



Capital Improvement Projects

The needs defined in the Facility Requirements/Alternatives Chapter and the reviews provided by the PAC were the basis for determining the proposed improvements at Newport Municipal Airport. Improvements planned for the next 20-years are focused on expanding hangar areas. Projects are planned for both sides of the airport.

CAPITAL IMPROVEMENT PROJECTS

STAGE I



Stage I is the first five years of the planning period, 2004 to 2008. The projects in this stage include completing the southwest hangar development, widening and overlaying the existing parallel taxiway, upgrading the taxiway lighting and installing a PAPI on Runways 16, 2, and 20.

In 2004/2005, the first row of hangars in the southwest hangar development will be constructed. Property acquisitions and rezoning for Runway 16, Runway 20, and Runway 34 RPZs are shown in 2004 for budgeting purposes, but should be acquired over time as the properties become available. Obstruction lighting and removal is also planned for 2004/2005. In order to upgrade all taxiways used by aircraft allowed on Runway 16-34 to the necessary pavement strength, the parallel taxiway to Runway 16-34 will be widened and overlaid and the taxiway connecting the end of Runway 2 to the apron will be reconstructed to increase pavement strength. In 2005, the lighting on the existing 16-34 parallel taxiway will be upgraded from reflectors to Medium Intensity Taxiway Lighting (MITL) and general pavement maintenance around the airfield will occur. In 2006, the existing Visual Approach Slope Indicator (VASI) for Runway 16 will be upgraded to a 4-box Precision Approach Path Indicator (PAPI) and PAPIs will be installed on Runways 2 and 20. Apron, runway and taxiway fog sealing will be performed. General pavement maintenance around the airfield will also occur. In 2007 and 2008, the southwest hangar development will be completed.

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STAGE II

Stage II is the second five years of the planning period, 2009 – 2013. This stage focuses on developing the northwest corner of the airport. The projects included in this section are a new west side access road and vehicle parking area and hangar development with associated taxiways.

First an access road will be constructed with utility services from Highway 101 to approximately 800 feet west of Runway 16-34 to serve future hangars. A vehicle parking area will be constructed at the end of the access road. Then, the associated taxiway and taxilane for the hangar development will be constructed. The taxiway and taxilane will be designed to B-II standards. Three 5,625 square foot executive hangars will be constructed. General pavement maintenance through the ODA Pavement Management Program will occur. A runway overlay for Runway 16-34 is planned, along with a runway safety area evaluation and runway threshold displacement. A cost benefit analysis will need to be performed at this time to investigate the possibility of reducing the runway width to 100 feet. Also, an ALP update is planned for the end of the Stage II planning period. This will allow for an opportunity to reflect all of the new improvements and address any new airport needs.

STAGE III

Stage III is the last ten years of the planning period, 2014 – 2023. This phase focuses on developing the east side of the airport. Projects planned for Stage III include: extension of the existing Runway 16-34 parallel taxiway, an east side parallel taxiway for Runway 16-34, a new terminal building and associated apron, and a new access road.

The first project to be completed in Stage III is the east side access road. This road will begin at 98th Street and run parallel to Runway 16-34 ending approximately 1200 feet north of the end of Runway 34. Utilities will be constructed in conjunction with the roadway. The road will circle around the new vehicle parking area. Next, work will begin to construct the extension of the existing parallel taxiway, the new east side parallel taxiway and terminal area apron. Finally, a new terminal building will be constructed. Also at the end of Stage III, a Master Plan update is scheduled in order to address the next 20 years of airport growth and development. General pavement maintenance will occur throughout the 10 year period.

PROJECT COSTS

A list of improvements and costs over the next 20-years are included in **Exhibit 5A** at the end of this chapter. All costs are estimated in 2003 dollars. Total project costs include construction, temporary flagging and signing, construction staking, testing, engineering, administration, and contingency, as applicable. Detention and water quality costs are included for new impervious surfaces. Utilities including phone, power, and water are included in all new hangar projects.

SEAL ROCK WATER DISTRICT

In conjunction with this Airport Layout Plan effort, the Seal Rock Water District sent a letter describing their role in future water utility development at the airport. A copy of the letter is provided in Appendix E.

Exhibit 5A
Newport Municipal Airport--Airport Layout Plan
Proposed Capital Improvement Projects (September 2004)

Project Description		Total Cost	City	Funding Source		
				State*	FAA*	Private
Stage I (2004-2008)						
2004	Hangar Construction (Row 1: 1 building at 10,600 SF)**	\$ 460,930	\$ 23,047	\$ 0	\$ 437,884	\$ 0
	Property Acquisition & Rezoning	\$ 1,205,000	\$ 60,250	\$ 0	\$ 1,144,750	\$ 0
	Obstruction Lighting and Removal	\$ 24,160	\$ 1,208	\$ 0	\$ 22,952	\$ 0
	Runway 16-34 Parallel Taxiway Widening and Overlay	\$ 305,100	\$ 15,255	\$ 0	\$ 289,845	\$ 0
	Taxiway Reconstruction	\$ 76,200	\$ 3,810	\$ 0	\$ 72,390	\$ 0
	Subtotal 2004	\$ 2,071,390	\$ 103,570	\$ 0	\$ 1,967,821	\$ 0
2005	Taxiway Lighting	\$ 474,000	\$ 23,700	\$ 0	\$ 450,300	\$ 0
	General Airfield Pavement Maintenance (Pavement Management Program)	\$ 100,000	\$ 10,000	\$ 90,000	\$ 0	\$ 0
	Subtotal 2005	\$ 574,000	\$ 33,700	\$ 90,000	\$ 450,300	\$ 0
2006	Runway 2, 20 and 16 PAPI-4	\$ 231,000	\$ 11,550	\$ 0	\$ 219,450	\$ 0
	Taxiway/Apron Fog Seal (per PCI)	\$ 15,000	\$ 15,000	\$ 0	\$ 0	\$ 0
	Subtotal 2006	\$ 246,000	\$ 26,550	\$ 0	\$ 219,450	\$ 0
2007	Hangar Construction (Row 2: 1 building at 10,600 SF)**	\$ 460,930	\$ 23,047	\$ 0	\$ 437,884	\$ 0
	Subtotal 2007	\$ 460,930	\$ 23,047	\$ 0	\$ 437,884	\$ 0
2008	Hangar Construction (Row 3: 1 building at 5,300 SF)	\$ 240,570	\$ 240,570	\$ 0	\$ 0	\$ 0
	Subtotal 2008	\$ 240,570	\$ 240,570	\$ 0	\$ 0	\$ 0
	Subtotal Stage I	\$ 3,592,890	\$ 427,436	\$ 90,000	\$ 3,075,454	\$ 0
Stage II (2009-2013)						
	Access Roadway Construction (west side)	\$ 290,900	\$ 29,090	\$ 0	\$ 261,810	\$ 0
	Auto Parking and Utility Construction (west side)	\$ 387,900	\$ 387,900	\$ 0	\$ 0	\$ 0
	Runway 16-34 Overlay***	\$ 1,003,200	\$ 100,320	\$ 0	\$ 902,880	\$ 0
	Runway 16-34 Threshold Displacement****	\$ 321,450	\$ 32,145	\$ 0	\$ 289,305	\$ 0
	General Airfield Pavement Maintenance (Pavement Management Program: 2011)	\$ 100,000	\$ 10,000	\$ 90,000	\$ 0	\$ 0
	Taxilane Construction (west side)	\$ 242,500	\$ 24,250	\$ 0	\$ 218,250	\$ 0
	Hangar Construction (west side; 3 buildings - 5,625 SF each)	\$ 756,610	\$ 756,610	\$ 0	\$ 0	\$ 0
	ALP Update	\$ 50,000	\$ 5,000	\$ 0	\$ 45,000	\$ 0
	Subtotal Stage II	\$ 3,152,560	\$ 1,345,315	\$ 90,000	\$ 1,717,245	\$ 0
Stage III (2014-2023)						
	Access Roadway Construction (east side)	\$ 1,414,100	\$ 141,410	\$ 0	\$ 1,272,690	\$ 0
	Runway 16-34 Parallel Taxiway Extension (2500' by 50')	\$ 588,100	\$ 58,810	\$ 0	\$ 529,290	\$ 0
	Auto Parking and Utility Construction (east side)	\$ 1,166,300	\$ 1,166,300	\$ 0	\$ 0	\$ 0
	General Airfield Pavement Maintenance (Pavement Management Program: 2014, 2017 & 2020)	\$ 300,000	\$ 30,000	\$ 270,000	\$ 0	\$ 0
	Apron and Taxiway Construction (east side)	\$ 6,738,500	\$ 673,850	\$ 0	\$ 6,064,650	\$ 0
	Terminal Building Construction (east side)	\$ 953,100	\$ 95,310	\$ 0	\$ 857,790	\$ 0
	Master Plan Update	\$ 150,000	\$ 15,000	\$ 0	\$ 135,000	\$ 0
	Subtotal Stage III	\$ 11,310,100	\$ 2,180,680	\$ 270,000	\$ 8,859,420	\$ 0
	Cumulative Total =	\$ 18,055,550	\$ 3,953,431	\$ 450,000	\$ 13,652,119	\$ 0

* ELIGIBILITY FOR FAA OR STATE FUNDING DOES NOT INSURE THAT FUNDS WILL BE AVAILABLE OR GRANTED FOR THE PROJECT

** FAA NON-PRIMARY ENTITLEMENT FUNDING FOR HANGAR CONSTRUCTION IS CONTINGENT UPON ALL AIRSIDE FUNDING NEEDS BEING MET.

*** COST BENEFIT ANALYSIS TO BE PERFORMED AT TIME OF RUNWAY OVERLAY DESIGN TO INVESTIGATE POSSIBILITY OF REDUCING RUNWAY WIDTH TO 100 FEET.

**** DISPLACED THRESHOLD DISTANCE TO BE CONFIRMED BY SURVEY OF TOPOGRAPHY IN RUNWAY SAFETY AREA TO ASSURE ADEQUATE SAFETY AREA IS PROVIDED.

- ALL COST ESTIMATES ARE IN 2003 DOLLARS

- COSTS INCLUDE CONSTRUCTION, FLAGGING/SIGNING, STAKING, TESTING, ENGINEERING, ADMINISTRATION, AND CONTINGENCIES.

- SEPTIC COSTS INCLUDED FOR ALL NEW HANGAR DEVELOPMENTS

- RUNWAY 16-34 PARALLEL TAXIWAY EXTENSION IS DEPENDANT ON VOR RELOCATION.

- HANGAR CONSTRUCTION COSTS CAN ALSO BE FUNDED PRIVATELY

FAA GRANT CONTRIBUTION TO HANGAR CONSTRUCTION IS

DEPENDENT UPON FUND AVAILABILITY AND STATUS OF HIGHER