the Commission. The generator cost is approximately \$75,000; it seems risky to void the warranty. Discussion ensued regarding switching to a smaller generator.

Ex-officio Levin asked if the backup power would feed the internet access and card system for the fuel farm. Herinckx replied all of the options included power to the FBO, whether it was full power or certain circuits. The recommended option includes limited power to the internet and the fuel card system.

Commissioner Paul asked if Emergency Management funding is available since the airport is designated Tier 1. Messenger replied she not aware. Ex-officio Levin asked when a decision needs to be made. Messenger replied the project is already behind schedule and will likely require a change order be submitted to the Oregon Department of Aviation. If an additional funding source beyond the BIL funding is explored, additional time would be needed.

Chair Mohr asked if a review by Commissioner Skenzick would affect the timeline and potentially put funding at risk. Messenger replied she does not believe it would put funding at risk, unless it pushes the schedule out too far. The project is currently approximately ninety days behind schedule. Staff will schedule a meeting with the Commissioner Skenzick and the consultant in the next week. Chair Mohr questioned if it would it need to come back to the commission if a change in the design is made. Messenger replied the commission does not typically approve the design, they are approving the funding. Messenger believes the ODA funding could be considered a match for the BIL funding. The airport fund portion would remain similar to the initial estimate.

**MOTION:** Commissioner Sprague recommended staff proceed with finalizing the design for the Airport Standby Power project utilizing BIL Funding as it's source and proceed with bidding. Motion was seconded by Commissioner Inman and approved with the following vote: Commissioners Inman, Morrison, Paul and Sprague voted yes. Commissioner Skenzick did not vote. No one voted no.

### **Airport Updates:**

#### **Nighttime Instrument Approach:**

Messenger informed staff was verbally notified that the nighttime instrument approach was rejected, due to the fact you lose site when circling the Moorea Drive hill area. The official letter has not been received. Once received, it will be forwarded to Dan Whelan with Congresswoman Hoyle's office. Messenger stated an email went out to a group of airport users regarding equipment and certifications to fly an RNP procedure. The general consensus was they could use the procedure.

**Disadvantaged Business Enterprise (DBE) Goal Update:**

Messenger stated since BIL funding is being used for the fencing upgrades, updated DBE goals are required. The consultant had the goal calculated; however, it will need to be recalculated due to the addition of the generator project. A public meeting is scheduled for February 28<sup>th</sup>. Any comments received will be incorporated.

**Taxiway Extension Design:**

Messenger stated the consultant completed the 75% design. The design package has been submitted to the FAA for comment. To ensure the blast fence is on airport property, the Aviation Drive right-of-way may need to be adjusted or an easement generated.

**Fencing Improvements:**

Messenger stated the FAA is requiring a Documented Categorical Exclusion, a wetland delineation and archeological investigation. The consultant is working on the scope and fee, which will be submitted to the FAA for review and approval. When the scope and fee and DBE goals are approved, the grant will be written and the project can proceed.

**FAA Five-Year CIP:**

Messenger stated staff received comments back from the FAA related to the non-aircraft connection between the North and South areas of the airport. Staff anticipates it being removed from the approved CIP. If that happens, staff will give an explanation why it should be included and work on getting it into next years approved list. An adjustment to the current CIP will be made to include the generator project utilizing BIL funding. Commissioner Paul indicated a possible option for the Newton Creek crossing is some prefabricated bridge pieces the County has. They are 28' wide, the center section span is approximately 135', and the remainder are approximately 80'.

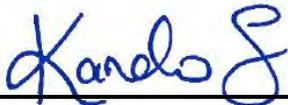
**AUDIENCE PARTICIPATION:** None

**INFORMATIONAL ITEMS:** None

**BUSINESS FROM THE COMMISSION:** None

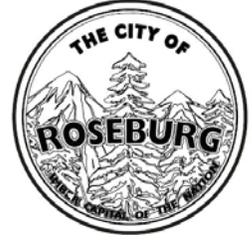
**NEXT MEETING DATE:** April 20, 2023

**ADJOURNMENT:** Meeting adjourned at 4:14 p.m.



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Kandi Street, Public Works Staff Assistant

**CITY OF ROSEBURG  
MEMORANDUM**



**DATE:** August 17, 2023  
**TO:** Airport Commission  
**FROM:** Nikki Messenger, P.E., City Manager  
**SUBJECT:** 2024-2029 Capital Improvement Plan – FAA AIP and BIL Funding

**ISSUE STATEMENT AND SUMMARY**

The FAA requested an updated Capital Improvement Plan (CIP) outlining projects planned for both Airport Improvement Program (AIP) funding and Bipartisan Infrastructure Law (BIL) funding. The issue for Commission is whether to recommend approval of the CIP.

**BACKGROUND/ANALYSIS**

The airport’s current approved five-year CIP utilizing AIP funding is shown below:

Roseburg Regional Airport  
5-YEAR PROJECTS & PLANNED  
FUNDING

Year#	Project Name	NPE*	ST	DI	BIL	FAA Total
2024	Extend Taxiway A: Phase II Construction	\$578,018		\$1,000,000	\$150,000	\$1,728,018
2025	Runway 16/34 Rehabilitation Environmental	\$150,000				\$150,000
2026	Runway 16/34 Rehabilitation: Design & Construction	\$150,000	\$1,000,000	\$1,700,000		\$2,850,000
2027	Aviation Reserve 1: Design	\$150,000			\$193,000	\$343,000
2028	Aviation Reserve 1: Construction	\$150,000		\$0**		\$150,000

\*\*Note that your submitted CIP shows AIP funding needs greater than what is anticipated to be available.

- NPE = Non-primary entitlement funds
- ST = State Apportionment
- DI = Discretionary funds
- BIL = Bipartisan Infrastructure Law

Projects underway and not shown include the taxiway extension environmental/design, security/fencing improvements, and the standby power project.

Staff and the consultant reviewed the Airport Master Plan and the 2019 Pavement Management Plan to evaluate projects for submittal in FY 2029. Our recommendation is to submit a project to begin the rehabilitation of the south apron area. This area underwent a full depth reconstruction in 1999. The 2019 pavement inspection report shows a pavement condition index (PCI) of 71 and predicts this will continue to fall to 64 by 2029. Adding the environmental and design of this project into FY 2029, results in the CIP for FY 2025-2029 shown below. It would be logical that construction of the project would follow in FY 2030 or 2031, depending on available funding.

Fed FY	Available		Funding Source	Data Sheet - Project Component/Phase	Estimated Cost	Funding Plan				
	NPE	AIG				NPE	AIG	Additional AIP	Other	Match
2025	\$150,000	\$694,610	AIP	Runway 16/34 Rehabilitation Environmental	\$166,667	\$150,000				\$16,667
	Total = \$844,610									
		\$694,610	Remaining Funds	2025 Annual Subtotals:		\$166,667	\$150,000			\$16,666
2026	\$150,000	\$986,610	AIP	Runway 16/34 Rehabilitation: Design & Construction	\$3,166,670	\$150,000		\$2,700,003		\$316,667
			BIL	Vehicle Service Road: Design and Phase I Construction	\$750,000		\$675,000			\$75,000
	Total = \$1,136,610									
	\$311,610	Remaining Funds	2026 Annual Subtotals:		\$3,916,670	\$150,000	\$675,000	\$2,700,003		\$391,667
2027	\$150,000	\$311,610	AIP/BIL	Aviation Reserve 1: Design	\$166,667	\$150,000				\$16,667
			AIP/BIL	Aviation Reserve 1: Design & Env.	\$346,234		\$311,610			\$34,623
	Total = \$461,610									
		Remaining Funds	2027 Annual Subtotals:		\$512,901	\$150,000	\$311,610			\$51,290
2028	\$150,000		AIP	Aviation Reserve 1: Construction	\$4,616,100	\$150,000		\$4,004,490		\$461,610
	Total = \$150,000									
			Remaining Funds	2028 Annual Subtotals:		\$4,616,100	\$150,000	\$4,004,490		\$461,610
2029	\$150,000		AIP	Rehabilitate South Apron - Env & Design	\$166,667	\$150,000				\$16,667
	Total = \$150,000									
			Remaining Funds	2029 Annual Subtotals:		\$166,667	\$150,000			\$16,666
5 Year CIP Totals:					\$9,379,005	\$750,000	\$986,610			\$937,899

## FINANCIAL AND/OR RESOURCE CONSIDERATIONS

Both the AIP and BIL grants fund up to ninety percent of project costs. With the projects currently shown, the City's matching requirements would be \$937,899. A portion (up to 90%) of this may be eligible for ODA grants, but those have a maximum amount of \$150,000 per grant. Even with ODA matching funds, the City's match requirements would be just under \$500,000 over the life of this CIP.

## TIMING ISSUES

On July 6, 2023 the FAA notified staff the deadline for submitting updated CIPs was August 1. This is earlier than last year's August 31 deadline. As such, staff has submitted the CIP as presented. The projects in the first three years of a CIP are considered "locked in". If Commission desires to change the FY 2029 project, that can still happen.

## COMMISSION OPTIONS

The Commission has the following options:

1. Recommend approval of the five year CIP as presented; or
2. Suggest changes to FY 2029 and request the list be resubmitted to the FAA; or
3. Request additional information prior to taking action.

**STAFF RECOMMENDATION**

Staff recommends the Commission recommend approval of the FY 2024-2029 CIP as presented.

**RECOMMENDED MOTION**

*I move to recommend approval of the FY 2024-2029 Capital Improvement Plan for the Roseburg Regional Airport.*

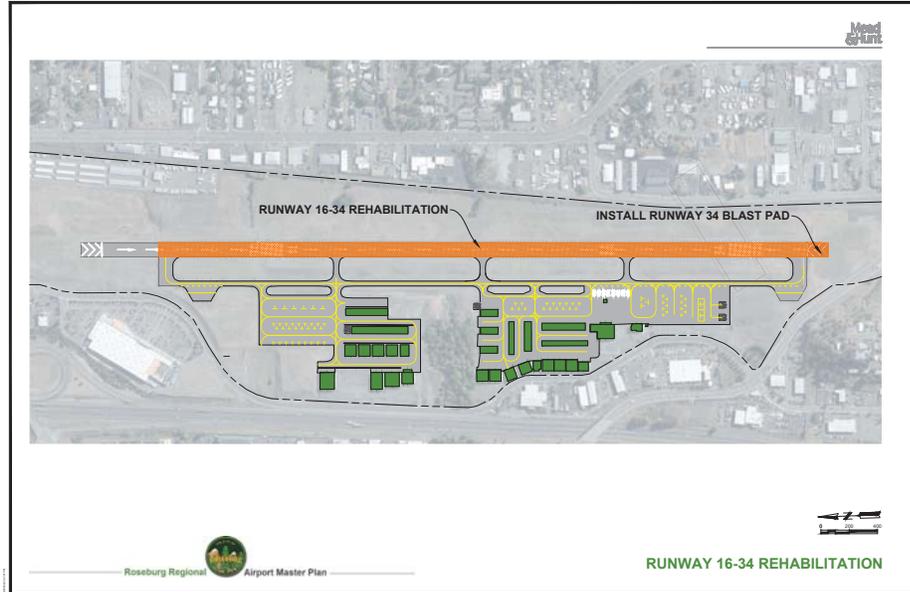
**ATTACHMENTS**

CIP Data Sheets

## CIP DATA SHEET

<b>AIRPORT</b>	Roseburg Regional Airport	<b>LOCID</b>	RBG	<b>LOCAL PRIORITY</b>	
<b>PROJECT DESCRIPTION</b>	Runway 16/34 Rehabilitation Environmental	<b>PLANNED YEAR TO CONSTRUCT</b>	2025		

SKETCH:



**JUSTIFICATION:** See attached.

COST ESTIMATE:

ADMINISTRATION:	\$ 1,500	1. Construction	\$	4	\$
ENGINEERING:	\$ 165,167	2	\$	5	\$
INSPECTION:	\$	3	\$	<b>TOTAL: \$ 166,667</b>	

Federal ( %) \$ 150,000

State \$

Local ( %) \$ 16,667

<b>SPONSOR VERIFICATION:</b>	Date (see instruction sheet or attached comments for more information)
For each and every project as applicable	01/2020 -Date of approved ALP with project shown
<b>Runway 16-34 Rehabilitation Environmental</b>	01/2026 -Date of environmental determination (ROD, FONSI, CatEx)
	N/A -Date of land acquisition or signed purchase agreement
	07/2019 -Date of pavement maintenance program
	N/A -Date of Benefit Cost Analysis (BCA) as required

SPONSOR'S SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PRINTED NAME: Nikki Messenger TITLE: City Manager

PHONE NUMBER: 541-492-6864 EMAIL: nmessenger@cityofroseburg.org

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

# JUSTIFICATION

## Runway 16/34 Rehabilitation

Runway 16/34 is a 5,003-foot by 100-foot wide non-precision approach runway serving general aviation traffic from single-engine to corporate jet aircraft. The 2019 Oregon Department of Aviation (ODA) Pavement Evaluation Report (PEP) established Pavement Condition Index (PCI) values for all pavement areas in detail by area and branch at RBG. As of July 2019, the PEP indicated a Pavement Condition Rating (PCR) between fair and poor on the south 4,600-feet of Runway 16/34. The north 400-feet of Runway 16/34 was constructed in 2012 and is in good condition. For the purpose of this justification, rehabilitation efforts will be focused on the south 4,600-feet.

Runway 16/34 was initially constructed in 1953 with a 2" asphalt surface course, 6" crushed aggregate base course, and 6" aggregate subbase. In 1992, the runway was overlaid with 2.5" of additional asphalt surface course. Various maintenance to the runway has been performed over the years, with documented maintenance occurring in 2003, 2011, and most recently a slurry seal in 2014. The 2019 PCI values on the runway range from 54 (south 400-feet), 60-63 (center 4,200-feet) and 100 (north 400-feet). Upon visual inspection, Runway 16/34 has various longitudinal and transverse cracking occurring on the surface. The predicted PCR conditions by 2024 for the south 4,600 feet of Runway 16/34 range between very poor and serious with future PCIs between 21 and 28.

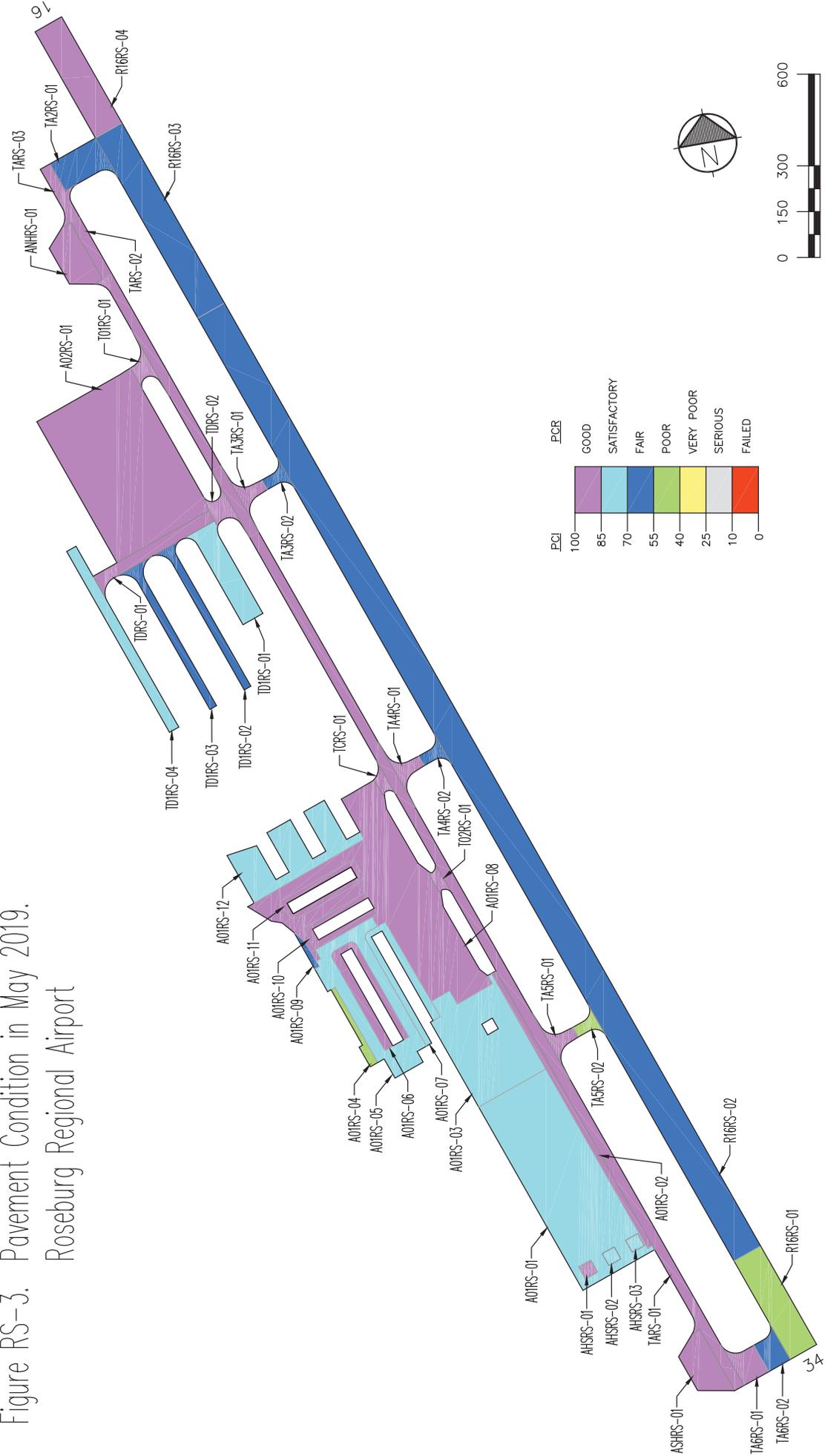
The report recommends reconstruction for pavements with PCIs under 40; and mill and replace on runways with PCIs between 40-60. It is anticipated with routine maintenance to the runway that PCI values can remain between 40-60 into the mid-2020's and that the runway can be rehabilitated using methods provided under Item P-207 In-Place Full Depth Reclamation (FDR) Recycled Asphalt Aggregate Base Course with new P-401 Asphalt Mix Pavement.

**Existing and Future Pavement Condition**

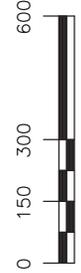
<b><i>Project Area Name</i></b>	<b><i>Branch - Section</i></b>	<b><i>PCI - 2019</i></b>	<b><i>PCR 2019</i></b>	<b><i>PCI - 2024</i></b>	<b><i>PCR - 2024</i></b>
Runway 16/34 (South)	R16RS-1	54	Poor	21	Serious
Runway 16/34 (Center)	R16RS-2	60	Fair	27	Very Poor
Runway 16/34 (Center)	R16RS-3	63	Fair	28	Very Poor
Runway 16/34 (North)	R16RS-4	100	Good	96	Good

*Data Source: Oregon Evaluation/Maintenance Management Program 2019, Roseburg Regional Airport*

Figure RS-3. Pavement Condition in May 2019.  
Roseburg Regional Airport



PCI	PCR
100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	



PAVEMENT CONSULTANTS INC.

Drawing Date: June 2019

## CIP DATA SHEET

<b>AIRPORT</b>	Roseburg Regional Airport	<b>LOCID</b>	RBG	<b>LOCAL PRIORITY</b>	
<b>PROJECT DESCRIPTION</b>	Runway 16/34 Rehabilitation Environmental	<b>PLANNED YEAR TO CONSTRUCT</b>	2025		

**SKETCH:**

**JUSTIFICATION:** See attached.

**COST ESTIMATE:**

ADMINISTRATION:	\$ 1,500	1. Construction	\$	4	\$
ENGINEERING:	\$ 165,167	2	\$	5	\$
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Federal ( %) \$ 150,000
State \$
Local ( %) \$ 16,667

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<b>Runway 16-34 Rehabilitation Environmental</b>	01/2026 -Date of environmental determination (ROD, FONSI, CatEx)
	N/A -Date of land acquisition or signed purchase agreement
	07/2019 -Date of pavement maintenance program
	N/A -Date of Benefit Cost Analysis (BCA) as required

**SPONSOR'S SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**PRINTED NAME:** Nikki Messenger **TITLE:** City Manager

**PHONE NUMBER:** 541-492-6864 **EMAIL:** nmessenger@cityofroseburg.org

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

# JUSTIFICATION

## Runway 16/34 Rehabilitation

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Runway 16/34 was initially constructed in 1953 with a 2" asphalt surface course, 6" crushed aggregate base course, and 6" aggregate subbase. In 1992, the runway was overlaid with 2.5" of additional asphalt surface course. Various maintenance to the runway has been performed over the years, with documented maintenance occurring in 2003, 2011, and most recently a slurry seal in 2014. The 2019 PCI values on the runway range from 54 (south 400-feet), 60-63 (center 4,200-feet) and 100 (north 400-feet). Upon visual inspection, Runway 16/34 has various longitudinal and transverse cracking occurring on the surface. The predicted PCR conditions by 2024 for the south 4,600 feet of Runway 16/34 range between very poor and serious with future PCIs between 21 and 28.

The report recommends reconstruction for pavements with PCIs under 40; and mill and replace on runways with PCIs between 40-60. It is anticipated with routine maintenance to the runway that PCI values can remain between 40-60 into the mid-2020's and that the runway can be rehabilitated using methods provided under Item P-207 In-Place Full Depth Reclamation (FDR) Recycled Asphalt Aggregate Base Course with new P-401 Asphalt Mix Pavement.

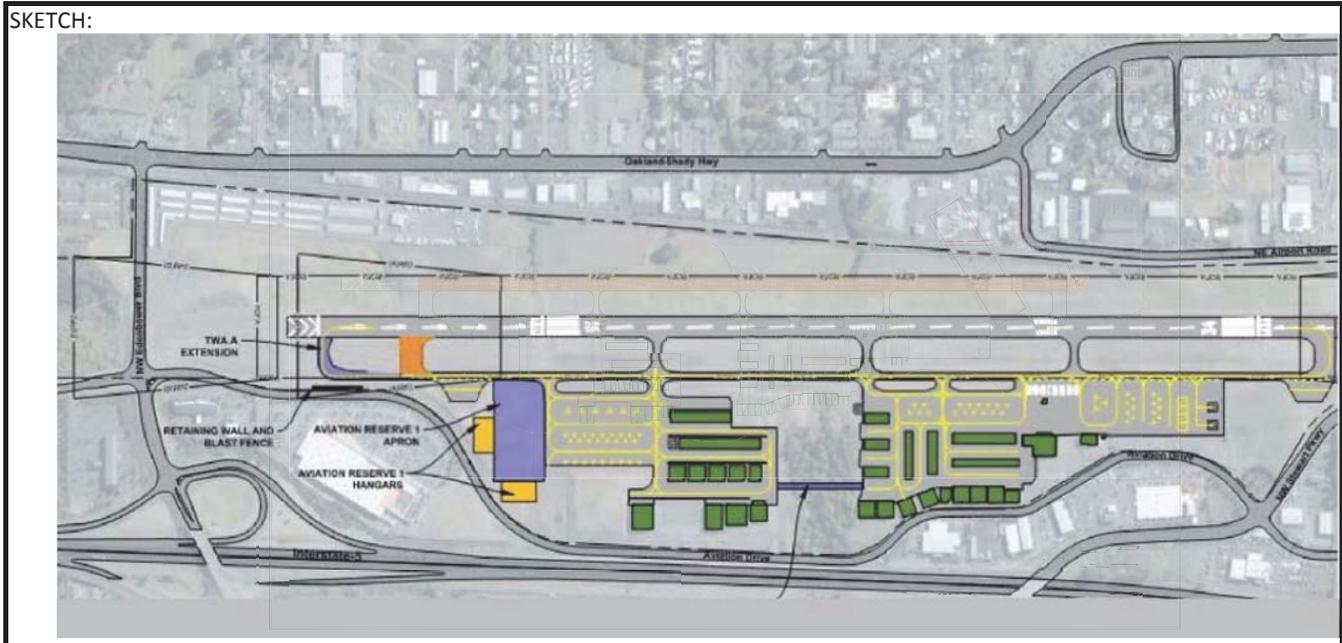
**Existing and Future Pavement Condition**

<b><i>Project Area Name</i></b>	<b><i>Branch - Section</i></b>	<b><i>PCI - 2019</i></b>	<b><i>PCR 2019</i></b>	<b><i>PCI - 2024</i></b>	<b><i>PCR - 2024</i></b>
Runway 16/34 (South)	R16RS-1	54	Poor	21	Serious
Runway 16/34 (Center)	R16RS-2	60	Fair	27	Very Poor
Runway 16/34 (Center)	R16RS-3	63	Fair	28	Very Poor
Runway 16/34 (North)	R16RS-4	100	Good	96	Good

*Data Source: Oregon Evaluation/Maintenance Management Program 2019, Roseburg Regional Airport*

## CIP DATA SHEET

<b>AIRPORT</b>	Roseburg Regional Airport	<b>LOCID</b>	RBG	<b>LOCAL PRIORITY</b>	
<b>PROJECT DESCRIPTION</b>	Runway 16/34 Rehabilitation Environmental	<b>PLANNED YEAR TO CONSTRUCT</b>	2025		



<b>JUSTIFICATION:</b>	See attached.
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**COST ESTIMATE:**

ADMINISTRATION:	\$ 1,500	1. Construction	\$		4 \$
ENGINEERING:	\$ 165,167	2	\$		5 \$
INSPECTION:	\$	3	\$		<b>TOTAL: \$ 166,667</b>

<b>Federal ( % )</b> \$ 150,000	<b>State</b> \$	<b>Local ( % )</b> \$ 16,667
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<b>SPONSOR VERIFICATION:</b>	Date (see instruction sheet or attached comments for more information)
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<b>SPONSOR'S SIGNATURE:</b>	DATE:
PRINTED NAME: <u>Nikki Messenger</u>	TITLE: <u>City Manager</u>
PHONE NUMBER: <u>541-492-6864</u>	EMAIL: <u>nmessenger@cityofroseburg.org</u>

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PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$



## CIP DATA SHEET

<b>AIRPORT</b>	Roseburg Regional Airport	<b>LOCID</b>	RBG	<b>LOCAL PRIORITY</b>	
<b>PROJECT DESCRIPTION</b>	South Apron Rehabilitation Env. & Design	<b>PLANNED YEAR TO CONSTRUCT</b>	2029		

**SKETCH:**

**JUSTIFICATION:** See attached.

**COST ESTIMATE:**

ADMINISTRATION:	\$ 2,000	1. Construction	\$		4	\$
ENGINEERING:	\$ 164,667	2	\$		5	\$
INSPECTION:	\$	3	\$			
					<b>TOTAL:</b>	\$ 166,667

Federal ( % ) \$ 150,000     
 State \$     
 Local ( % ) \$ 16,667

<b>SPONSOR VERIFICATION:</b>	<b>Date</b> (see instruction sheet or attached comments for more information)
For each and every project as applicable	01/2020 -Date of approved ALP with project shown
<b>Aviation Reserve 1:</b>	01/2029 -Date of environmental determination (ROD, FONSI, CatEx)
<b>Construction</b>	N/A -Date of land acquisition or signed purchase agreement
	N/A -Date of pavement maintenance program
	N/A -Date of Benefit Cost Analysis (BCA) as required

**SPONSOR'S SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**PRINTED NAME:** Nikki Messenger **TITLE:** City Manager  
**PHONE NUMBER:** 541-492-6864 **EMAIL:** nmessenger@cityofroseburg.org

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# SOUTH APRON REHABILITATION



# **JUSTIFICATION**

## **South Apron Maintenance / Rehabilitation**

The south apron was reconstructed in 1998. The 2019 Oregon Department of Aviation (ODA) Pavement Evaluation Report (PEP) established Pavement Condition Index (PCI) values for all pavement areas in detail by area and branch at RBG. As of July 2019, the PEP indicated a Pavement Condition Rating (PCR) of fair on the south apron.

The south apron was reconstructed in 1998 using a 3.5" asphalt surface course and 7" crushed aggregate base course. Various pavement maintenance on the apron has occurred over the years with the most recent documented maintenance being a crack seal in 2014. The 2019 PCI value on the south apron was 71. Upon visual inspection, the south apron has medium severity longitudinal and transverse cracking with low severity weathering occurring on the surface. The predicted PCR by 2024 is 67 with an anticipated PCR of 64 by 2029.

The report recommends a slurry seal as indicated on the five-year pavement management plan.