

Refined Preferred Alternatives Summary

Project Update 1/6/25

Refined Preferred Alternatives Process

Based on feedback received following the presentation of the Preliminary Preferred Alternative during Planning Advisory Committee (PAC) Meeting #7, Oregon Department of Aviation (ODAV) utilized PAC Meeting #8 as another opportunity for the PAC and public to provide additional input into the Preferred Alternative. Following the review of all input received, ODAV provided direction to the Planning Team to make the following refinements to the Preferred Alternative.

Remove the future proposed parallel taxiway.

The proposed parallel taxiway was identified through the planning process as an improvement that would assist Air Traffic Control in the safe and efficient movement of aircraft. This would address concerns of bottlenecks with aircraft maneuvering on Taxiway A and any need to pull aircraft off on adjacent through-the-fence (TTF) aprons. The removal of the parallel taxiway from the Refined Preferred Alternative would eliminate the need to remove hangars and acquire additional property.

Remove the future proposed vehicle service road that would require property acquisition.

The proposed vehicle service road (VSR) was identified through the planning process as an improvement to reduce vehicle pedestrian deviations (VPDs) and provide a safer route for vehicles maneuvering through the Airport. Through the input received on the Preferred Alternative, the Refined Preferred Alternative will depict VSRs where possible on state-owned property and continue to share use of taxiways where VSRs are not possible. Continuing discussions on developing an Internal Circulation Road in conjunction with private properties will continue separate from the master plan.

Future property acquisition.

The Refined Preferred Alternative includes only property acquisition needed to meet Runway and Taxiway Object Free Area (ROFA and TOFA) standards, which are identified as “Priority.” Any proposed improvements to relocate built-items outside of the ROFA (e.g., Hubbard Highway and Keil Road) will require additional property acquisition beyond the footprint of the ROFA. The ultimate locations of these built-items will be determined during project design.

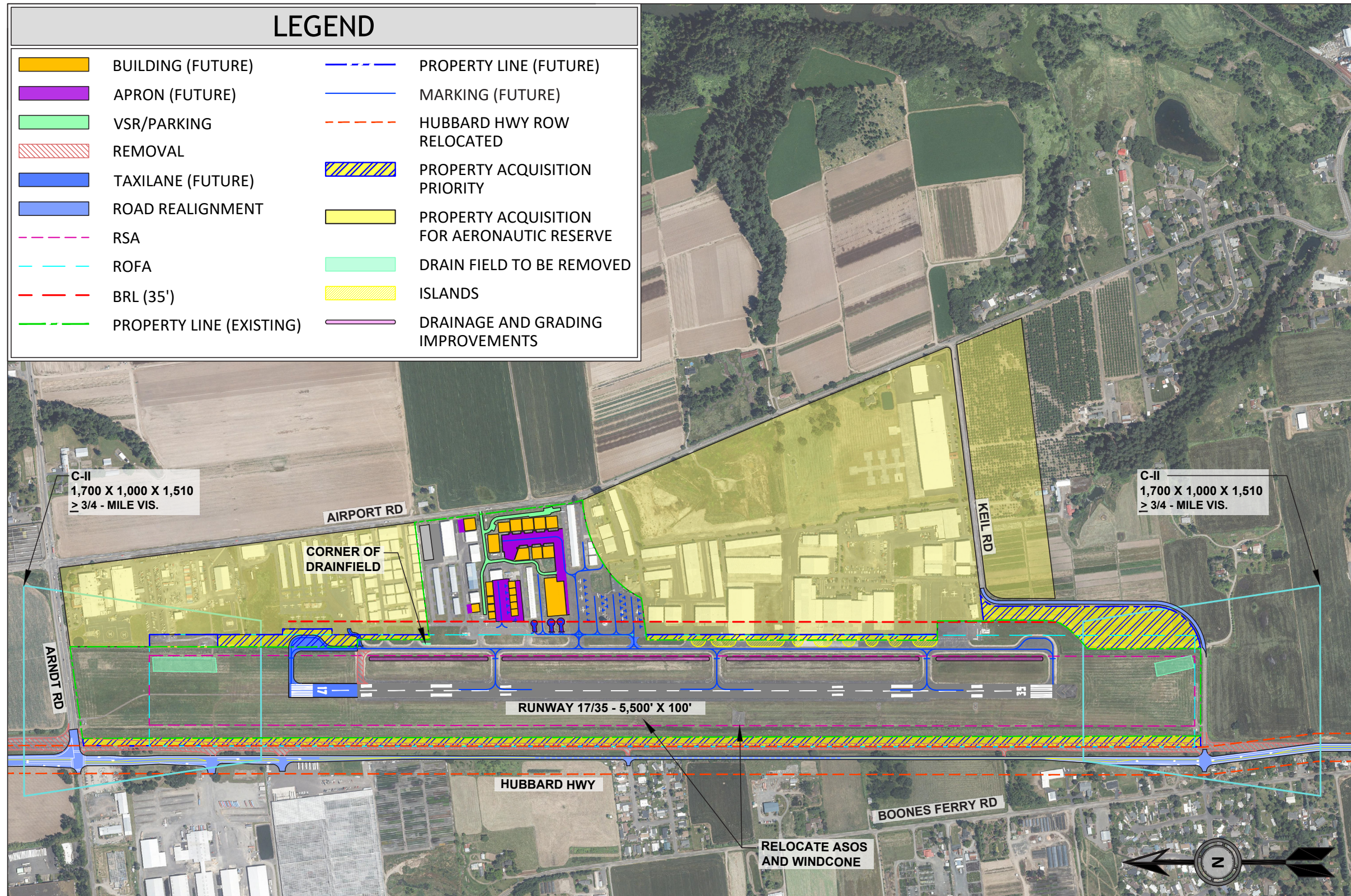
Additional property has been identified as “Reserve.” It will be included in the Airport Layout Plan (ALP) to allow ODAV to acquire any properties that may come available for purchase using Federal Aviation Administration (FAA) grant funding. Any potential property acquisition must be shown in the master plan in order for it to be eligible for the use of federal funds. Depiction of these Reserve properties on the ALP is not a plan or a commitment for acquisition and is only depicted in the event of a willing seller through this airport master planning period. Additionally, ODAV has received requests and offers from some PAC members who are property owners to acquire portions of property adjacent to the Airport.

As mentioned in the Preferred Alternatives Summaries, maintaining current non-standard Runway and Taxiway Safety Areas (RSA/TSA) or ROFA conditions is not acceptable to the FAA. The Refined Preferred Alternative depicts the needed improvements to comply with RSA and ROFA standards. There was no change in recommendation to the other proposed improvements, including:

- Proposed runway extension
- Removal/relocation of drain fields outside of RSA/TSA
- Relocation/shift of Hubbard Highway and Keil Road outside of ROFA
- Relocation of the ASOS and Windcone outside of ROFA
- Reconfigured apron tiedowns to meet standards
- Future depicted hangar sites on state-owned property

REFINED PREFERRED ALTERNATIVE

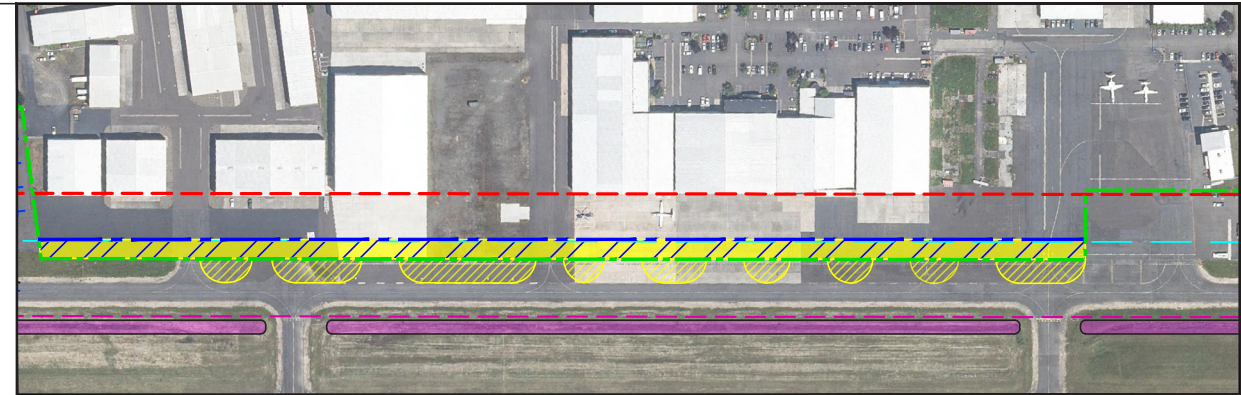
Figure 1: Overview



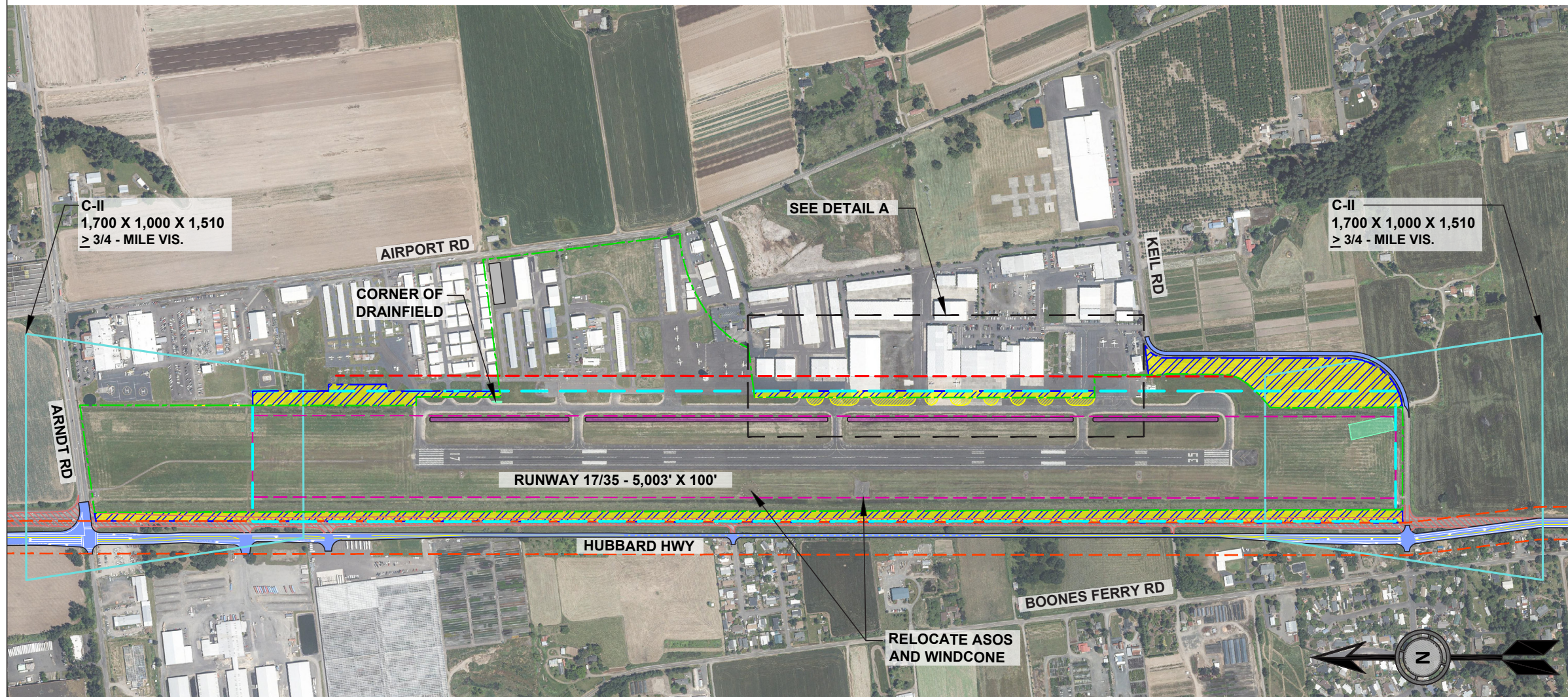
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Figure 2: Phase – Meeting ROFA/RSA/TSA Standards

LEGEND			
	ROAD REALIGNMENT		HUBBARD HWY ROW RELOCATED
	RSA		PROPERTY ACQUISITION PRIORITY
	ROFA		DRAIN FIELD TO BE REMOVED
	BRL (35')		ISLANDS
	PROPERTY LINE (EXISTING)		DRAINAGE AND GRADING IMPROVEMENTS
	PROPERTY LINE (FUTURE)		

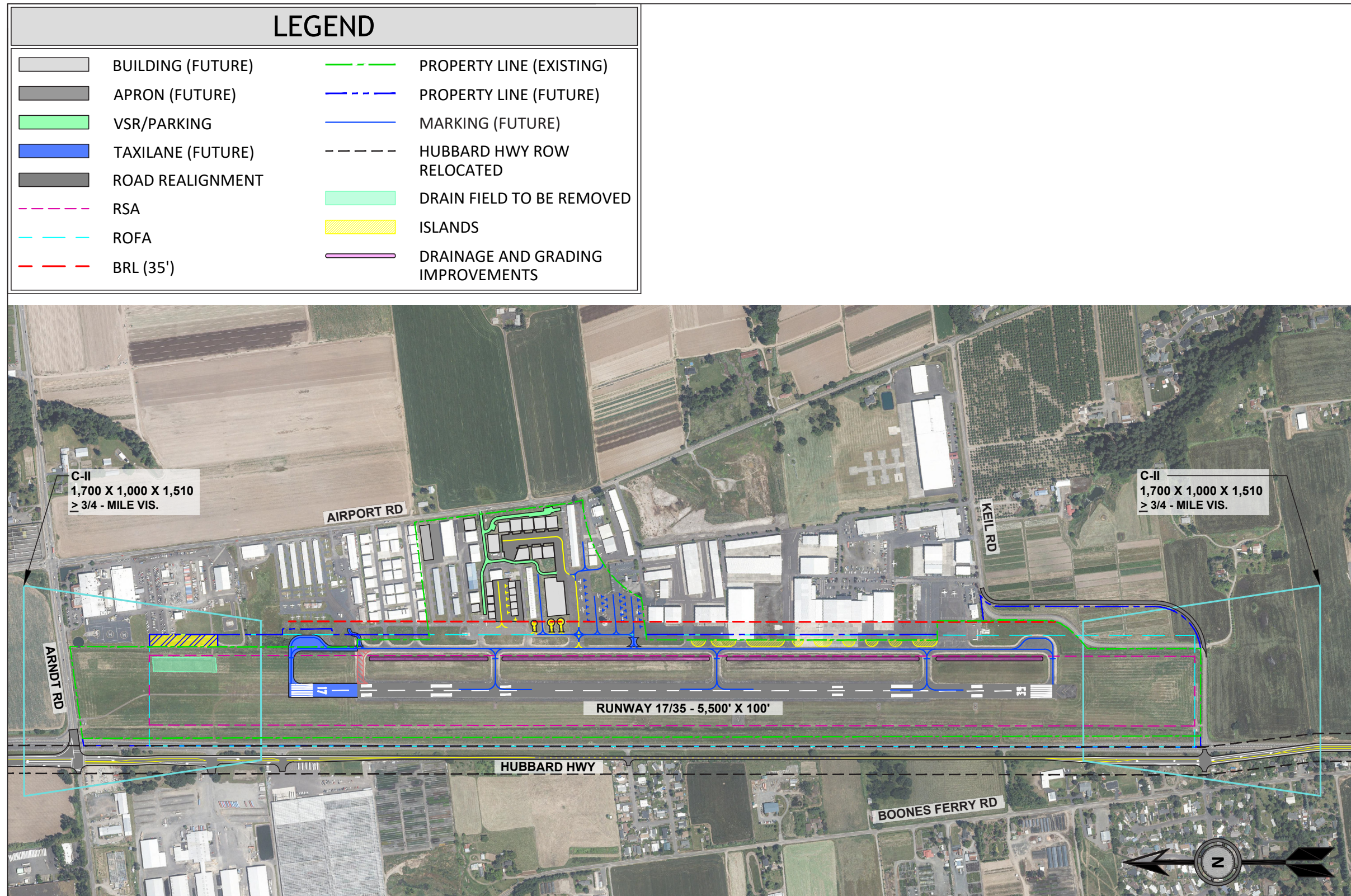


DETAIL A



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Figure 3: Phase – North Runway Extension



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Figure 4: Property Acquisition Overview

