

Grove Field Airport Environmental Assessment

Advisory Committee Meeting #4

July 27, 2009

Port of Camas-Washougal Conference Room

6:00 – 7:30 PM

Agenda:

Welcome and Overview –

Dave Ripp, Director, *Port of Camas-Washougal*

Project Update –

Rainse Anderson, Project Manager, *WHPacific*

Overview of Project Alternatives –

Rainse Anderson and Sarah Lucas, Aviation Planner, *WHPacific*

Discussion of Alternatives –

EAAC Members then Public Attendees

Selection of Preferred Alternative –

EAAC Members

Future Meeting Dates and Times –

All

Project Update

Since last meeting, the following work has been completed:

- **Public Open House (April 21st)**
- **Traffic Counts for Delp Road and SR500**
- **Coordinated Section 106 Consultation with applicable tribes**
- **Continued drafting Administrative Draft EA**

Project Update

Traffic Counts

- Sample taken June 2 – 4, 2009
- Sample represents a snapshot of operations, not intended as a scientifically valid sample.

	Delp Road (near end of extended runway)		SR 500 (between fire station & Airport entrances)	
	NB	SB	NB	SB
Average Daily Total	267	294	2,665	2,808
Clark County Design Volume	2,000	2,000	5,200	5,200

Project Alternatives

Alternative 1

Alternative 1: No Action Alternative

This alternative does not change the existing deficiencies in runway-taxiway separation, width, length or Object Free Area (OFA) penetration.

Includes pavement maintenance cost for 20 year period.

Project Alternatives

Alternative 1, Cont.

Advantages

- No property acquisition.
- No environmental impacts.

Disadvantages

- Airport would not meet FAA design standards.

Cost Summary

Maintenance Cost:	\$ 540,000
Contingency (25%):	\$ 135,000
Engineering and Inspection (30%):	\$ 202,500
Port Administration:	<u>\$ 10,000</u>
Total Estimated Cost:	\$ 887,500

Project Alternatives

Alternative 5

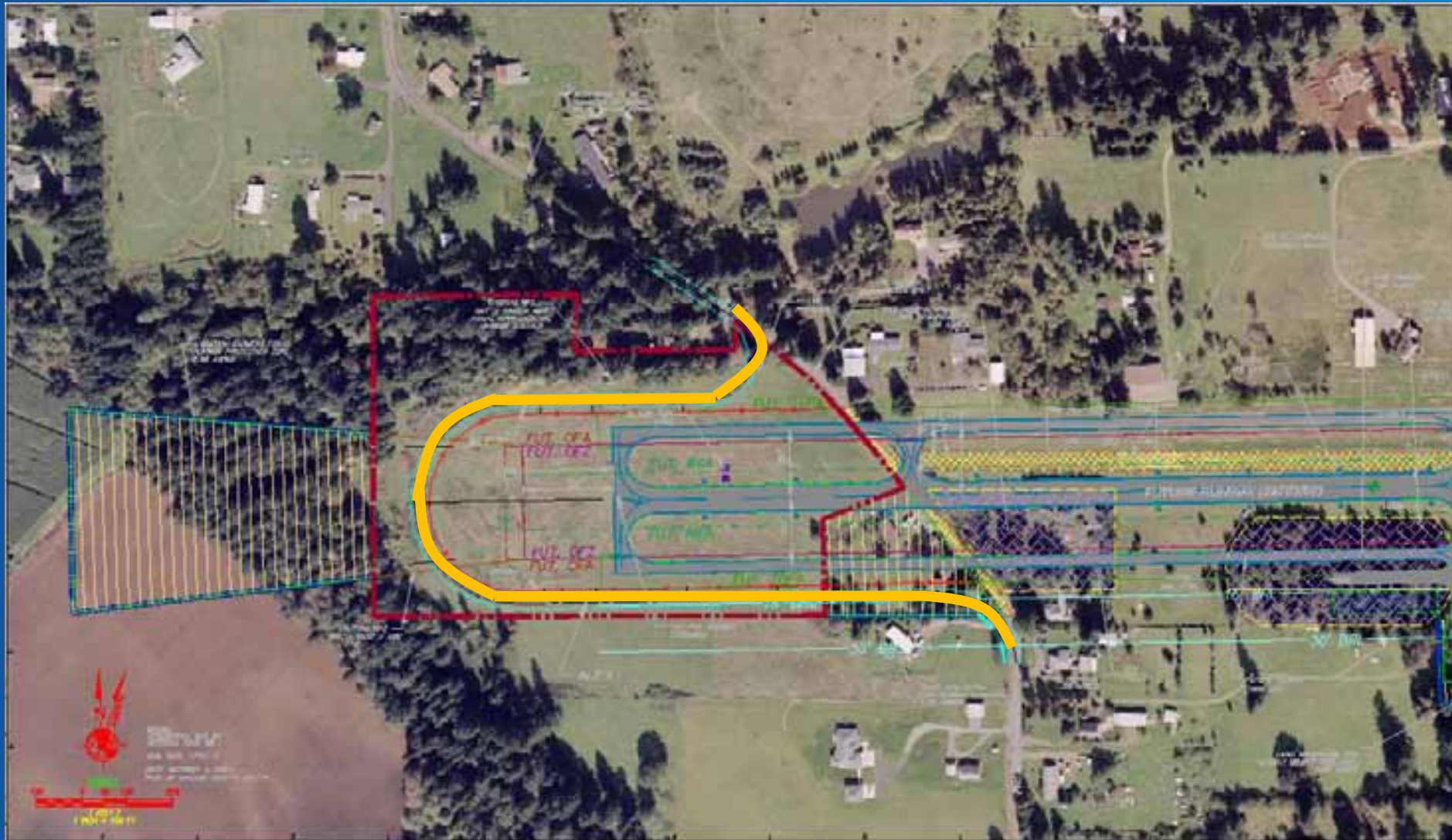
Alternative 5: Runway relocation and extension to 3,170', Delp Road relocated on Port-owned property

This alternative would relocate runway to meet 150' separation standard, extend runway by 550', and widen to 60'.

Would require 0.3 acres of right-of-way acquisition.

Delp Road relocated as shown on next slide.

Alternative 5



DESIGNED BY: JLV	CHECKED BY: JLV
DRAWN BY: JLV	APPROVED BY: JLV
DATE: 06/04/09	DATE: 06/04/09
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WHPacific
 3800 S. 10th St.
 Portland, OR 97214
 503.251.1111
 www.whpacific.com

PORT OF CAMAS-WASHOULA GROVE FIELD AIRPORT ENVIRONMENTAL ASSESSMENT ALTERNATIVE 5

DATE: 07/06/09	PROJECT NO: J4254	GRAPHIC FILE NAME: 044254-4103	3
SCALE: 1"=100'			REV

Project Alternatives

Alternative 5, Cont.

Advantages

- No penetration of the RPZ and Runway 7 approach surface.
- Runway would meet FAA design standards for RSA, RPZ, OFA, and taxiway separation.
- Runway length would meet FAA recommendations.
- No wetland/environmental mitigation or new stream crossing.
- Realignment nearly all on Port property.
- Minimal right-of-way acquisition.

Disadvantages

- Three curves may be perceived as a traffic safety hazard.

Project Alternatives

Alternative 6

Alternative 6: Runway relocation and extension to 3,170', Delp Road relocated to the North

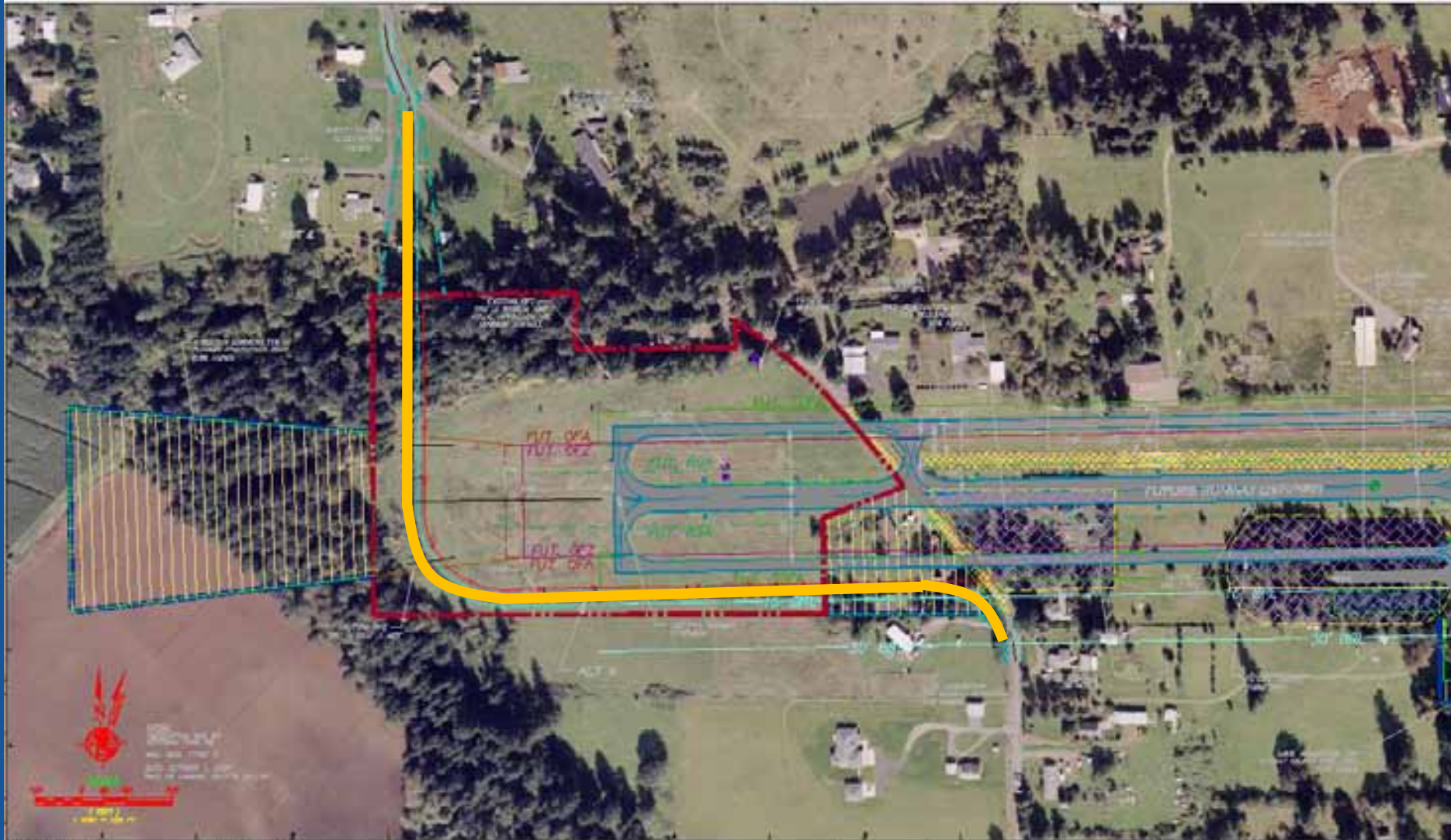
This alternative would relocate runway to meet 150' separation standard, extend runway by 550', and widen to 60'.

Would require 0.6 acres of right-of-way acquisition.

Approximately 0.02 acres of wetland and stream impact.

Delp Road relocated as shown on next slide.

Alternative 6



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WHPacific
 4000 NE 10th St, Suite 200
 Portland, OR 97232
 (503) 253-1100
 www.whpacific.com

**PORT OF CAMAS-WASHOULA GROVE FIELD AIRPORT
 ENVIRONMENTAL ASSESSMENT
 ALTERNATIVE 6**

SCALE: 1"=100'	PROJECT NO: 34254	DRAWING FILE NAME: 036234-0004	SHEET NO: 4
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Project Alternatives

Alternative 6, Cont.

Advantages

- No penetration of the RPZ and Runway 7 approach surface.
- Runway would meet FAA design standards for RSA, RPZ, OFA, and taxiway separation.
- Runway length would meet FAA recommendations.
- No wetland mitigation.
- Avoids driveway impacts.

Disadvantages

- Right-of-way acquisition.

Project Alternatives

Alternative 7

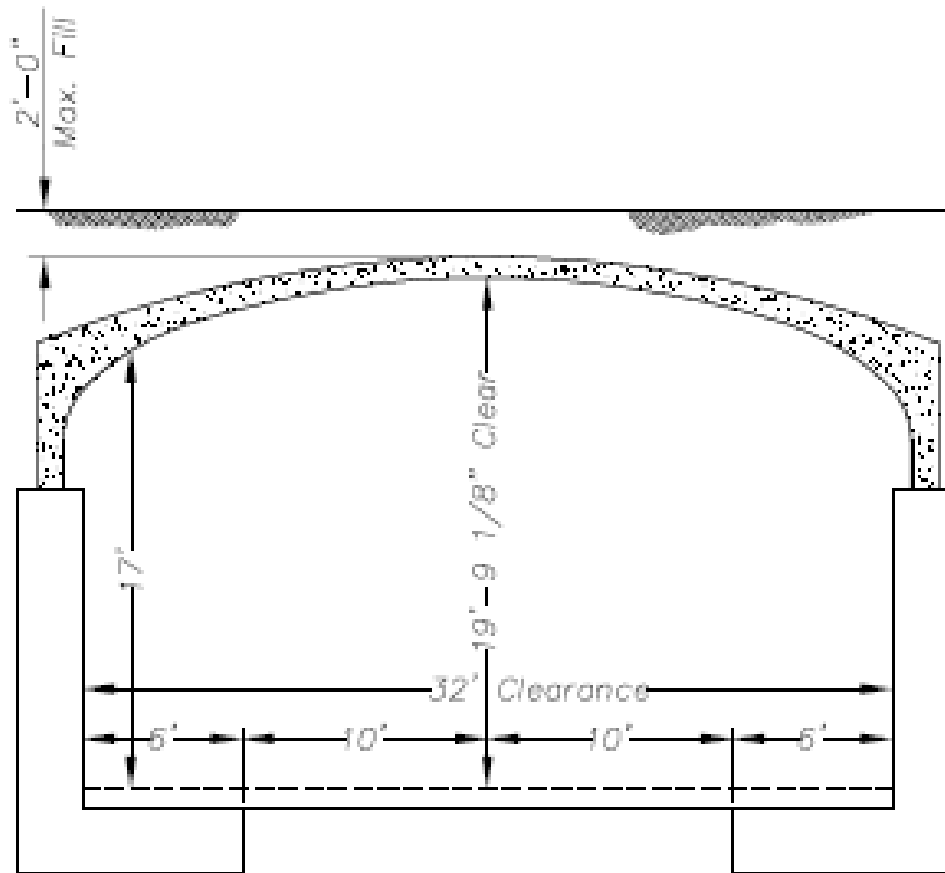
Alternative 7: Runway relocation and extension to 3,170', Delp Road in tunnel

This alternative would relocate runway to meet 150' separation standard, extend runway by 550', and widen to 60'.

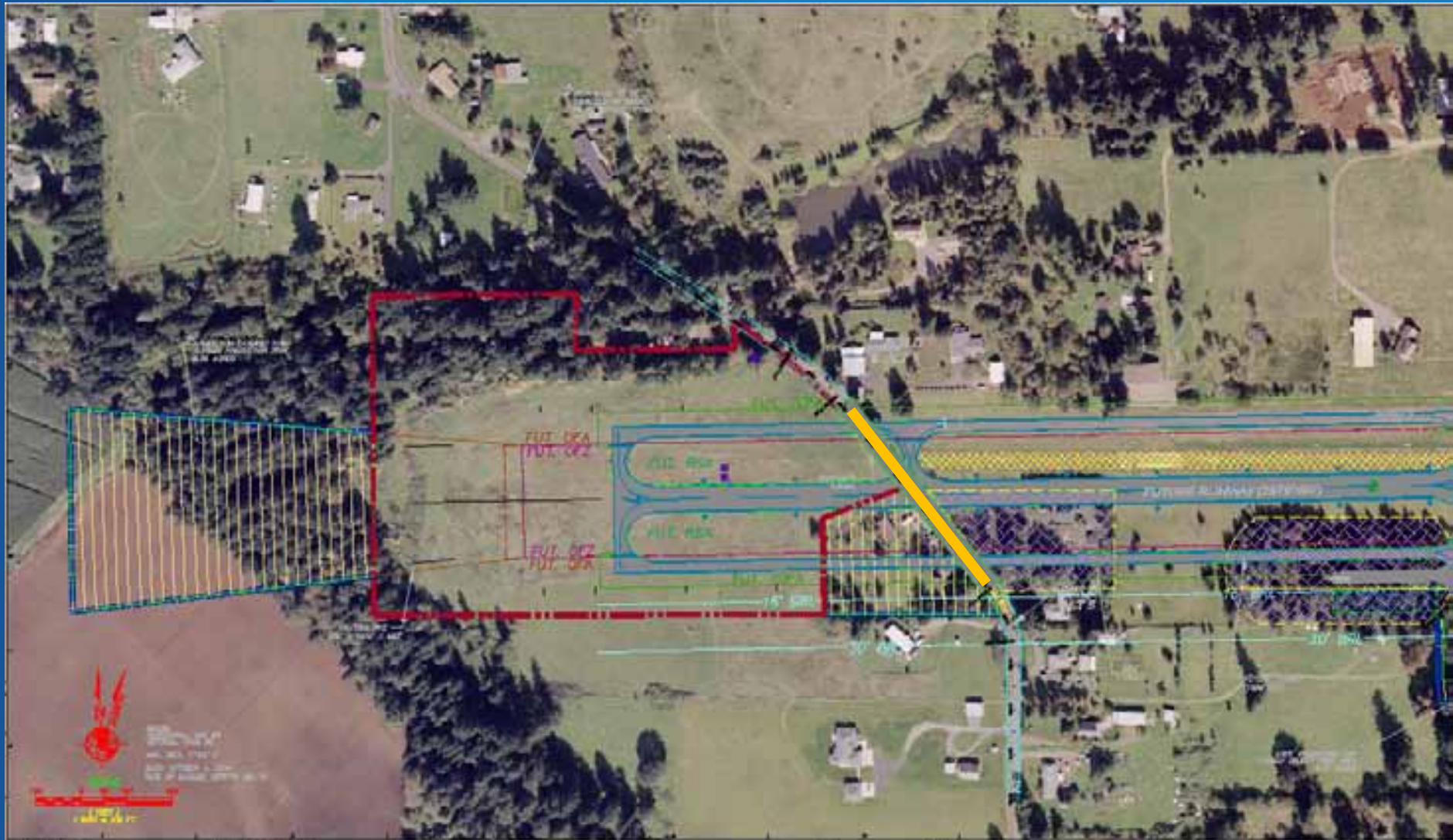
Delp Road altered as shown on next two slides.

Alternative 7

Vehicular Underpass



Alternative 7



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 PORT OF CAMAS-WASHOULA
 GROVE FIELD AIRPORT
 ENVIRONMENTAL ASSESSMENT
 ALTERNATIVE 7

**PORT OF CAMAS-WASHOULA
 GROVE FIELD AIRPORT
 ENVIRONMENTAL ASSESSMENT
 ALTERNATIVE 7**

DATE: 08/10/18
 SCALE: 1"=100'
 PROJECT NO: 24254
 DRAWING FILE NAME: 05A704-0003
 SHEET: 5
 TOTAL SHEETS: 5

Project Alternatives

Alternative 7, Cont.

Advantages

- No penetration of the RPZ and Runway 7 approach surface.
- Runway would meet FAA design standards for RSA, RPZ, OFA, and taxiway separation.
- Runway length would exceed FAA recommendations.
- No environmental impacts or new stream crossing.
- No property acquisition.

Disadvantages

- Construction would require a detour, temporary road closure, or temporary roadway to direct traffic flow.

Project Alternatives

Delp Road Relocation Comparison Table

	<u>Alternative 5</u>	<u>Alternative 6</u>	<u>Alternative 7</u>
Runway Length	3,170'	3,170'	3,170'
Property Acquisition	0.3 ac (no structures)	0.6 ac (no structures)	None
New Stream Crossing/Wetland Impact	No	Yes 0.02 acres	No
T-intersections	0	0	0
Increase of Impervious Surface	0.8 ac	0.5 ac	0.3 ac
Horizontal Curves	3	2	0
Limitation on Future Road Actions	Moderate	Minimal	Moderate
Cost	\$ 6,219,964	\$ 6,789,782	\$ 10,379,155

Project Alternatives Discussion

EAAC Members –

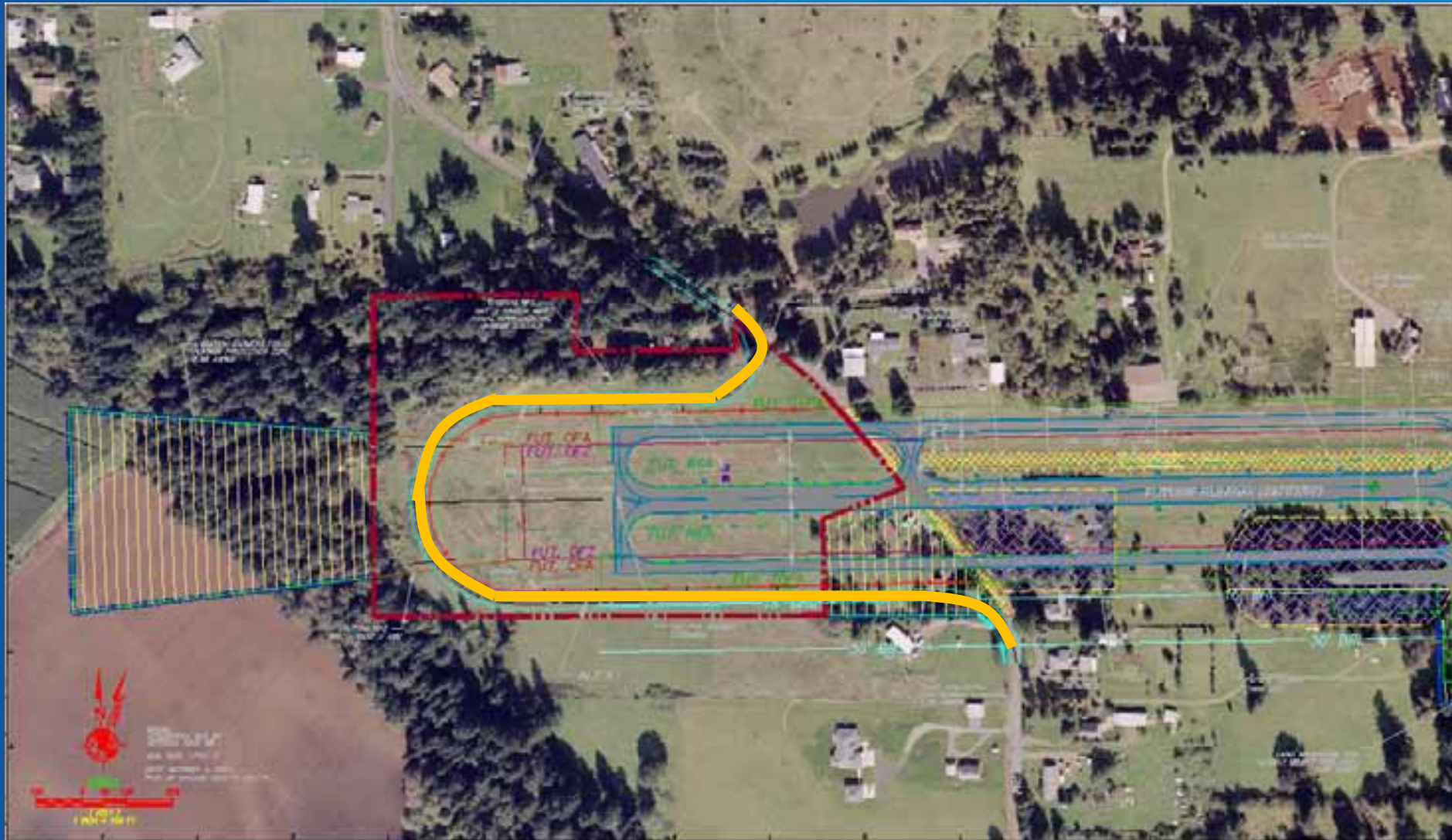
Public Attendees –

Future Meeting Dates & Times

Project Schedule

- Draft EA Public Review in September – October
- Next meeting to be scheduled when Draft EA goes out to public review

Alternative 5



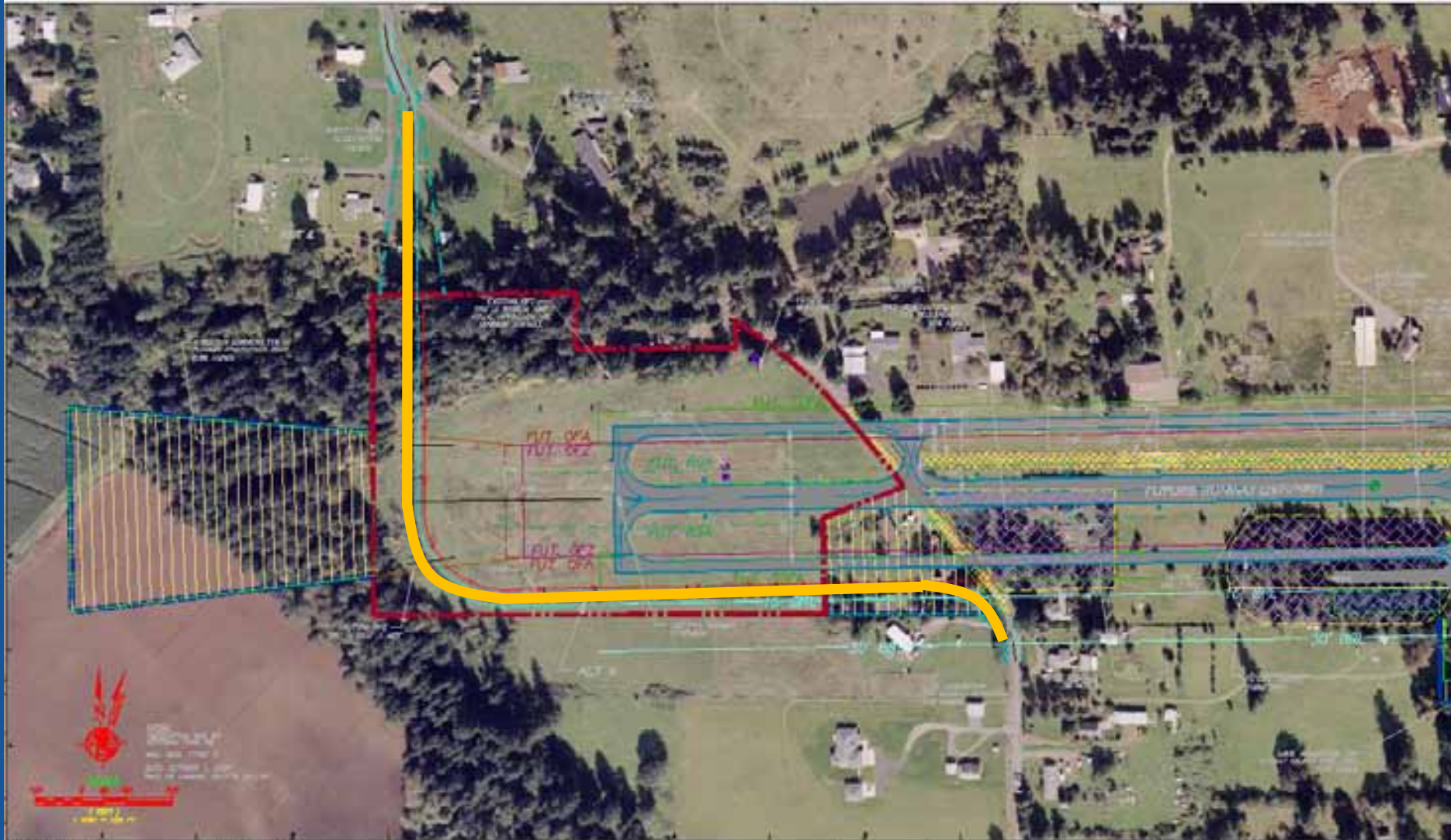
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 3800 1st Ave. S.E.
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Alternative 6



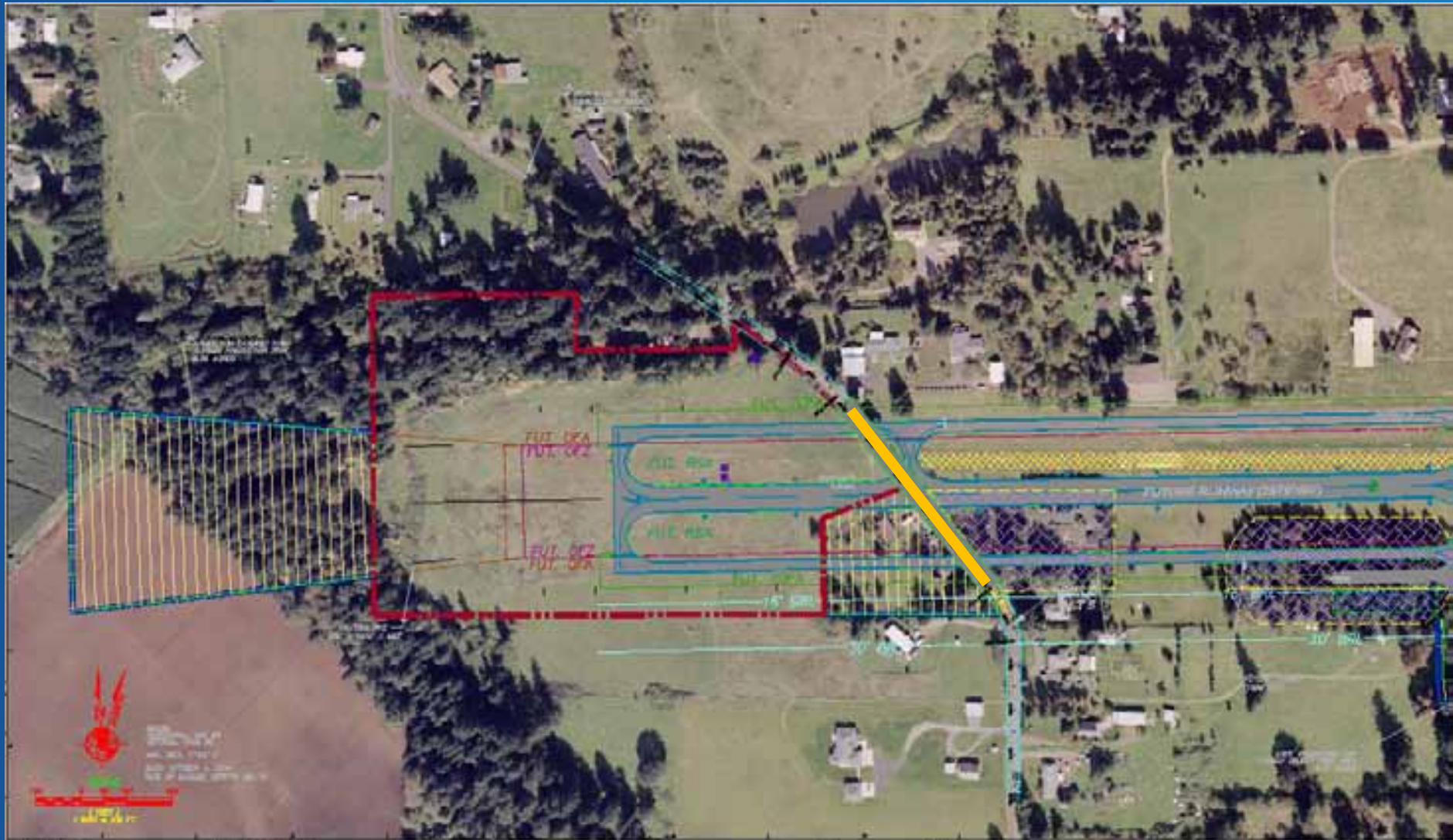
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WHPacific
 1000 NE 10th St, Suite 200
 Astoria, OR 97103
 PHONE: 503.325.1111
 FAX: 503.325.1112

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PORT OF CAMAS-WASHOULA GROVE FIELD AIRPORT ENVIRONMENTAL ASSESSMENT ALTERNATIVE 7

DATE	PROJECT NO.	DRAWING FILE NAME	REVISION
SCALE 1"=100'	34254	08/10/18-003	5

