

Preferred Alternatives Summary

Project Update 10/15/2024

Preferred Alternatives Process

During PAC Meeting #7, the Planning Team provided a recap of the Preliminary Alternatives process including a review of the Refined Preliminary Alternatives (Alt 1A, 1B, and 2) that were previously presented at Working Session #3. The meeting included a summary of PAC feedback and comment themes, as well as a review of the results from the PAC survey. The feedback received informed ODAV's decisions on the refinements to the Preliminary Alternatives and, ultimately, the selection of the Preferred Alternative.

Additionally, preliminary cost comparisons of the Refined Preliminary Alternatives (1A, 1B, and 2) were presented to the PAC, based on engineering/design of environmental and construction elements, as well as best available public information on property values. The preliminary estimates included:

- Alternative 1A - \$186 million
- Alternative 1B - \$131 million
- Alternative 2 - \$190 million

The Preferred Alternative's cost estimates for the final Preferred Alternative will be refined and separated into individual projects in the 20-year Capital Improvement Program (CIP) later in the planning process.

Preferred Alternative Selected - Refined Alternative 1A - Shift Hubbard Highway West and Extend Runway North to 5,500 feet

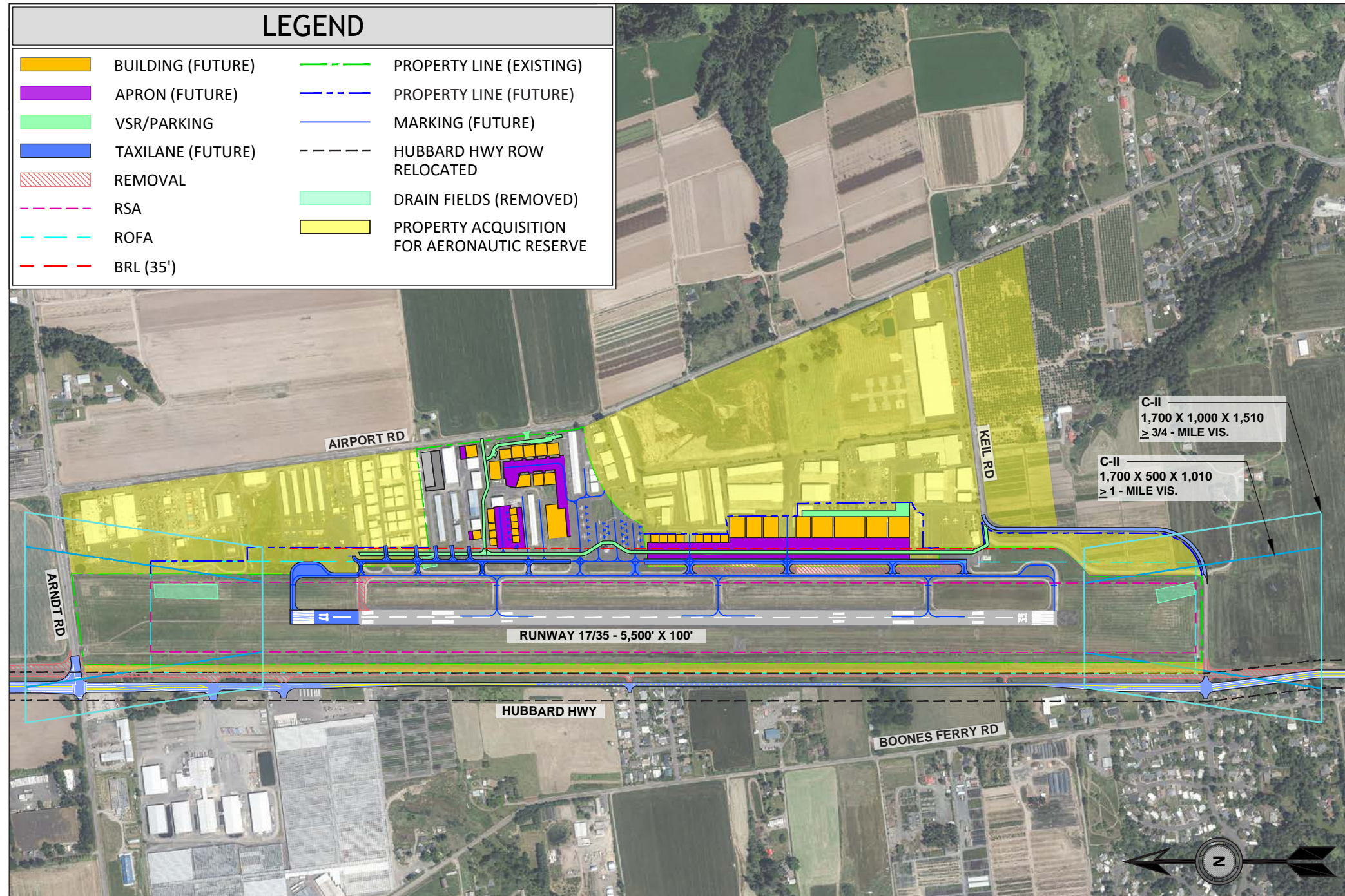
As mentioned earlier, ODAV and the Planning Team reviewed all PAC and public feedback submitted through the planning process and input provided during the Preliminary and Refined Preliminary Alternatives review. The feedback indicated that most of the PAC did not support an east runway shift or the relocation of the Air Traffic Control Tower (ATCT). Other PAC preferences were to reduce impacts to the west residential properties and identify phased opportunities to implement projects. The Preferred Alternative (Alt 1A) was broken down into a series of phases that can be implemented based on CIP priority and funding availability. The exception to the phasing is that FAA has indicated through the planning process that any runway extensions would require the ROFA and RSA to be in compliance with FAA standards. FAA has also indicated that Modification of Standards (MOS) are temporary, project-specific, and not a permanent solution for non-standard conditions. The FAA has indicated throughout the master plan's alternatives evaluation process, that they are unable to issue a MOS as part of the ALP approval.

The Preferred Alternative and its associated phases are listed below and included as attachments to this summary.

- Preferred Alternative Overview
 - » The overview includes all project phases and property acquisition needed
- Phase - Meeting ROFA & RSA Standards
 - » This goal is to clear the existing runway surfaces of all non-standard items.
- Phase - Construct a Vehicle Service Road (VSR)
- Phase - North Runway Extension
- Phase - Construct a Parallel Taxilane
- Property Acquisition Overview
 - » Includes priority property acquisition, which is the land needed to protect the runway surfaces (ROFA/ RSA) and land needed to accommodate the proposed improvements in the Preferred Alternative. Additional property has been identified as "Reserve" and will be included on the Airport Layout Plan (ALP) to allow ODAV the opportunity to acquire any properties that may come available for purchase, using FAA grant funding. Any potential property acquisition must be shown in the master plan in order for it to be eligible for the use of federal funds.

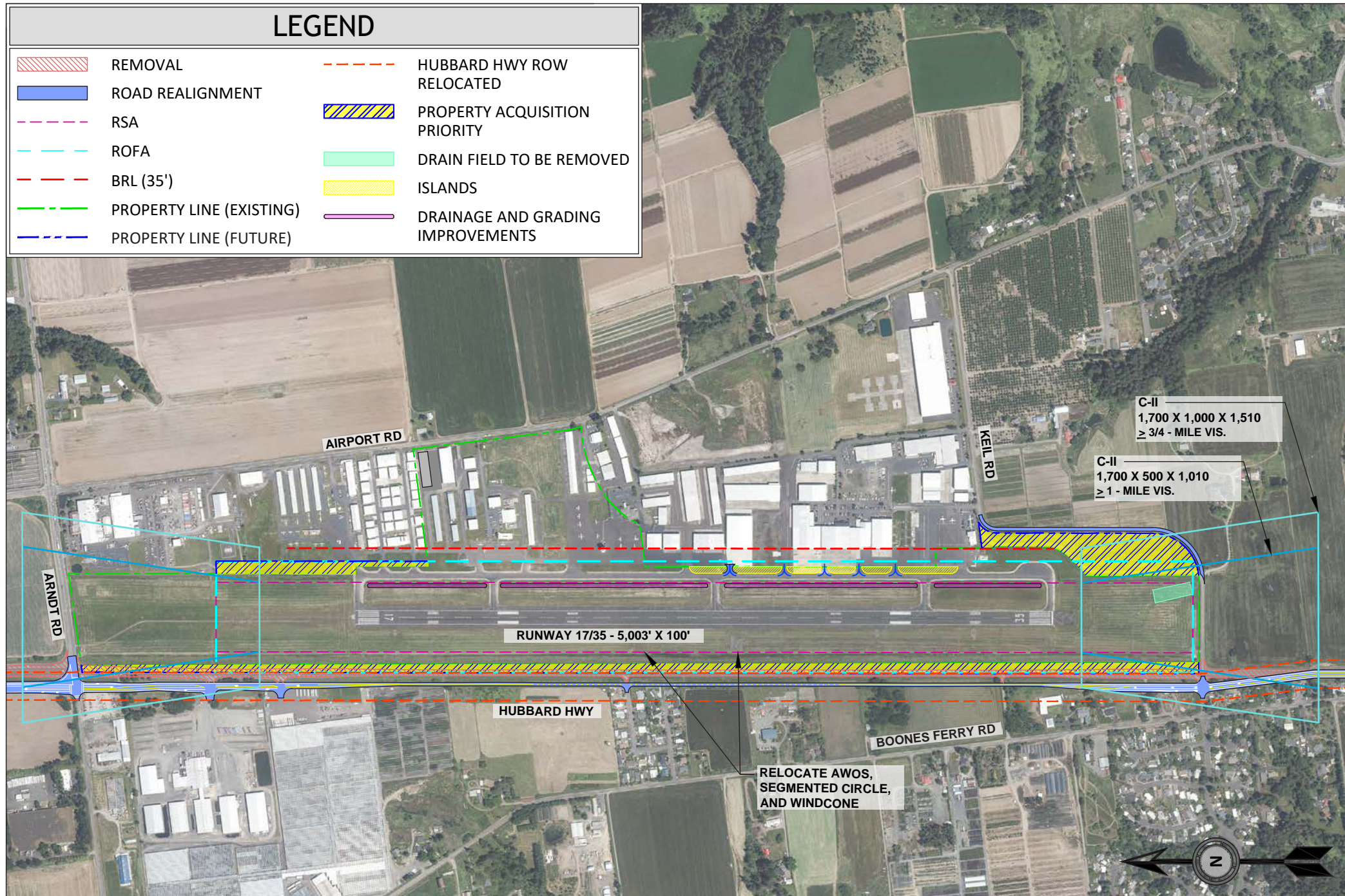
REFINED PRELIMINARY ALTERNATIVE 1A

Shift Hubbard Highway West and Extend Runway North to 5,500 feet
OVERVIEW



PREFERRED ALTERNATIVE

PHASE – MEETING ROFA/RSA STANDARDS

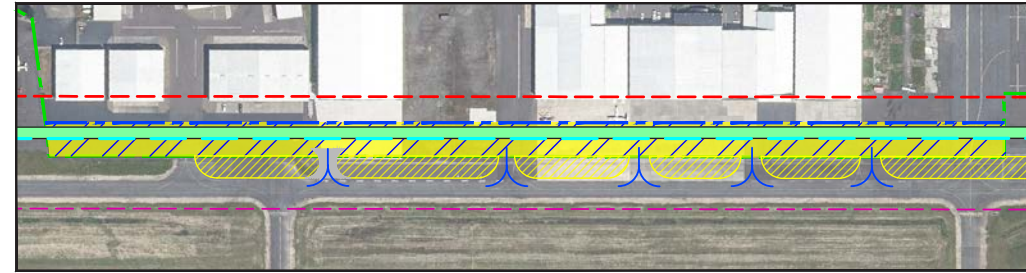


- Remove Drain Field in South RSA
- Mitigate TWY A Drainage Ditch
- Hubbard Highway & ROW Shift (outside of ROFA)
- Fence Relocation (outside of ROFA)
- Keil Road Relocation (outside of ROFA)
- Add Islands (between TWY A and adjacent apron)

PREFERRED ALTERNATIVE

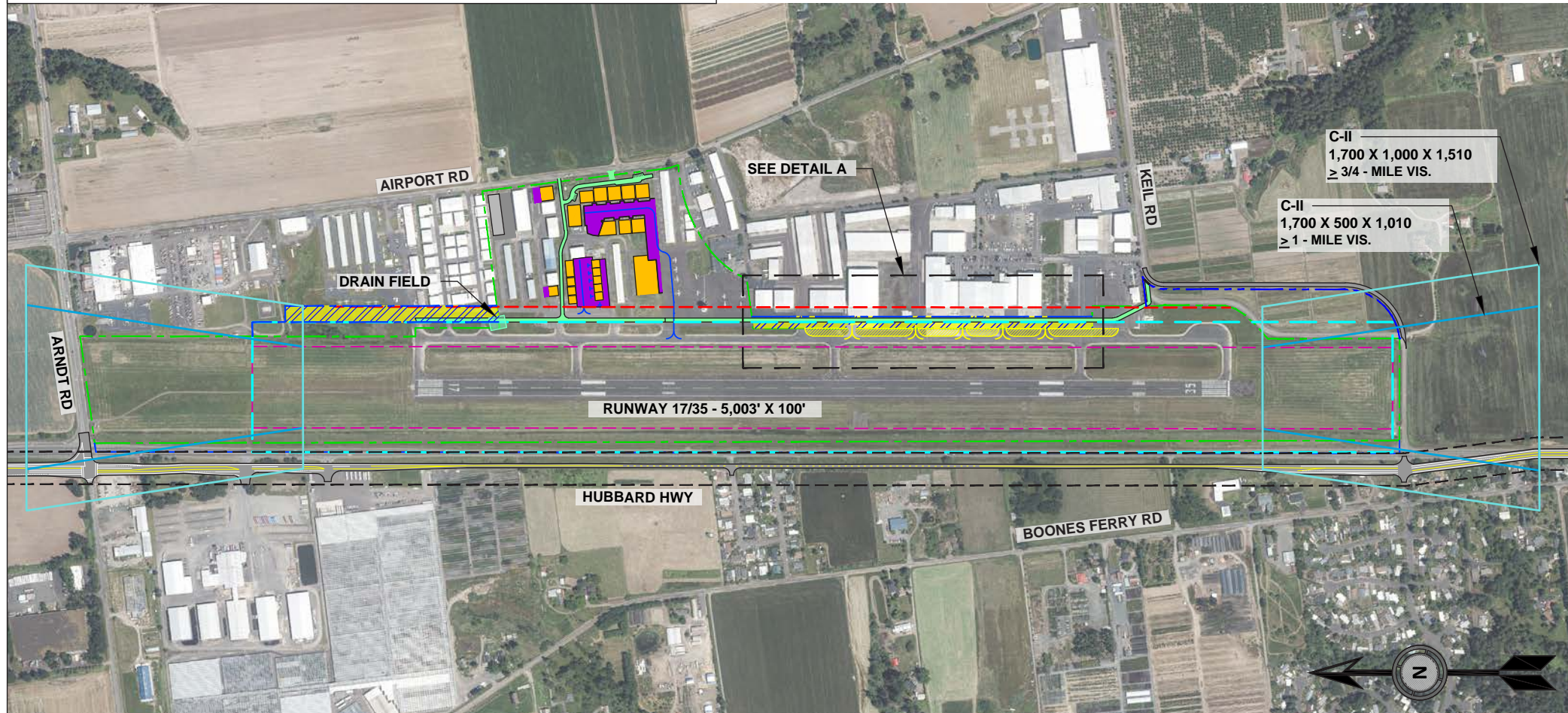
PHASE – CONSTRUCT VEHICLE SERVICE ROAD (VSR)

LEGEND			
	BUILDING (FUTURE)		MARKING (FUTURE)
	APRON (FUTURE)		HUBBARD HWY ROW RELOCATED
	VSR/PARKING		PROPERTY ACQUISITION PRIORITY
	RSA		DRAIN FIELD TO BE REMOVED
	ROFA		ISLANDS
	BRL (35')		
	PROPERTY LINE (EXISTING)		
	PROPERTY LINE (FUTURE)		



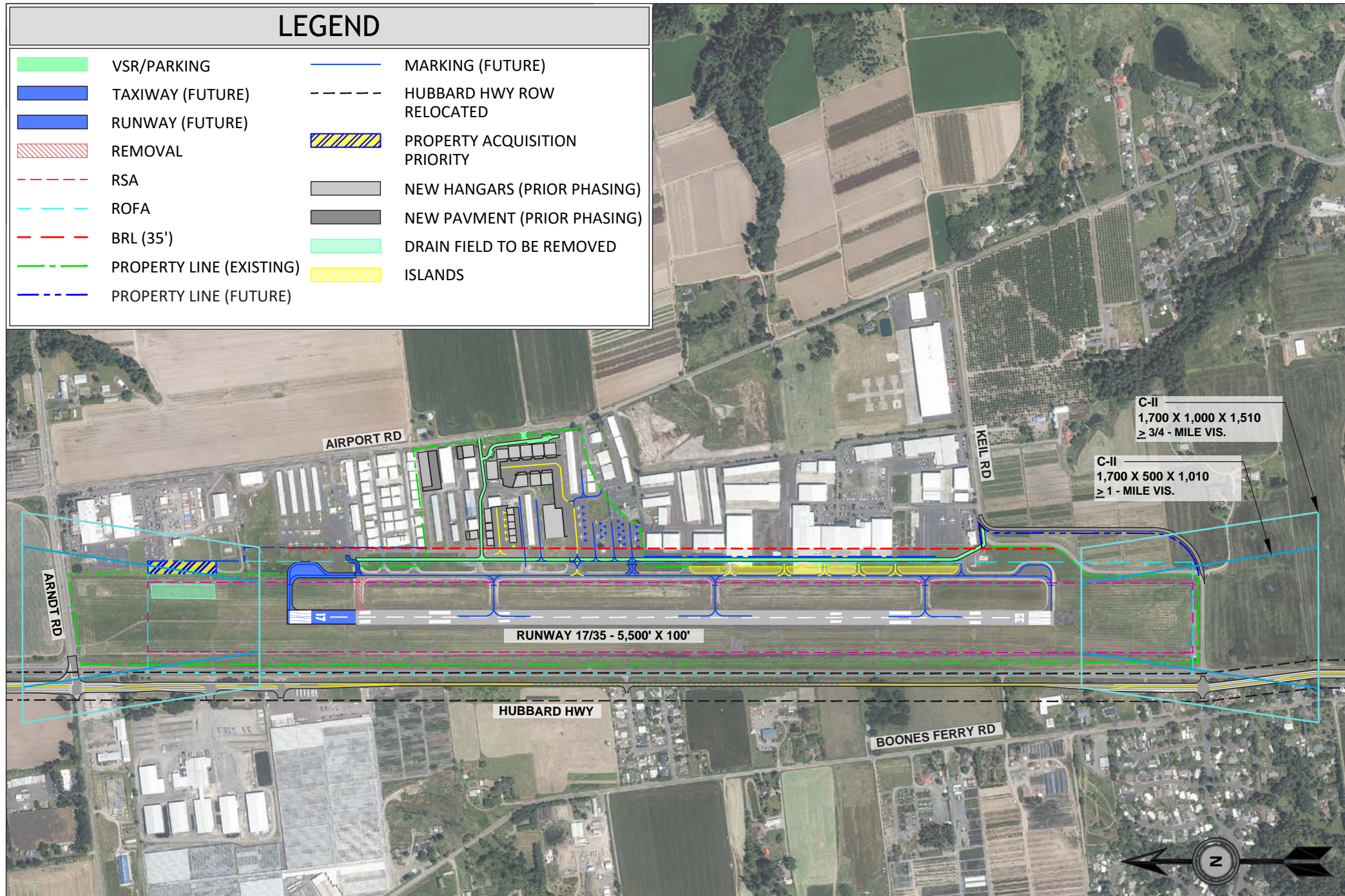
DETAIL A

- Property Acquisition (area needed for VSR)
- Construct VSR
- Remove Drain Field (between Taxiway A and North Hangar Area)
- Hangar Development (based on demand)



PREFERRED ALTERNATIVE

PHASE – NORTH RUNWAY EXTENSION



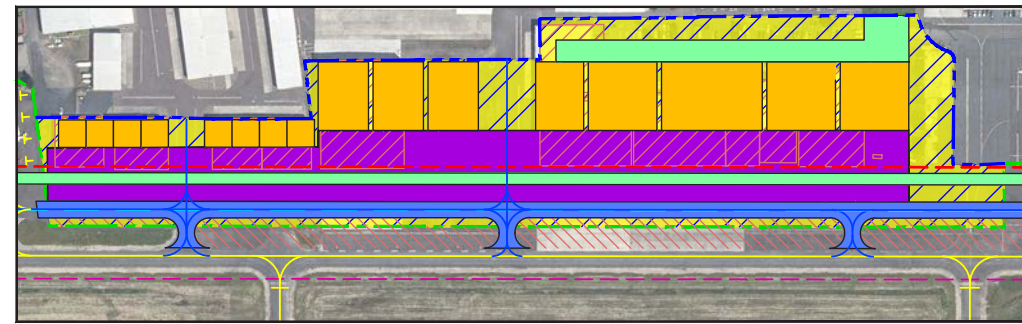
- Extend the Runway by 497 feet
- Extend Parallel Taxiway & Construct new Holding Bay
- Remove North Drain Field (in extended RSA)
- Property Acquisition (extended ROFA)

Note: For project phasing, FAA has indicated that the ROFA/RSA standards would need to be met, prior to an extension of the runway. See FAA email received 3.26.24 in the public record.

PREFERRED ALTERNATIVE

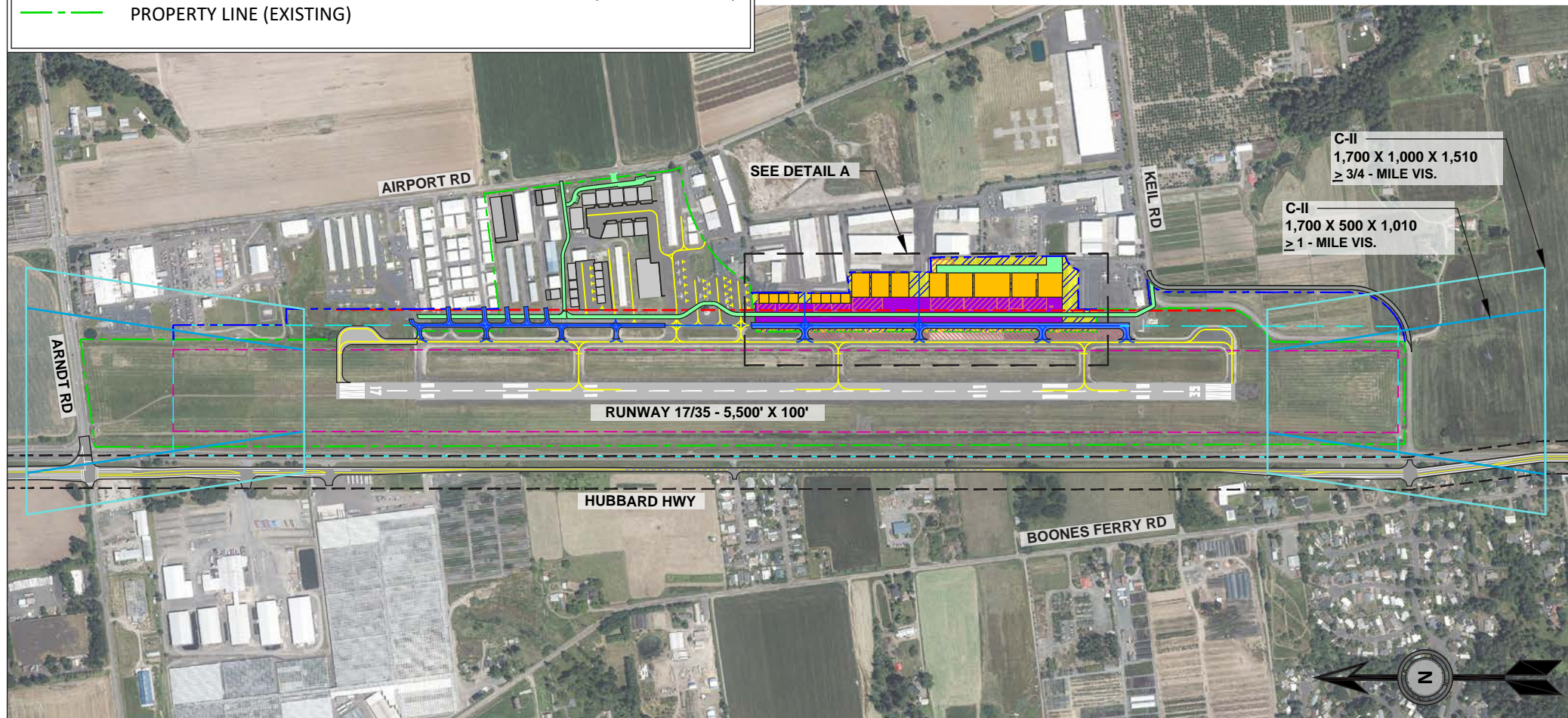
PHASE - PARALLEL TAXILANE CONSTRUCTION

LEGEND			
	BUILDING (FUTURE)		PROPERTY LINE (FUTURE)
	APRON (FUTURE)		MARKING (FUTURE)
	VSR/PARKING		PAVEMENT MARKINGS
	TAXILANE (FUTURE)		HUBBARD HWY ROW RELOCATED
	REMOVAL		PROPERTY ACQUISITION PRIORITY
	RSA		NEW HANGARS (PRIOR PHASING)
	ROFA		NEW PAVMENT (PRIOR PHASING)
	BRL (35')		
	PROPERTY LINE (EXISTING)		



DETAIL A

- Property Acquisition (South Hangar Area)
- Construct Parallel Taxilane
- South Apron Reconfiguration
- VSR Relocation



PREFERRED ALTERNATIVE
PROPERTY ACQUISITION OVERVIEW

