

# *Refined Preliminary Alternatives Summary*

Project Update 8/1/24

## **Preliminary Airport Development Alternatives – Refinement Process**

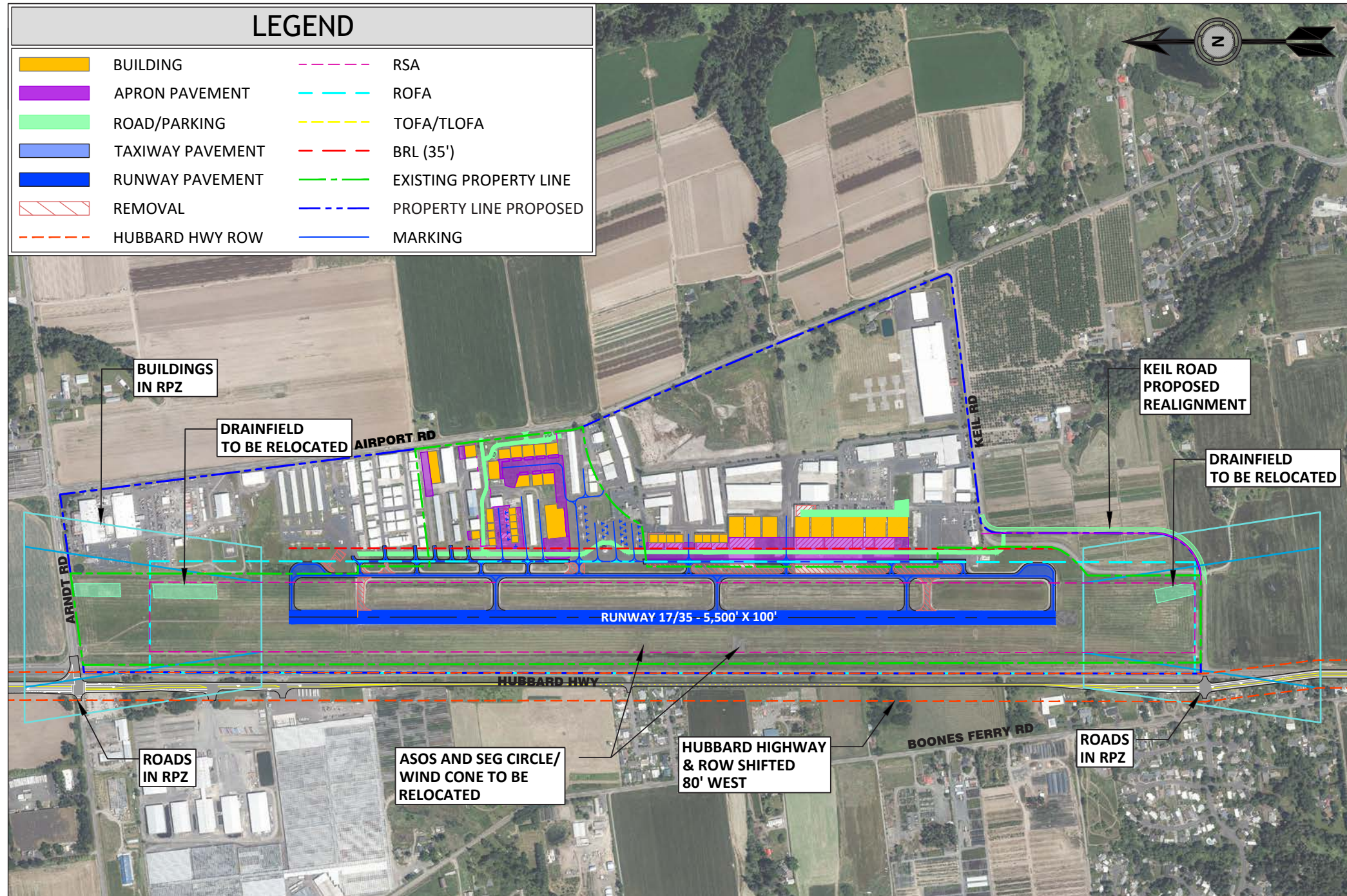
It has been recognized that maintaining current non-standard conditions is not acceptable to the Federal Aviation Administration (FAA). Consequently, the FAA requires airfield facilities planning to mirror forecast demand and adhere to associated design standards. In instances where progress towards meeting these design standards is incomplete, the runway may be relegated to maintenance-only mode by the FAA until significant advancements are made. A failure to make measurable progress could put future FAA funding at risk.

The refined preliminary alternatives include modifications to address specific review comments provided by the FAA, members of the PAC, airport users, and the public. Several assumptions were made to the proposed airside and landside refined alternatives including:

- The South Runway Extension Option has been eliminated due to its substantial impacts on Exclusive Farm Use (EFU)-zoned land.
- All airside alternatives will include a parallel taxiway adjacent to the east parallel taxiway to facilitate aircraft movement and provide access from landside facilities to the taxiway.
- A Vehicle Service Road (VSR) will be established along the frontage of the east landside areas.
- Regarding land acquisition, the East Side Property Acquisition strategy has been outlined, where lands currently in aeronautical use in the vicinity of Aurora State Airport are designated for future acquisition to ensure their continued long-term aeronautical utility.
  - » This acquisition strategy is multifaceted, including several land parcels required to meet FAA design standards and airfield clearances, which vary by alternative. Additionally, other parcels would be identified on the Airport Layout Plan (ALP) to make their purchase eligible for FAA funding.
- For all airside alternatives, the existing Oregon Department of Transportation (ODOT) Hubbard Highway Right-of-Way (ROW) width of approximately 200 feet will be preserved. This will increase the impacts to adjacent non-aeronautical properties in the “highway shift” alternatives to account for the uniform ODOT ROW.
  - » Future plans for the highway configuration, such as lanes and intersection signalization, remain undetermined by ODOT, but upgrades could be considered if traffic volume increases. This might involve additional ROW acquisition west of the highway to facilitate highway shift options, which, in turn, could impact several adjacent residential and commercial properties. ODAV is currently in contact with ODOT to gauge the feasibility of the proposed changes to the highway and ROW locations.

**REFINED ALTERNATIVE 1A**

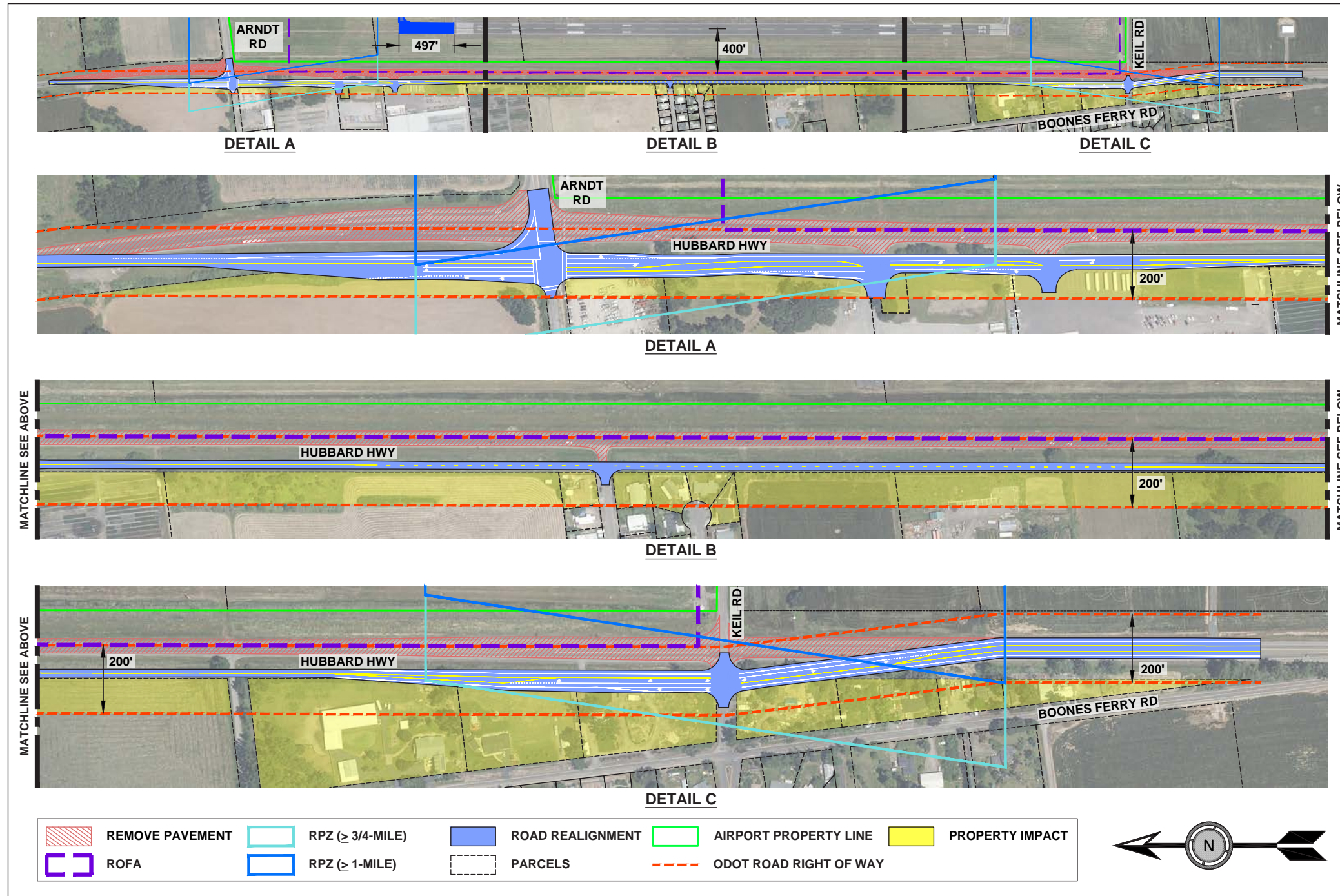
**Shift Hubbard Highway West and Extend Runway North to 5,500 feet  
OVERVIEW**



- Builds upon Preliminary Alternative 1
- Shifts Hubbard Highway and right-of way approximately 80 feet west to clear ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxilane and vehicle service road east of Taxiway A to address direct runway access and VPD issues
- Identifies 43 acres of property acquisition to facilitate shifting Hubbard Highway and the construction of parallel taxilane and vehicle service road
  - » Highway shift impacts 13 residential properties and 4 commercial properties west of Hubbard Highway
- Identifies 114 acres to be purchased as aeronautical reserve if available
- South apron aeronautical properties are acquired, and hangars removed to accommodate parallel taxilane and vehicle service road
  - » 237,000 square feet of existing hangars space removed
- New hangars constructed along south apron at appropriate setback from parallel taxilane and vehicle service road
  - » 195,000 square feet of new hangar space
- North landside area redesigned to accommodate parallel taxilane and vehicle service road
  - » 149,000 square feet of new hangar space
  - » 29 small aircraft tiedowns
  - » No helicopter parking
  - » No large aircraft pull-through parking positions
  - » Accommodates existing ATCT location
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

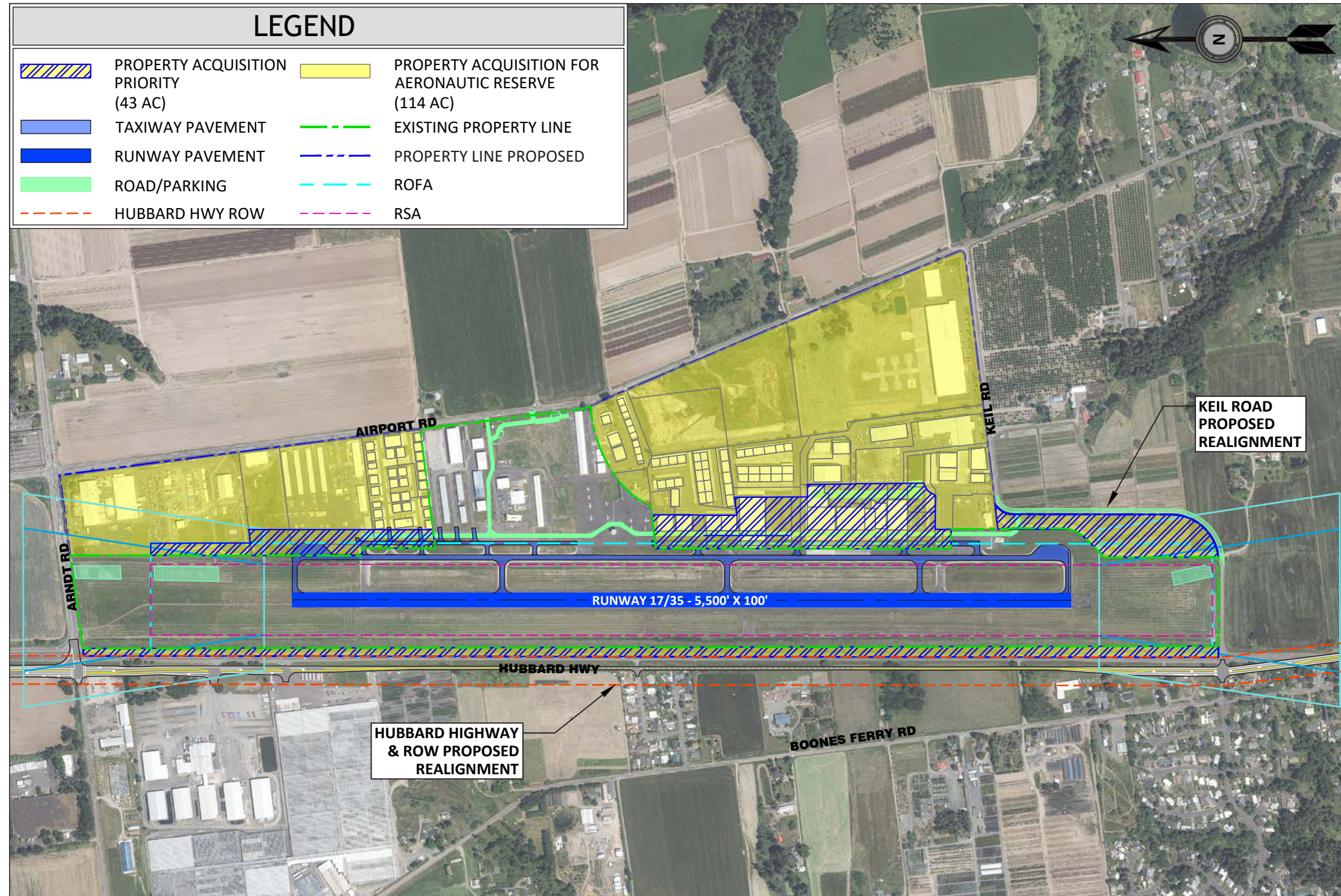
**REFINED ALTERNATIVE 1A**

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet  
HIGHWAY DETAIL**



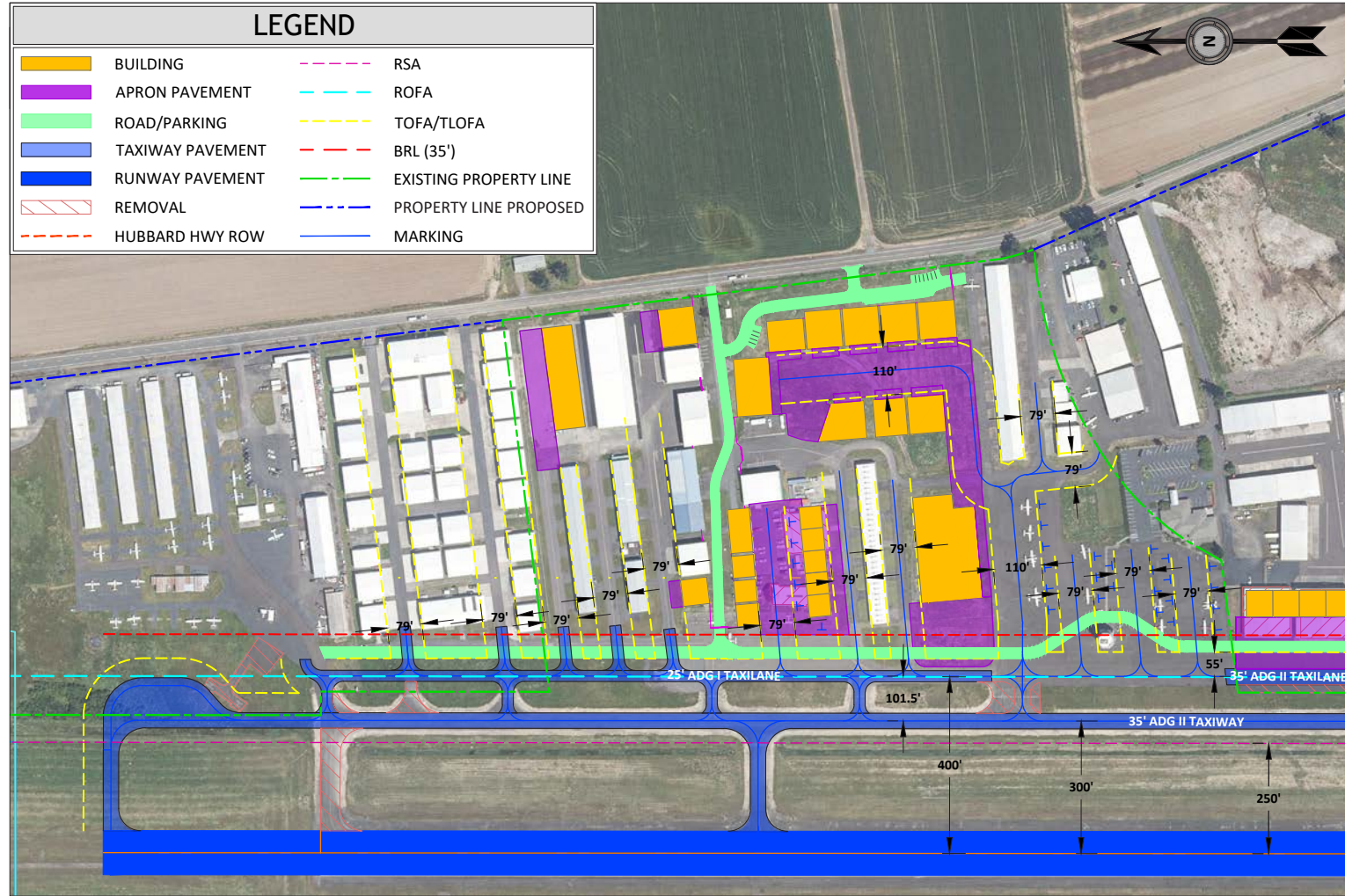
REFINED ALTERNATIVE 1A

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



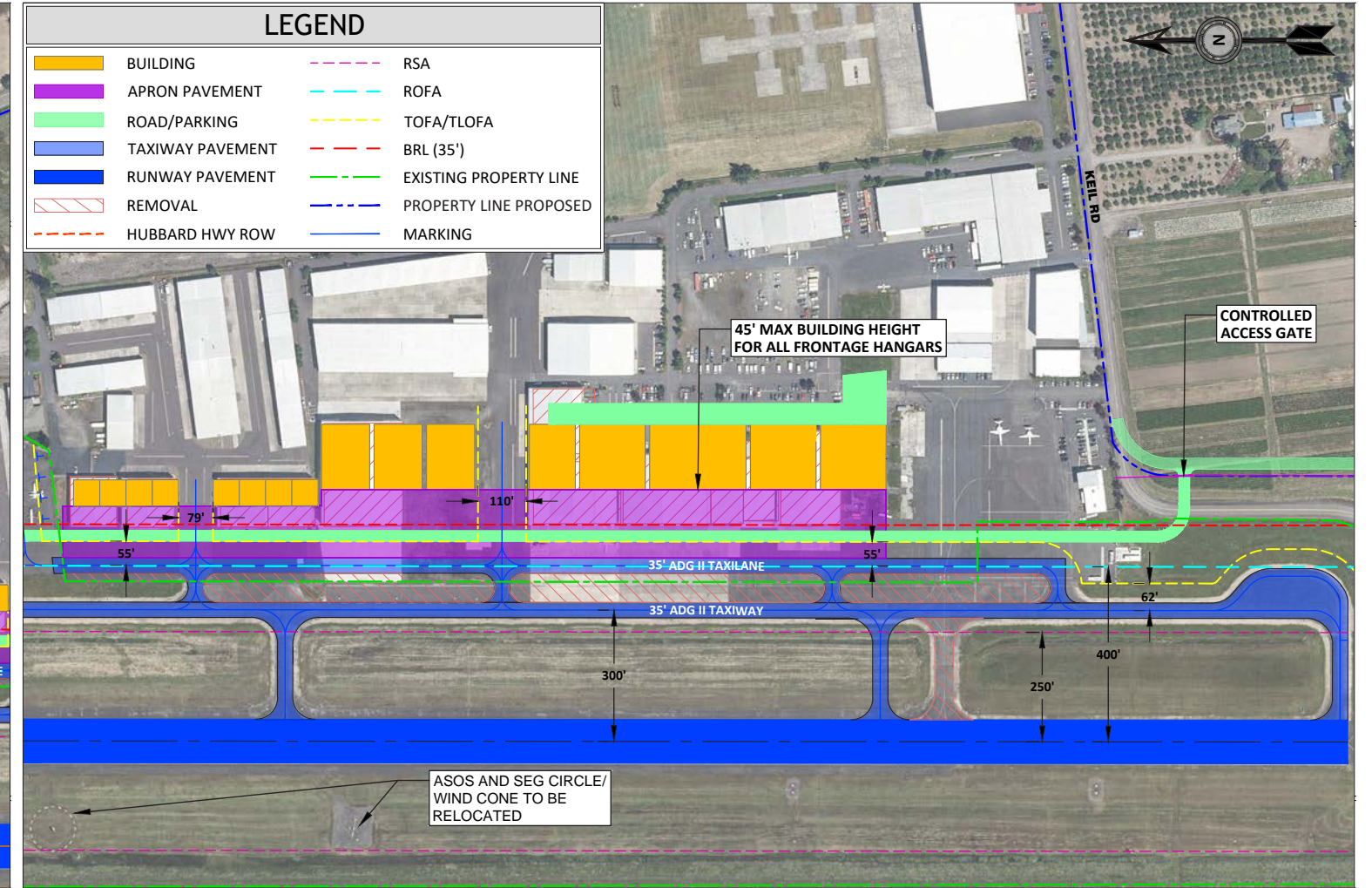
**REFINED ALTERNATIVE 1A**

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet  
LANDSIDE NORTH**



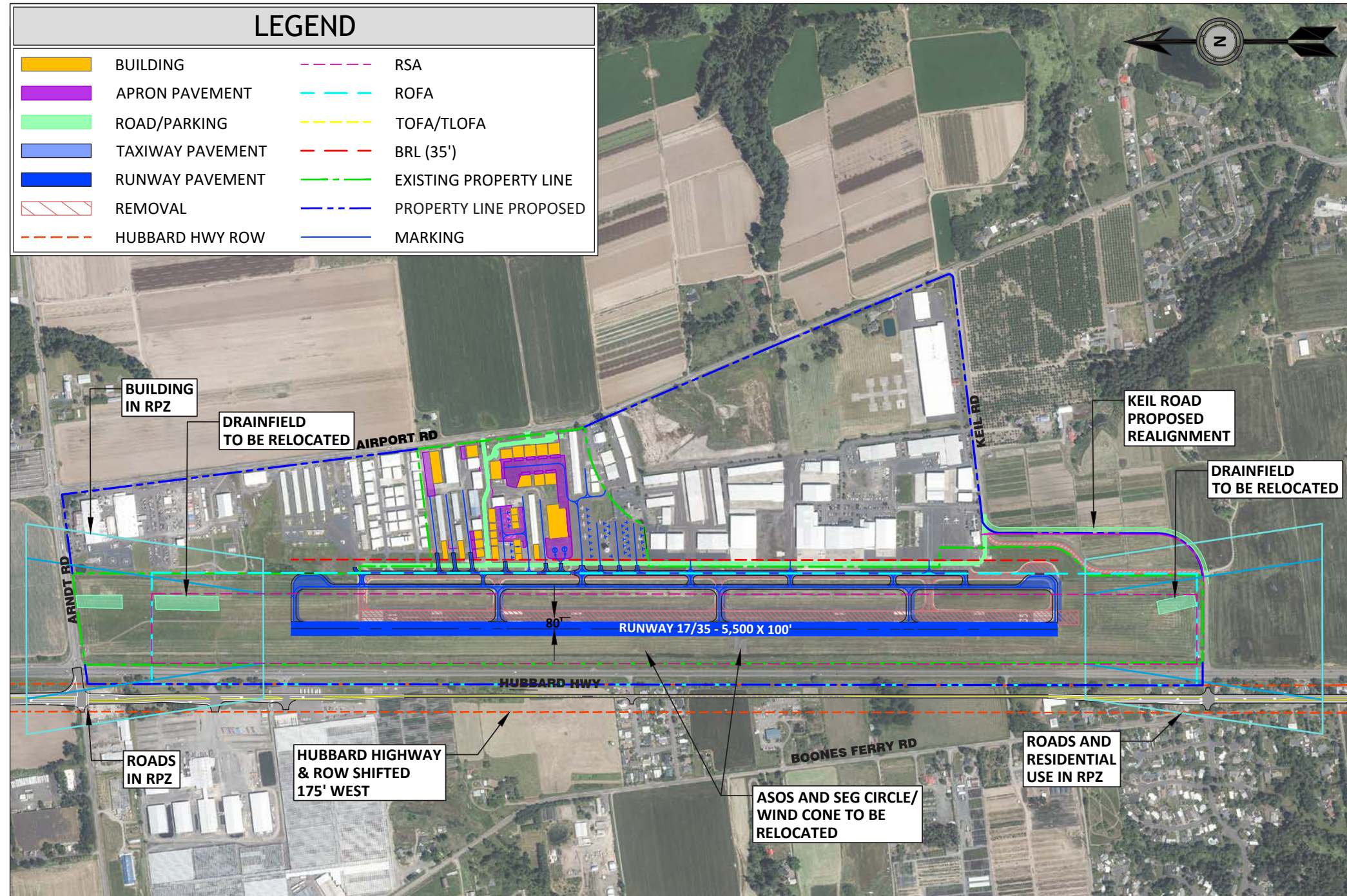
**REFINED ALTERNATIVE 1A**

**Shift Hubbard Highway West and Extend Runway North to 5,500 feet  
LANDSIDE SOUTH**



**REFINED ALTERNATIVE 1B**

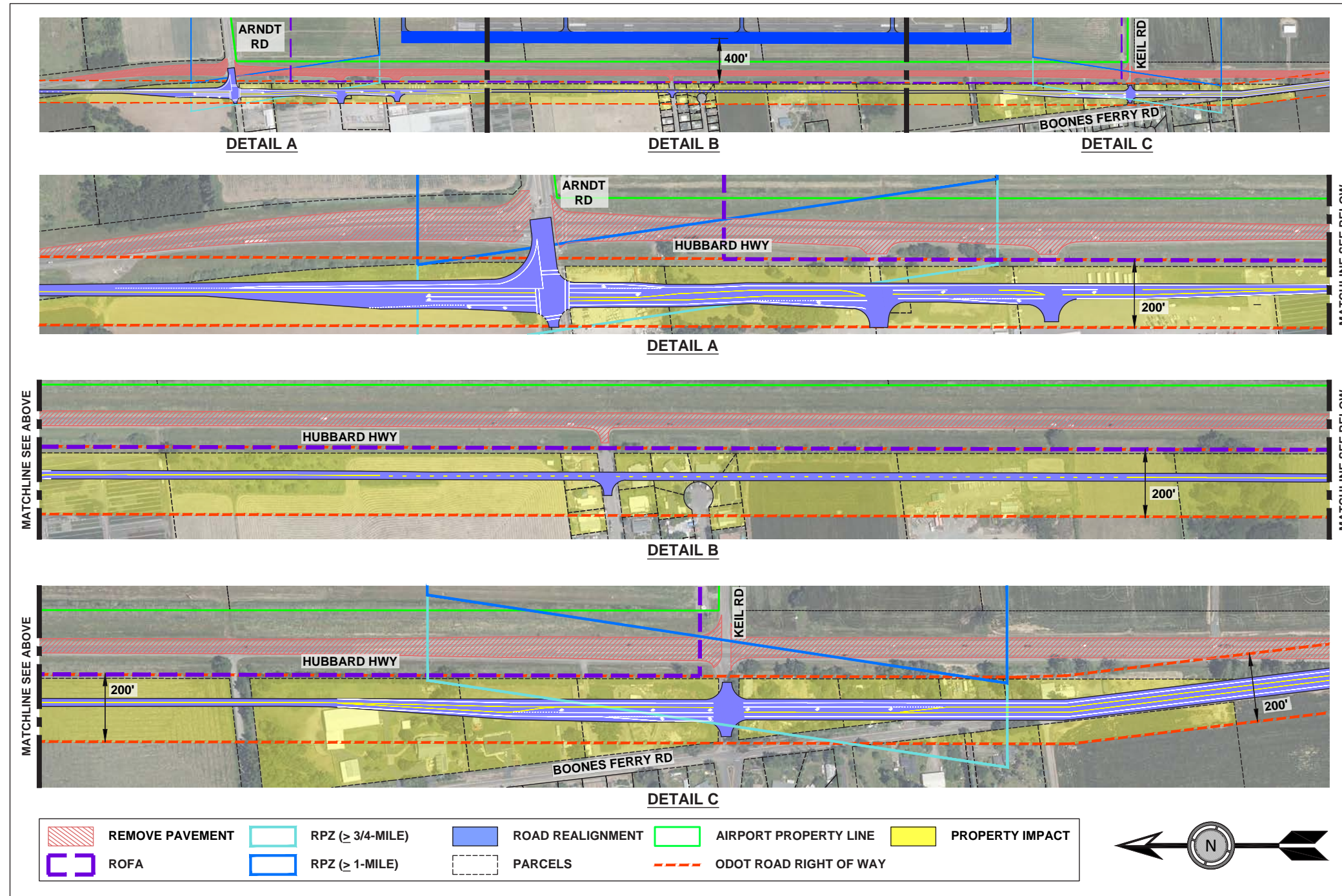
**Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet  
OVERVIEW**



- Builds upon Preliminary Alternative 1
- Shifts Runway approximately 80 feet west to accommodate parallel taxilane and vehicle service road on east side
- Shifts Hubbard Highway and right-of-way approximately 175 feet west to clear ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxilane and vehicle service road west of Taxiway A to address direct runway access and VPD issues
- Identifies 39 acres of property acquisition to facilitate shifting Hubbard Highway and the construction of parallel taxilane and vehicle service
  - » Highway shift impacts 20 residential properties and 4 commercial properties west of Hubbard Highway
  - » No aeronautical structures are impacted
- Identifies 133 acres to be purchased as aeronautical reserve if available
- North landside area redesigned to accommodate parallel taxilane and vehicle service road
  - » 178,000 square feet of new hangar space
  - » 36 small aircraft tiedowns
  - » 2 helicopter parking positions
  - » No large aircraft pull-through parking positions
  - » Accommodates existing ATCT location
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

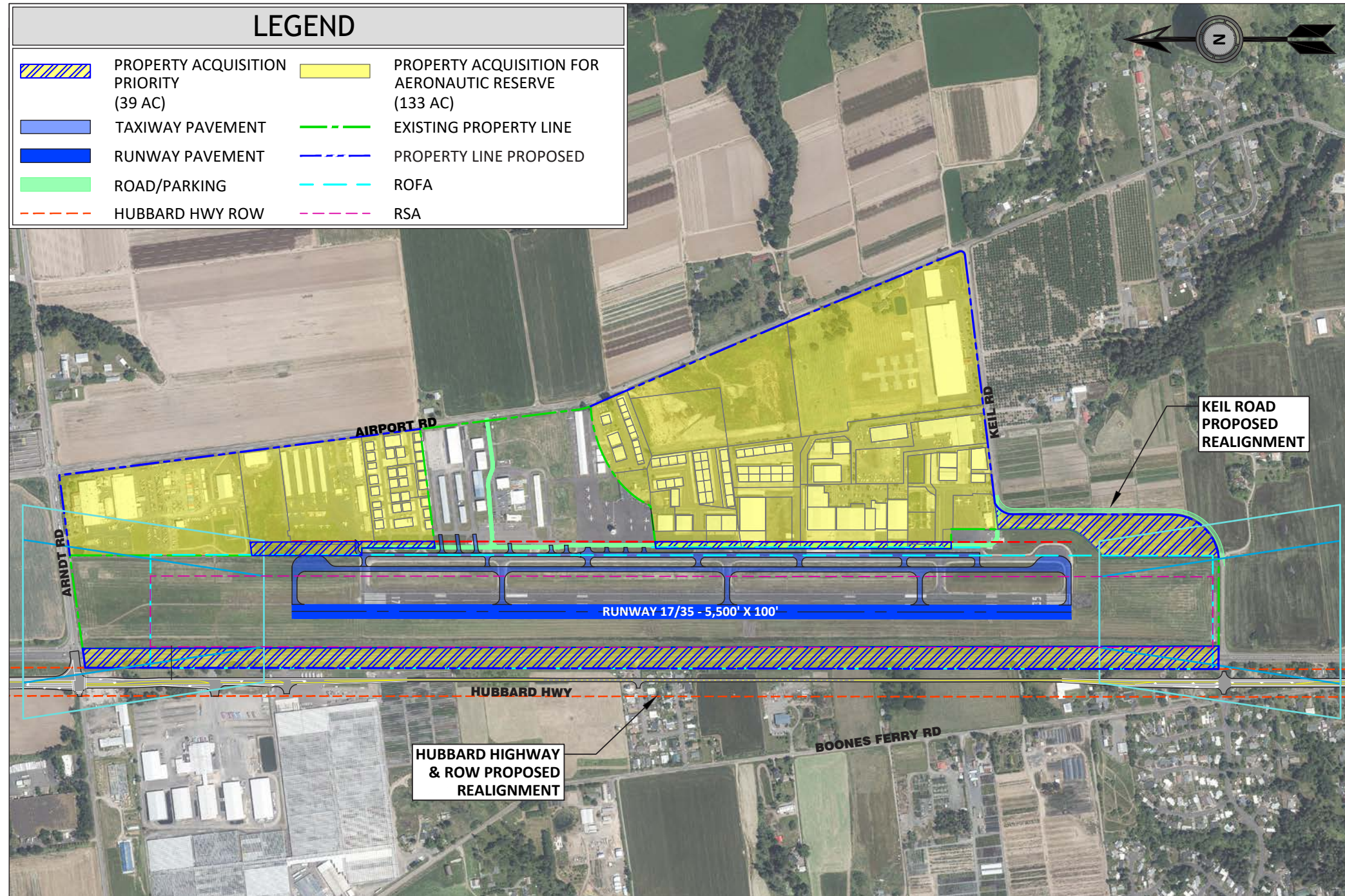
**REFINED ALTERNATIVE 1B**

**Shift Runway and Hubbard Highway West and Extend Runway North to 5,500 feet**  
**HIGHWAY DETAIL**



REFINED ALTERNATIVE 1B

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

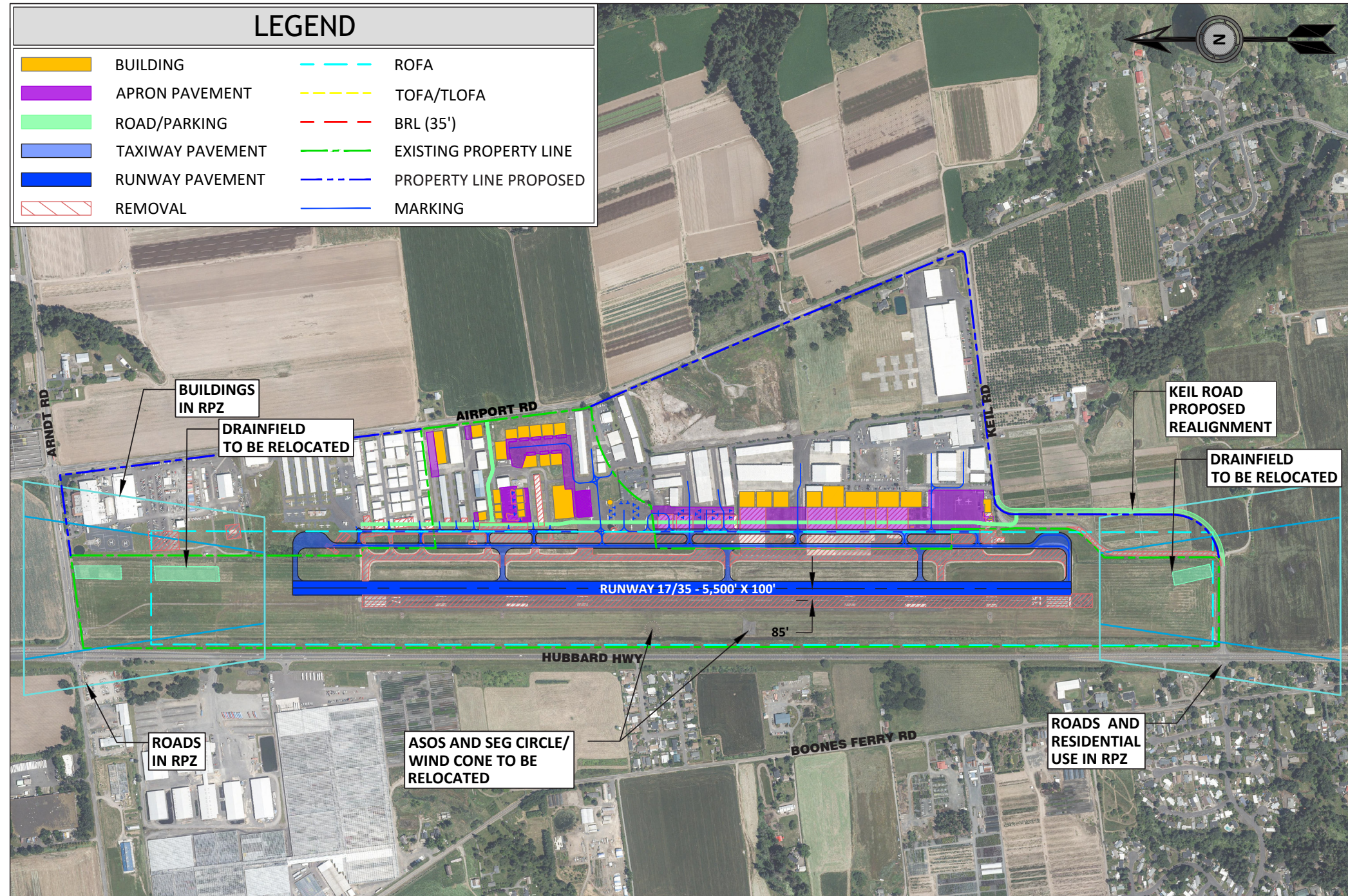






**REFINED ALTERNATIVE 2**

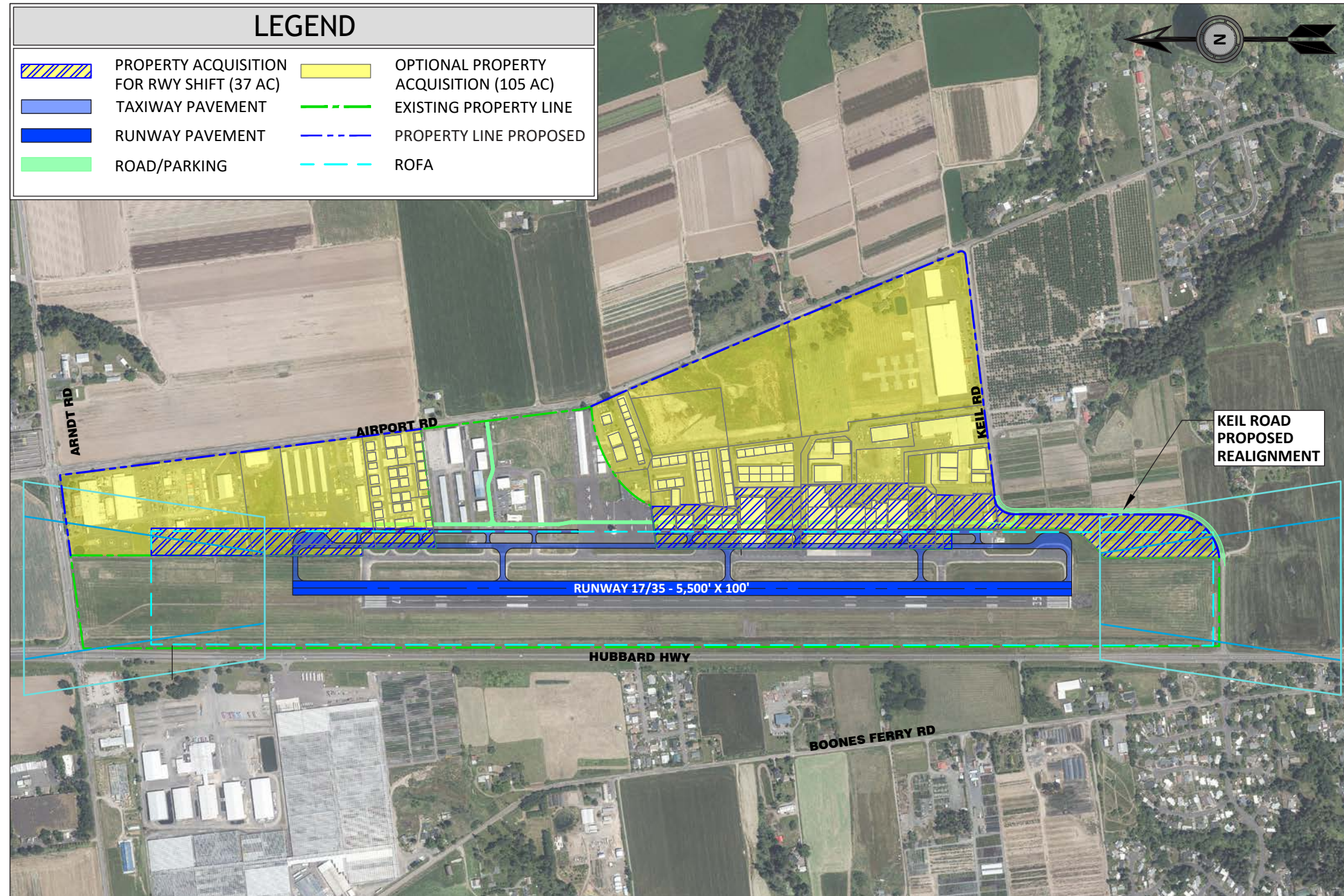
**Shift Runway East and Extend North to 5,500 feet  
OVERVIEW**



- Builds upon Preliminary Alternative 2
- Hubbard Highway remains on the current alignment
- Runway is shifted 85 feet east to clear the ROFA
- Extends Runway 497 feet north to a total length of 5,500 feet
- Includes a full length parallel taxiway and vehicle service road west of Taxiway A to address direct runway access and VPD issues
- Identifies 37 acres of property acquisition to facilitate shifting the runway and the construction of parallel taxiway and vehicle service
  - » No properties west of Hubbard Highway are impacted
- Identifies 105 acres to be purchased as aeronautical reserve if available
- South apron aeronautical properties are acquired, and hangars removed to accommodate shifted runway, parallel taxiway and vehicle service road
  - » 242,000 square feet of existing hangar space removed
    - Includes 5,000 square foot FBO building
- New hangars constructed along south apron at appropriate setback from parallel taxiway and vehicle service road
  - » 142,000 square feet of new hangar space
    - Includes 5,000 square foot FBO building
- North landside area redesigned to accommodate parallel taxiway and vehicle service road
  - » 35,000 square feet of existing hangar space is removed
  - » 143,000 square feet of new hangar space
  - » 27 small aircraft tiedowns
  - » No helicopter parking
  - » 1 large aircraft pull-through parking positions
  - » ATCT to be relocated pending further study
- Reroutes Keil Road to clear ROFA and TOFA
- ASOS, segmented circle/windsock in the ROFA, and drain fields in the RSA to be relocated pending further study

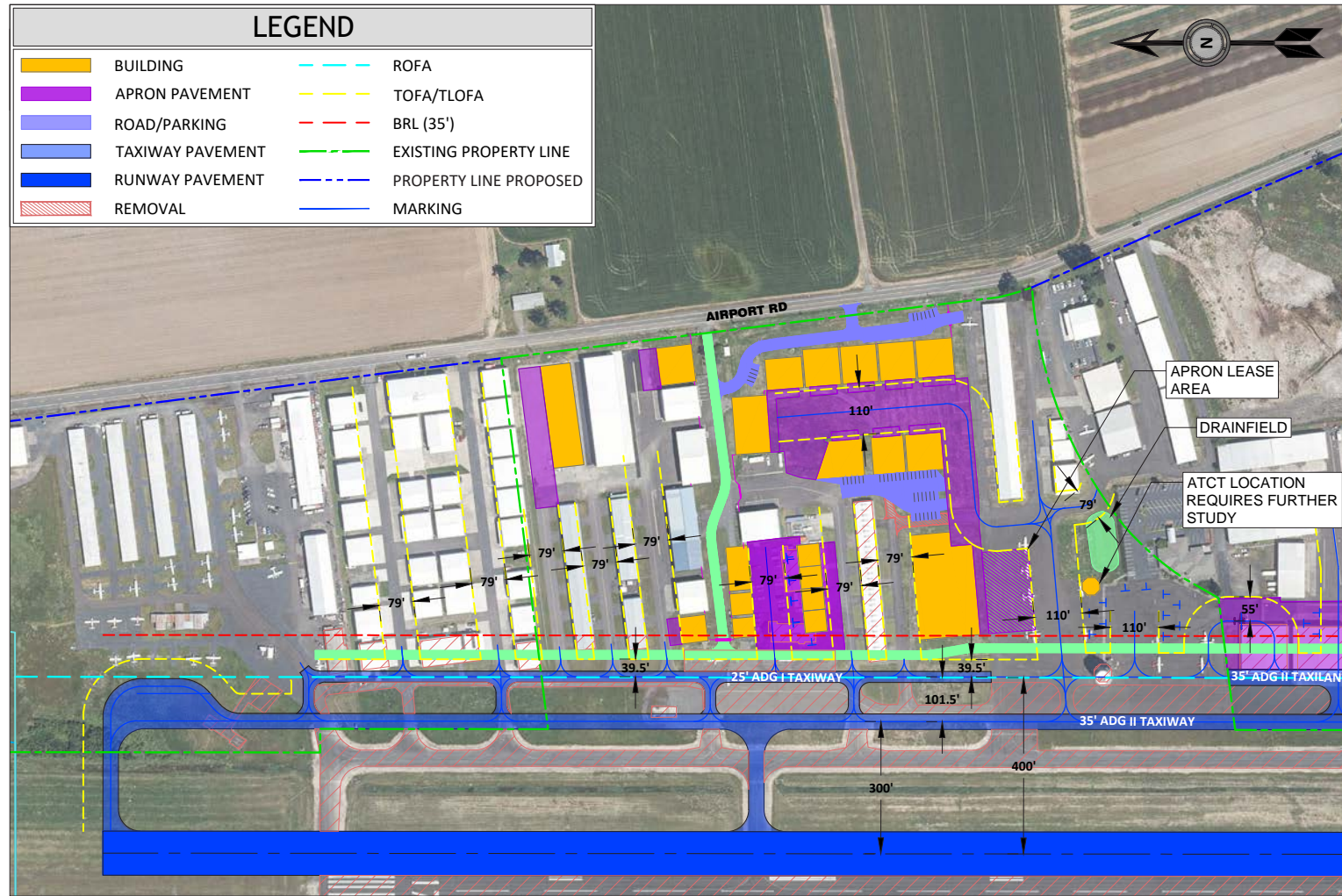
REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet  
PROPERTY OVERVIEW



REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet  
LANDSIDE NORTH



REFINED ALTERNATIVE 2

Shift Runway East and Extend North to 5,500 feet  
LANDSIDE SOUTH

