

RESOLUTION NO. 94-31

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PASO ROBLES
ADOPTING AN AIRPORT CAPITAL IMPROVEMENT PLAN**

WHEREAS, the City of Paso Robles owns and operates the Paso Robles Municipal Airport as a public-use aviation facility; and

WHEREAS, the City continues to maintain and develop the Airport in accordance with established mandate and standard; and

WHEREAS, Federal Aviation Administration deems it necessary to identify and establish an Airport Capital Improvement Plan; and

WHEREAS, the Airport Advisory Committee has identified and prioritized a list of projects and improvements to be included in said plan.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. That the Airport Capital Improvement Plan as attached herewith as exhibit is hereby approved and adopted.

Section 2. That construction and fulfillment of said plan is contingent upon final approvals by the City Council at the time of Grant Allocation and the availability of adequate local funding as may be necessary for the completion of the project.

PASSED AND ADOPTED by the City Council of the City of Paso Robles, this 15th day of February, 1994, on the following vote:


AYES: Heggarty, Macklin, Martin, Picanco, and Iversen

NOES: None

ABSENT: None



Christian E. Iversen, Mayor

ATTEST:


Richard J. Ramirez, City Clerk

ADDENDUM

AIRPORT CAPITAL IMPROVEMENT PLAN

JUSTIFICATION:

Element No. 1: Slurry Seal - Runway 13-31. This element is included as a pavement maintenance item. The last treatment to this runway was an overlay and slurry seal in 1977. Since that time, significant block cracking has developed along the outer 30 feet of the runway edges. If left unchecked, this condition will deteriorate to the point where total reconstruction would be required. A slurry seal at this time will seal the cracks, rejuvenate the runway surface, and provide another 10-15 years of useful life to the asphalt at a fraction of the cost.

Element No. 2: Overlay - Taxiway 'M'. The City has recently signed a long-term lease for the construction of a museum and aircraft restoration facility on the east side of the Airport. The taxiway serving this area has not been serviced since its original construction in 1943. By improving this taxiway, a sizeable increase in aviation activity on the Airport will be accommodated.

Element No. 3: Security Fencing and Lighting. As buildout continues along the flight line, security continues to raise concern. Access drives at both Buena Vista and Taxiway 'C' require locking gates to control vehicle access into the aircraft operations area. The Advisory Committee continues to express concern over the lack of lighting in some of the hangar areas. This would help to alleviate that problem.

Element No. 4: Overlay - Taxiway 'C' West. The purpose of this taxiway is three-fold, It provides aircraft access to the adjacent hangars in the area. It provides vehicle access into the south portion of the ramp and hangar area. It provides access to the runway and taxiway areas for emergency vehicles responding from off the Airport. This taxiway has not been serviced since 1961. It is in need of minor repair and overlay. It will become more central to activity as the FBO site immediately to the north is developed and taxiway access to that area is required.

Element No. 5: Safety Area Drainage - Runway 1-19. Under new FAA standards a drainage ditch along the northwest side of Runway 19 is located too close to the adjacent runway safety area. This would provide for relocation and realignment of the drainage. The safety area adjacent to the approach end of Runway 01 contains two "sink holes" - surface depressions which exceed FAA standard. This project would provide for levelling and removal of these surface voids.

Element No. 6: Joint Reseal - Concrete Apron. At the suggestion of the FAA, this project is included. The concrete apron is a focal point to Airport activity. Airshows and other special events, as well as routine daily operations utilize this area. It is in remarkably good shape, having no service since its construction in 1943. The project would consist of grinding out and cleaning the expansion joints between each section of concrete and then refilling the joint with a modern polymer-type sealant. This would be impervious to fuel spills and would prevent moisture from running below the surface to weaken the structural base below the concrete.

Element No. 7: Slurry Seal - Taxiways 'A' - 'E'. This project is a continuation of the pavement maintenance program. All of the active taxiways have been lumped together to receive a slurry seal and restriping at the same time. This would collectively provide for an additional 15 years of life to these areas. All are in excellent shape at the present time. If this work is accomplished, this condition will be maintained for many additional years. The scope and size of the project and the timing could be modified to accommodate funding or operational needs.

Element No. 8: Construction - Taxiway 'B' East. This item has been reviewed by the Airport Advisory Committee and, previously, discussed with City Council. It conforms with the Airport Layout Plan and two previous draft master plans. Taxiway 'B' would be extended to the East to intercept almost at a midpoint of Runway 13-31. The new access would greatly enhance demand capacity and traffic flow of the runway. It would also vastly improve vehicle access to the runway for emergency responses.