

AGENDA – Open House Meeting Notes

Project: Aurora State Airport (UAO) – 2025 Runway Rehabilitation

Date & Time: November 30, 2023; 3:00 PM

Location: Virtual (Teams)

Attendees: Provided with meeting notes.

Meeting Overview: Conduct a public open house for the upcoming Runway Rehabilitation Project at the Aurora State Airport.

The Oregon Department of Aviation (ODAV) is seeking input from the public on the upcoming runway rehab project. This is the first public outreach for this project. Additional meetings will follow as design and phasing progresses. Construction is planned for 2025. This project will repair extensive cracking and delaminating runway pavement, as well as correct non-standard grading of the crown. During construction, the runway is expected to be closed for construction for 60 days. While the runway is closed, helicopters will be able to arrive/depart directly from the apron.

After discussion and questions about the project scope and duration, additional meetings to discuss potential solutions to minimize closure impacts will be scheduled.

I. Introduction – The Who?

Oregon Department of Aviation (Owner)

- Alex Thomas, Planning and Projects Manager
- Tony Beach, State Airports Manager

Century West Engineering (Engineer)

- James Kirby, PM
- Mark Hagedorn, PE

II. Project Background – The Why?

- Intrinsic surface problems
- Random cracking
- Wheel path alligator cracking becoming wide-spread
 - Load Related Distress
 - Traffic at UAO has outstripped the original design for the Runway
 - Published weights at 30S/45D
 - Many large aircraft use and are based at UAO
 - Every operation causes damage
 - Once enough damage is incurred – rehabilitation is needed
- Delamination noted as well
 - Coring performed November of 2022

- Delamination noted at depth in landing areas
- Correlates with Alligator cracking
- Larger tire patches make catastrophic failure more likely
- Rehabilitation needed to get rid of the delamination

III. Scope of Work – The What?

This project will perform major maintenance on existing runway pavements to address the observed distresses.

See exhibits showing x-section with distresses highlighted – alligator cracking and delamination.

Original Scope - Remove existing distresses

Mill to delamination depth

Replace new pavement to depth

Additional Scope - FAA is requiring additional scope to correct non-standard runway grade

Mill to delamination depth

Replace new pavement to depth

Correct crown deficiency

Extra paving required along runway centerline

Will take extra time and survey to complete construction

The project will increase the useful life of ODAV owned Runway pavement

IV. Extents of Rehabilitation – The Where?

Existing runway pavement only to receive rehabilitation

Extents are to edge of threshold and out to Runway edge lines

Extents of extra paving shown in exhibits

Location of second lift paving for crown correction

No improvement of weight bearing capacity

No change in published weight rating

V. Projected Project Timeline – The How Long?

60 days projected total closure

Milling

Haul off of millings

Survey

Second Milling

Final Survey

Preparation of the surface

Pave First Lift

Survey and Acceptance Testing

Pave Second Lift

Survey and Acceptance Testing
Grooving
1st Coat of Striping
Final Coat
Planned for 2025 construction
Based on FAA funding

VI. Questions?

Questions from attendees were focused on the following:

- What is the need for the additional scope required by the FAA?
 - The FAA will not issue a Modification of Standard for the non-standard runway grade. Because this project is touching non-standard areas, the project must correct the deficiency.
 - Has ODAV considered night work to reduce the closure time?
 - Means and methods cannot be dictated, but costs will be much higher for night work and/or multiple shifts. Generally night work also produces inferior quality work.
 - What incentives can ODAV use to shorten the duration of the project?
 - Incentives will require further exploration, but are not eligible expenses in Federally funded projects. Incentives are typically brought at the agency or local level to projects to accelerate schedule. Costs would be significant to outweigh contractor acceleration costs to affect real schedule change.
 - What incentives can ODAV use to avoid extended closure duration?
 - Contracts contain provisions for Liquidated Damages for this exact purpose.
 - What are next steps?
 - This open house meeting is the first outreach for this project. Additional meetings will be held as design and phasing progresses for this project. ODAV will seek additional input on potential solutions to mitigate operational impacts from this project.
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