

# Agenda

- I. Welcome & Introduction – Port Staff
- II. Pavement Condition Assessment Process – WSDOT
- III. FAA Grant Process & Considerations – FAA
- IV. Pilot Perspectives:  
Jefferson County Pilots Association (Presentation)  
Aircraft Owners & Pilots Association (AOPA)
- V. Design & CA Process – Reid Middleton
- VI. Public Comments & Questions  
*(note: Public Comments limited to 3 minutes per person)*
- VII. Closing/Next Steps



# Port of Port Townsend Jefferson County International Airport Runway Rehabilitation

Public Open House – October 5<sup>th</sup>, 2017

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# Introduction

## Meeting Goals

- Better Understand Citizen & Pilot Concerns & Explain Project Need/Timing
- Explain The Pavement Condition Analysis Process
- Explain The Rationale(s) For The Project As Programmed
- Hear Pilot Concerns & Suggestions Regarding:
  - Future construction schedule
  - Mitigating impacts to airport users

# Introduction



Port of Port Townsend Jefferson County International Airport Runway Rehabilitation – October 5<sup>th</sup>, 2017

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# Introduction

- Runway History
  - Original construction
  - Slurry coat
- Rehabilitate Runway
  - 3,000' x 75' runway
  - Improve safety by relocating midfield taxiway

# Pavement Condition Assessment Process

Presentation by WSDOT

# Pilot Considerations

## Jefferson County Pilots Association (Presentation)

# Pilot Considerations

## AOPA (Presentation)



# FAA Grant Process & Considerations

Presentation by FAA

# FAA Grant Process & Considerations

- The FAA's Airport Capital Improvement Program (ACIP) Goals
  - Consistency of Product to customers
  - Better identification of sponsor needs
  - Greater communication between agencies
  - Establish Predictability
  - Timelines of information transfer
  - More structural process
  - Develop greater confidence in planning
  - More realistic look at airports

# Design & CA Process

- Design Process
  - Information Gathering
  - Analysis
  - 30% Design
  - 60% Design



Port of Port Townsend Jefferson County International Airport Runway Rehabilitation – October 5<sup>th</sup>, 2017

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# Design & CA Process

- Information Gathering & Background
  - Existing Conditions
  - Review Fleet Mix & Use
  - Geotechnical Field Investigation
    - Identify site soil properties and subsurface conditions
  - Environmental Review
    - Identify environmental considerations
  - Code & Criteria Review

# Design & CA Process

- Analysis & Design
  - Pavement & Cross Section Analysis
    - Existing design section 9" subbase, 4" base course, 2" asphalt pavement
  - Erosion Control Design
  - Runway Slope & Cross Sections
  - Identify Any Required Storm Drainage Modifications
  - Identify Required Lighting Or Electrical Modifications

# Design & CA Process

- Analysis & Design
  - AC 150/5300-13A Airport Design
  - AC 150/5320-5D Airport Drainage Design
  - AC 150/5320-6E Airport Pavement Design & Evaluation
  - AC 150/5340-1L Standards for Airport Markings
  - AC 150/5340-18F Standards for Airport Sign Systems
  - AC 150/5340-30H Design & Installation Details for Airport Visual Aids
  - AC 150/5345-46E Specification for Runway & Taxiway Light Fixtures
  - AC 150/5050-8 Environmental Management Systems for Airport Sponsors
  - AC 150/5370-2F Operational Safety on Airports During Construction
  - AC 150/5370-10G Standards for Specifying Construction of Airports
  - Department of Ecology Stormwater Regulations
  - Local Stormwater Regulations & Code Requirements
  - Other Codes & Regulations

# Design & CA Process

- Design Process
  - 30% Design
    - Shed vs Crown Slope Designs for Runway
    - Any stormwater and electrical modifications required
    - Relocate midfield Taxiway B
    - Construction Safety and Phasing Plan
    - Runway Safety Certification
    - Analysis for NAVAID and Airspace Impacts
    - Obstruction Analysis and Action Plan
    - Cost estimates
  - Public Meeting To Be Held Following 30% Design

# Design & CA Process

- Design Process
  - Modification to Standard Process
    - Shed or Crown Slope Decision
  - 60% Design
    - Design for selected cross slope and midfield Taxiway relocation
    - Design of pavement marking
    - Construction Safety and Phasing Plan
    - Design for required stormwater and electrical modifications
    - Review of permit requirements



# Design & CA Process

- **Schedule**
  - 30% Design complete late 2017, early 2018
  - 60% Design complete April 2018
  - Final Design complete winter 2019
  - Construction summer 2019

# Q&A

## Questions and Discussion