# SCIP Update 2015

OREGON DEPARTMENT OF AVIATION

# In the Beginning

SCIP was created  in concept

# Projects were typed in a spreadsheet

# With only Two Colors

| Year | City | Project Location | Airport ID | **SPONSOR CIP** Requested Project (FAA-CIP Form) | Project Description | NPS Codes | | | | Priority # | Planned Total $$ | Planned NPE $$ | Planned State Apport. $$ | Planned Disc. $$ | Sponsor Match $$ | State Match / Other $$ | FAA-PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2013 | Auror | Aurora State Airport | UAO | Apron - Rehabilitation | Phase 1 design of ramp/taxilane rehab | RE | AP | IM | A | 62 | $111,111 | $100,000 | $0 | $0 | $11,111 | $0 | Sandy |
| 2013 | Auror a | Aurora State Airport | UAO | Other - Improve Airport (e.g., drainage/erosion control) {describe} | PMP match | ST | OT | IM | A | 45 | $200,000 | $20,000 | $0 | $0 | $0 | $180,000 | Sandy |
| 2013 | Auror | Aurora State Airport | UAO | Carry Over Funds | Carryover | \ | \ | \ | A | N/A | $0 | $0 | $0 | $0 | $0 | $0 | Sandy |
| 2014 | Auror | Aurora State Airport | UAO | Apron - Rehabilitation | Phase 2 ramp/taxilane rehab | RE | AP | IM | A | 62 | $611,111 | $550,000 | $0 | $0 | $61,111 | $0 | Sandy |
| 2014 | Auror a | Aurora State Airport | UAO | Transfer Funds In (identify sponsor funds are from in comment field) | Transfer 2011 ($101,307) and 2012 ($118,693) entitlement funds from Condon for Phase 2 ramp/taxilane rehab | \ | \ | \ | A | N/A | $0 | $0 | $0 | $0 | $0 | $0 | Sandy |
| 2015 | Auror | Aurora State Airport | UAO | Other - Light/Mark/Remove Obstructions | Phase 1 obstruction removal | ST | OT | OB | A | 49 | $55,556 | $50,000 | $0 | $0 | $5,556 | $0 | Sandy |
| 2015 | Auror a | Aurora State Airport | UAO | Transfer Funds Out (identify sponsor funds are going to in comment field) | Transfer 2015 entitlement funds to Condon for Phase 1 taxiway widening, RSA drainage improvements, beacon/tower, wind sock, | \ | \ | \ | A | N/A | $100,000 | $100,000 | $0 | $0 | $0 | $0 | Sandy |
| 2016 | Auror | Aurora State Airport | UAO | Other - Light/Mark/Remove Obstructions | Phase 2 obstruction removal | ST | OT | OB | A | 49 | $77,778 | $70,000 | $0 | $0 | $7,778 | $0 | Sandy |
| 2016 | Auror a | Aurora State Airport | UAO | Other - Improve Airport (e.g., drainage/erosion control) {describe} | PMP match | ST | OT | IM | | 45 | $200,000 | $20,000 | $0 | $0 | $0 | $180,000 | Sandy |
| 2016 | Auror a | Aurora State Airport | UAO | Transfer Funds Out (identify sponsor funds are going to in comment field) | Transfer 2016 entitlement funds to Wasco for phase 1 runway/taxiway rehab | \ | \ | \ | A | N/A | $50,000 | $50,000 | $0 | $0 | $0 | $0 | Sandy |
| 2016 | Auror | Aurora State Airport | UAO | Carry Over Funds | Carryover | \ | \ | \ | A | N/A | $0 | $0 | $0 | $0 | $0 | $0 | Sandy |
| 2017 | Auror a | Aurora State Airport | UAO | Runway - Modify (Widen/Strengthen) Runway | Phase 1 runway overlay/strengthening | ST | RW | IM | A | 50 | $271,111 | $260,000 | $0 | $0 | $11,111 | $0 | Sandy |
| 2017 | Auror a | Aurora State Airport | UAO | Transfer Funds In (identify sponsor funds are from in comment field) | Transfer 2017 ($100,000) entitlement funds from Condon for phase 1 runway overlay/strengthening | \ | \ | \ | A | N/A | $0 | $0 | $0 | $0 | $0 | $0 | Sandy |
| 2018 | Auror a | Aurora State Airport | UAO | Runway - Modify (Widen/Strengthen) Runway | Phase 2 runway overlay/strengthening | ST | RW | IM | A | 50 | $1,777,778 | $150,000 | $0 | $1,450,000 | $177,778 | $0 | Sandy |

| Year | City | Project Location | Airport ID | **FAA-SCIP** Requested Project (FAA-CIP Form) | Project Description | NPS Codes | | | | Priority # | Planned Total $$ | Planned NPE $$ | Planned State Apport. $$ | Planned Disc. $$ | Sponsor Match $$ | State Match / Other $$ | FAA-PM |
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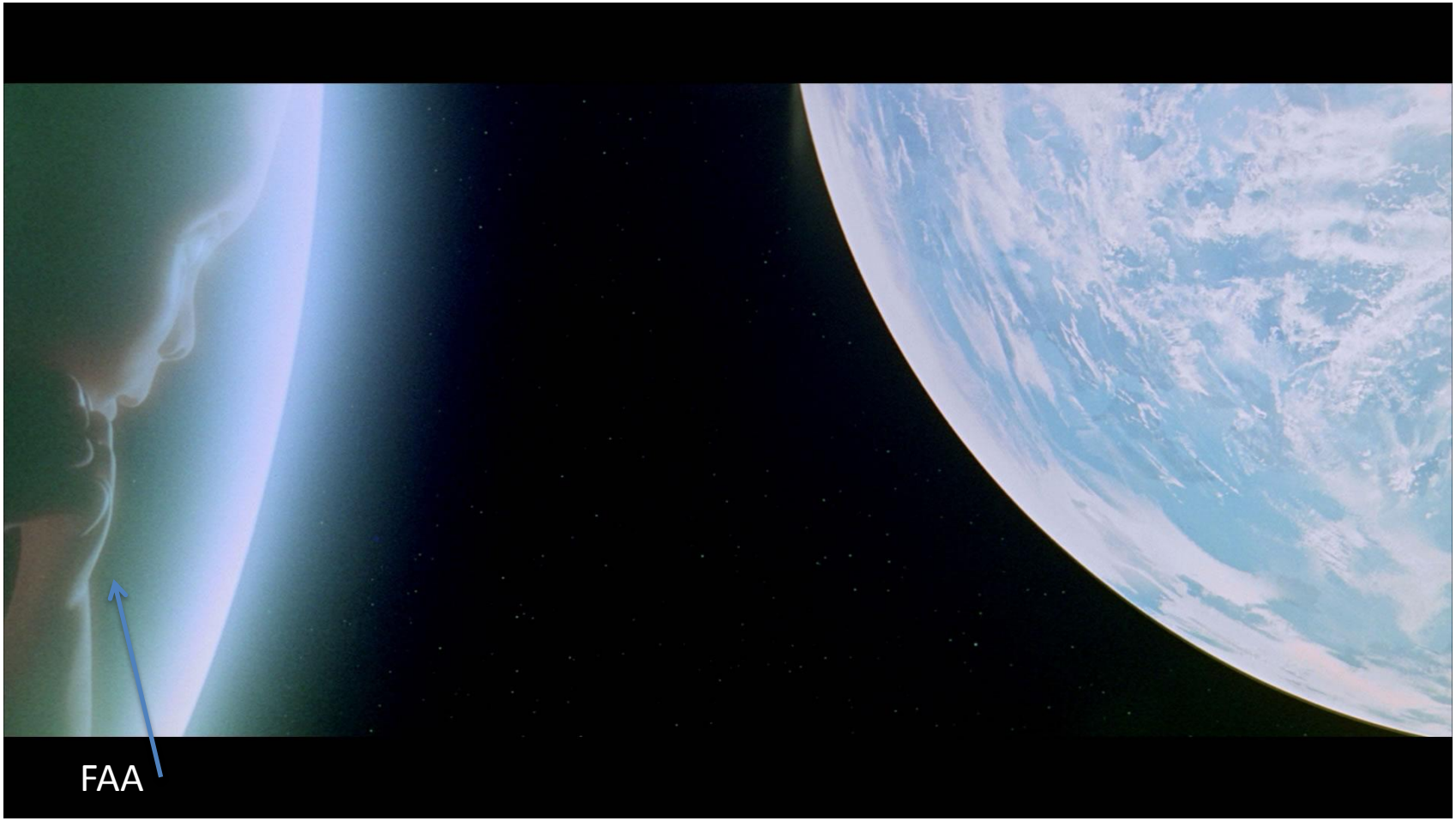
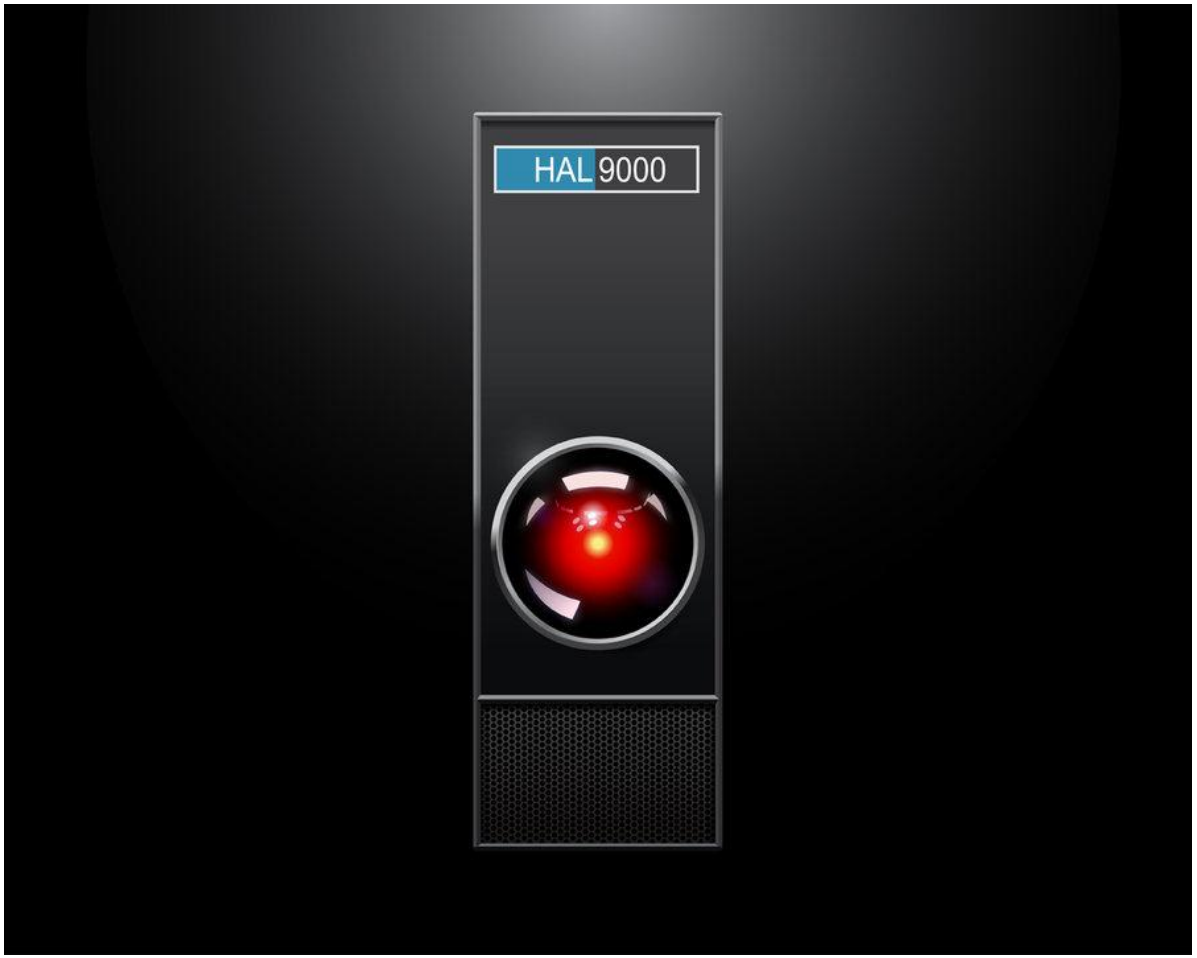
| 2014 | Auror | Aurora State Airport | UAO | Apron - Rehabilitation | Phase 2 ramp/taxilane rehab | RE | AP | IM | A | 62 | $611,111 | $550,000 | $0 | $0 | $61,111 | $0 | Sandy |
| 2015 | Auror | Aurora State Airport | UAO | Other - Light/Mark/Remove Obstructions | Phase 1 obstruction removal | ST | OT | OB | A | 49 | $55,556 | $50,000 | $0 | $0 | $5,556 | $0 | Sandy |
| 2016 | Auror | Aurora State Airport | UAO | Other - Light/Mark/Remove Obstructions | Phase 2 obstruction removal | ST | OT | OB | A | 49 | $77,778 | $70,000 | $0 | $0 | $7,778 | $0 | Sandy |
| 2016 | Auror a | Aurora State Airport | UAO | Other - Improve Airport (e.g., drainage/erosion control) {describe} | PMP match | ST | OT | IM | | 45 | $200,000 | $20,000 | $0 | $0 | $0 | $180,000 | Sandy |
| 2017 | Auror a | Aurora State Airport | UAO | Runway - Modify (Widen/Strengthen) Runway | Phase 1 runway overlay/strengthening | ST | RW | IM | A | 50 | $271,111 | $260,000 | $0 | $0 | $11,111 | $0 | Sandy |
| 2018 | Auror a | Aurora State Airport | **UAO** | **Runway - Modify (Widen/Strengthen) Runway** | Phase 2 runway overlay/strengthening (Did not make FAA list for additional funds) | ST | RW | IM | A | 50 | **$1,777,778** | **$150,000** | **$0** | **######** | **$177,778** | **$0** | Sandy |

# Then help arrived by way of FAA via the GCR program

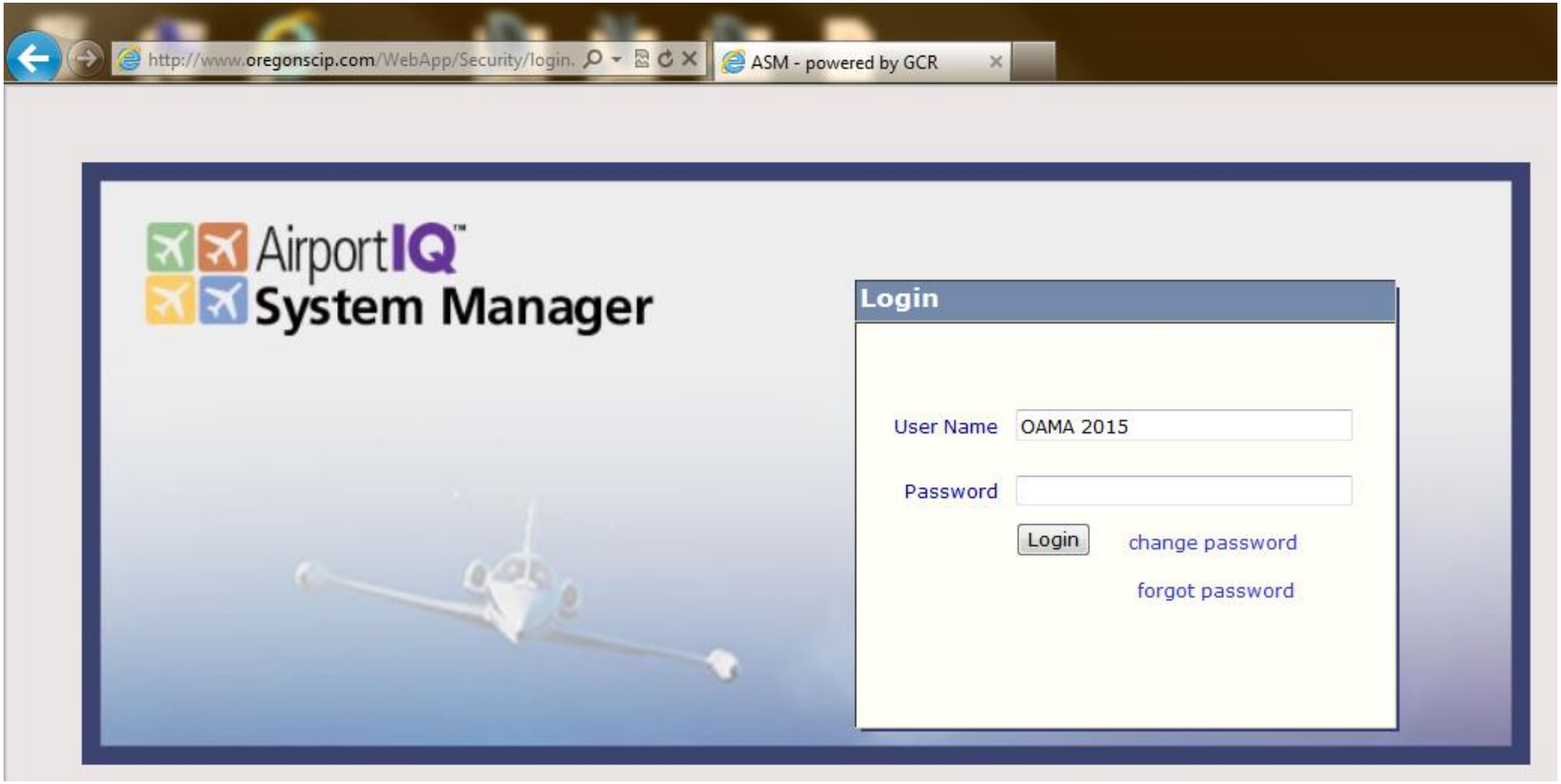


# Dawn of a New Age

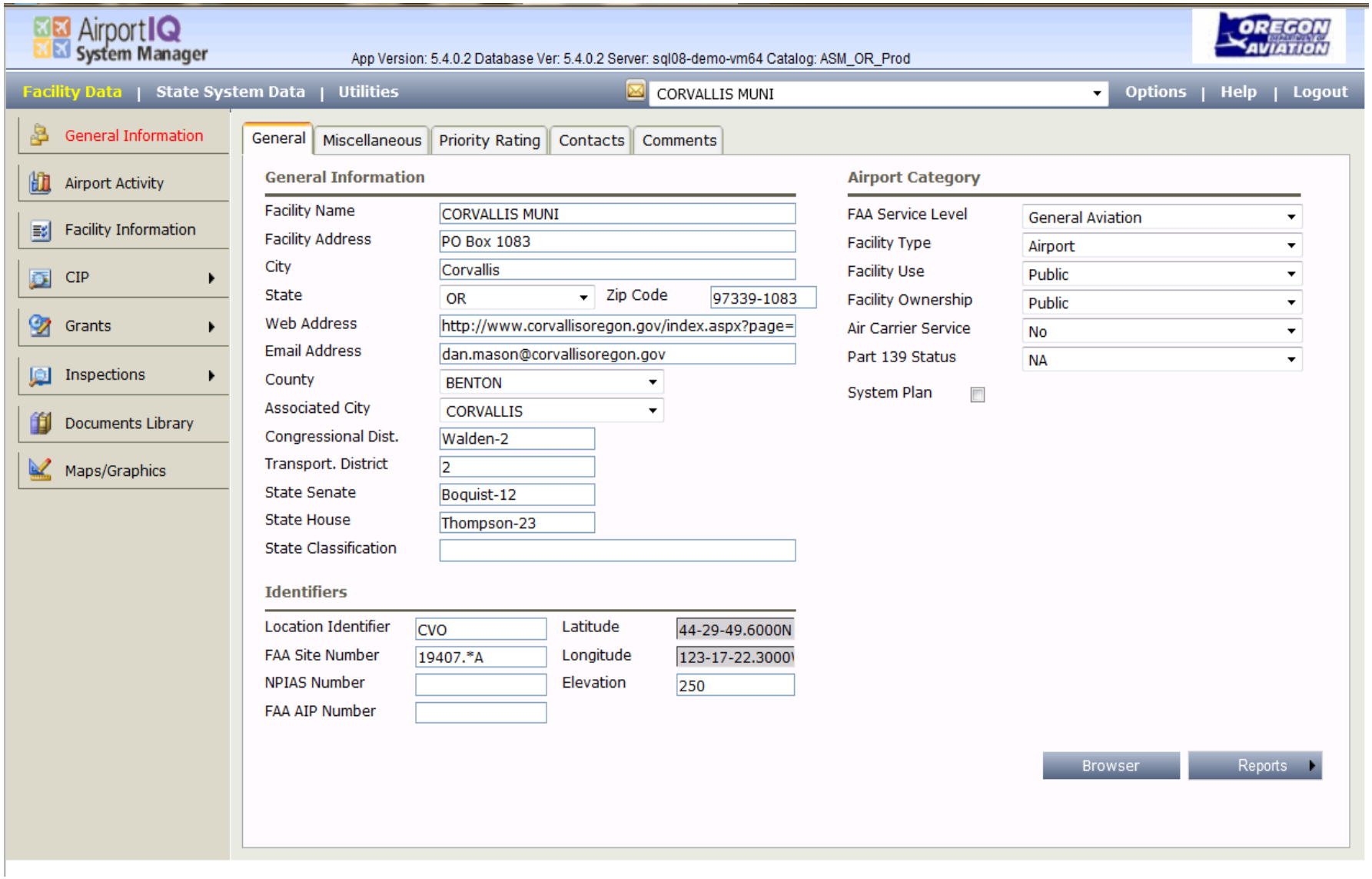
# A program was born!



# Airport IQ System Manager (ASM)



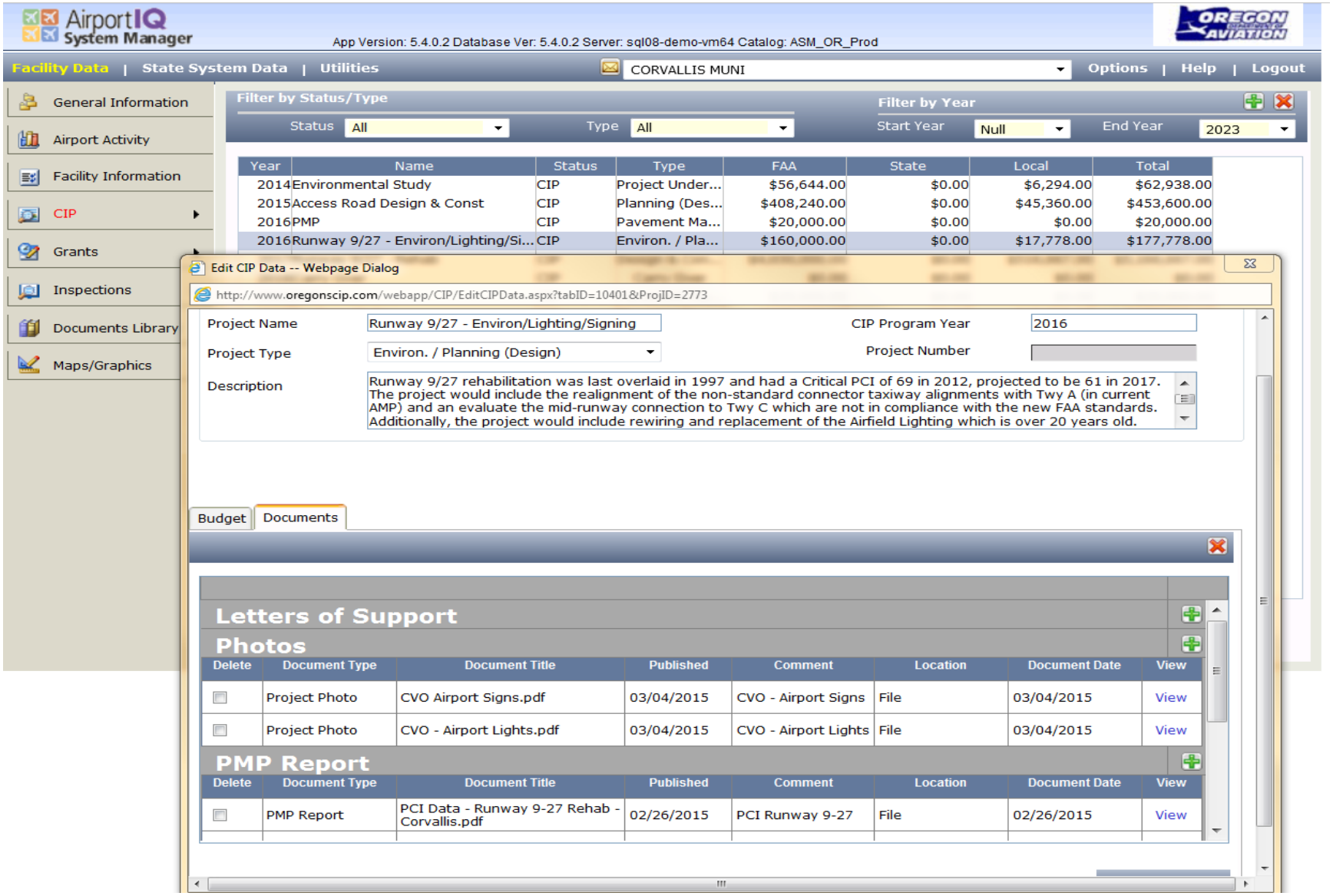
# Corvallis – “Enhancing Community Livability”



# CIP at a Glance

| Year | Name | Status | Type | FAA | State | Local | Total |
|---|---|---|---|---|---|---|---|
| 2014 | Environmental Study | CIP | Project Under... | $56,644.00 | $0.00 | $6,294.00 | $62,938.00 |
| 2015 | Access Road Design & Const | CIP | Planning (Des... | $408,240.00 | $0.00 | $45,360.00 | $453,600.00 |
| 2016 | PMP | CIP | Pavement Ma... | $20,000.00 | $0.00 | $0.00 | $20,000.00 |
| 2016 | Runway 9/27 - Environ/Lighting/Si... | CIP | Environ. / Pla... | $160,000.00 | $0.00 | $17,778.00 | $177,778.00 |
| 2017 | Runway 9/27 - Rehab | CIP | Design & Con... | $4,650,000.00 | $0.00 | $516,667.00 | $5,166,667.00 |
| 2018 | Carry Over | CIP | Carry Over | $0.00 | $0.00 | $0.00 | $0.00 |
| 2019 | PMP | CIP | Pavement Ma... | $20,000.00 | $0.00 | $0.00 | $20,000.00 |
| 2020 | Taxilane Stubs | CIP | Planning (Des... | $430,000.00 | $0.00 | $47,778.00 | $477,778.00 |
| | | | Total | $5,744,884.00 | $0.00 | $633,877.00 | $6,378,761.00 |

# CVO – Runway 9-27 Project



# CIP Data Sheet

## CIP DATA SHEET

| | | | | | |
|---|---|---|---|---|---|
| AIRPORT | Corvallis Municipal Airport | LOCID | CVO | LOCAL PRIORITY | |
| PROJECT DESCRIPTION | Runway 09-27 Rehabilitation | | | PLANNED YEAR TO CONSTRUCT | 2017 |

**JUSTIFICATION:** Runway 9/27 rehabilitation will include realignment of the non-standard connector taxiway configuration on the east end, a new MIRL, new guidance signs, new REIL. The runway last received an overlay in 1997, was rated with a PCI of 69 in 2012, forecast to deteriorate to 61 in 2017. A pre-design study/environmental phase will be conducted in 2016. As part of the pre-design, the configuration of Taxiway C will be reviewed. Anticipated construction process is a grind/overlay.

COST ESTIMATE:

| | | | | | |
|---|---|---|---|---|---|
| ADMINISTRATION: | $7,667 | 1. Construction | $4,359,000 | 4 | $ |
| ENGINEERING: | $400,000 | 2 | $ | 5 | $ |
| INSPECTION: | $400,000 | 3 | $ | **TOTAL:** | $ 5,166,667 |

| Federal ( %) | $ WRWER | State | $ WRWR | Local ( %) | $ WERWER |
|---|---|---|---|---|---|

| SPONSOR VERIFICATION: For each and every project as applicable | Date | (see instruction sheet or attached comments for more information) |
|---|---|---|
| | 1/2016 | -Date of approved ALP with project shown |
| | N/A | -Date of environmental determination (ROD, FONSI, CatEx) |
| | | -Date of land acquisition or signed purchase agreement |
| | 2012 | -Date of pavement maintenance program |
| | | -Date of Benefit Cost Analysis (BCA) as required |

SPONSOR'S SIGNATURE: _____ DATE: _____

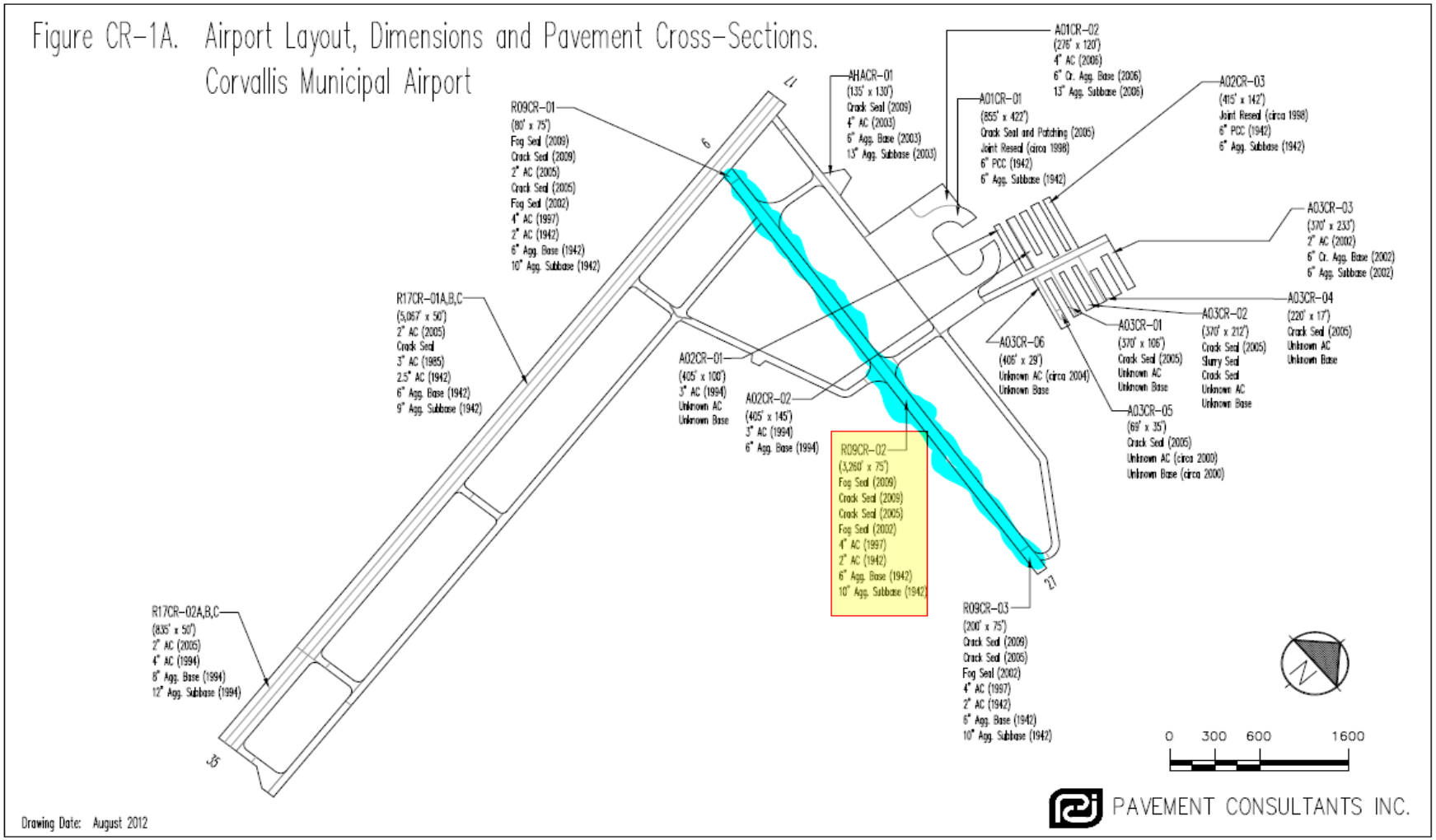
PRINTED NAME: _____ TITLE: _____

PHONE NUMBER: _____ EMAIL: _____

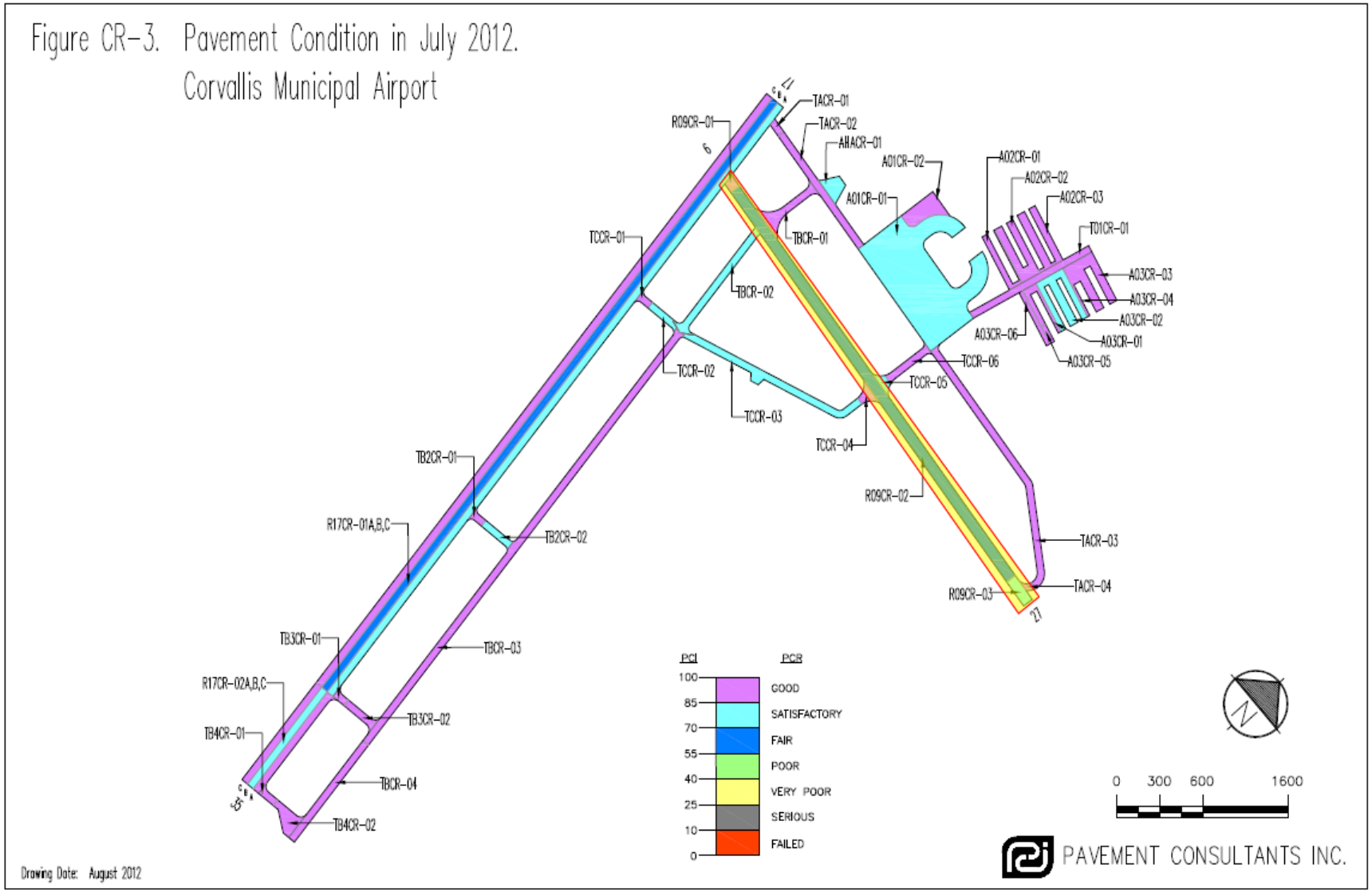
FAA USE ONLY

| PREAPP NUMBER | GRANT NUMBER | NPIAS CODE | WORK CODE | FAA PRIORITY | FEDERAL $ |
|---|---|---|---|---|---|
| | | | | | |

# Where is the Project?



# PCI Site Plan



# What's the PCI??

# PCI Data Report

## RESULTS

Using the data collected during the visual inspection, the Micro PAVER software was used to calculate an area-weighted average Pavement Condition Index (PCI) for each pavement section inspected using the sample units evaluated. Using each section's PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs measured during this inspection are shown in Table 1. The table also contains PCIs from past inspections as well as projected PCIs for 2017 and 2022. The projections were based on pavement deterioration models developed by Micro PAVER using the inspection data from other pavements in the same airport category as your airport, located in the same climatic region, and with the same surface type and use.

The ASTM Standard which governs the methodology for conducting the visual inspections was modified in 2010 and could result in changes to the Pavement Condition Index for the current inspection relative to that from the previous inspections. So a slight increase in the PCI value over the PCI values from previous inspections is possible, even if no work has been completed on the pavement.

The Branch Condition Report in Appendix 1 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure CR-3.

**Table 1. Past, Present and Future Pavement Condition Indices.**

| Branch | Section | Inspections | | | Forecast | |
|---|---|---|---|---|---|---|
| | | 2004 | 2008 | 2012 | 2017 | 2022 |
| A01CR | 01 | 65 | 69 | 77 | 74 | 73 |
| A01CR | 02 | - | - | 97 | 84 | 73 |
| A02CR | 01 | 84 | 79 | 98 | 88 | 70 |
| A02CR | 02 | 89 | 85 | 98 | 86 | 74 |
| A02CR | 03 | 97 | 95 | 91 | 85 | 80 |
| A03CR | 01 | 70 | 77 | 98 | 86 | 74 |
| A03CR | 02 | 59 | 76 | 83 | 72 | 66 |
| A03CR | 03 | 100 | 99 | 97 | 84 | 73 |
| A03CR | 04 | 80 | 66 | 100 | 91 | 78 |
| A03CR | 05 | 100 | 80 | 100 | 91 | 78 |
| A03CR | 06 | 100 | 100 | 100 | 91 | 78 |
| AHACR | 01 | 100 | 98 | 82 | 71 | 65 |
| R09CR | 01 | - | 100 | 90 | 78 | 67 |
| R09CR | 02 | 97 | 90 | 69 | 61 | 57 |
| R09CR | 03 | 96 | 88 | 85 | 73 | 64 |
| R17CR | 01A | 63 | 100 | 78 | 67 | 60 |
| R17CR | 01B | 58 | 100 | 66 | 59 | 56 |
| R17CR | 01C | 62 | 100 | 80 | 69 | 61 |
| R17CR | 02A | 100 | 100 | 89 | 77 | 66 |

# A Picture is worth $1,000,000 (NPEs)

# Did this project have a CIP Data Sheet??

# Questions?

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