

# City of Brookings

# WORKSHOP Agenda

## **CITY COUNCIL**

**Monday December 16, 2013, 4:00pm**

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

### **A. Call to Order**

### **B. Roll Call**

### **C. Topics**

1. Presentation by Border Coast Regional Airport Authority staff on Del Norte County Terminal Replacement and Runway Safety Area Improvement Projects. [City Manager/BCRAA, pg. 2]
  - a. PowerPoint presentation [pg. 3]
  - b. Project Description [pg. 19]
  - c. Project Timeline [pg. 23]
2. Salmon Run Golf Course Water Service. [PWDS, pg. 24]
  - a. Location Map [pg. 25]
  - b. Engineers Estimate for pump station and piping [pg. 26]

### **D. Council Member Requests for Workshop Topics**

### **E. Adjournment**

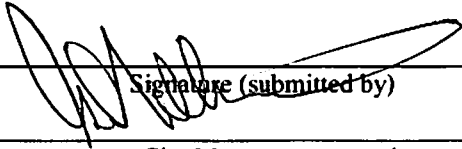
All public City meetings are held in accessible locations. Auxiliary aids will be provided upon request with advance notification. Please contact 469-1102 if you have any questions regarding this notice.

**CITY OF BROOKINGS**

**COUNCIL WORKSHOP REPORT**

Meeting Date: December 16, 2013

Originating Dept: City Manager

  
\_\_\_\_\_  
Signature (submitted by)  
\_\_\_\_\_  
City Manager Approval

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**Subject:** Del Norte County Airport Terminal and Runway Safety Area Projects

**Background/Discussion:**

Representatives of the Border Coast Regional Airport Authority will be present to update the City Council on the status of the Del Norte County Airport Terminal and Runway Safety Area projects.

**Attachment(s):**

- a. PowerPoint presentation.
- b. Runway Safety Area Project description.
- c. Runway Safety Area Project timeline.

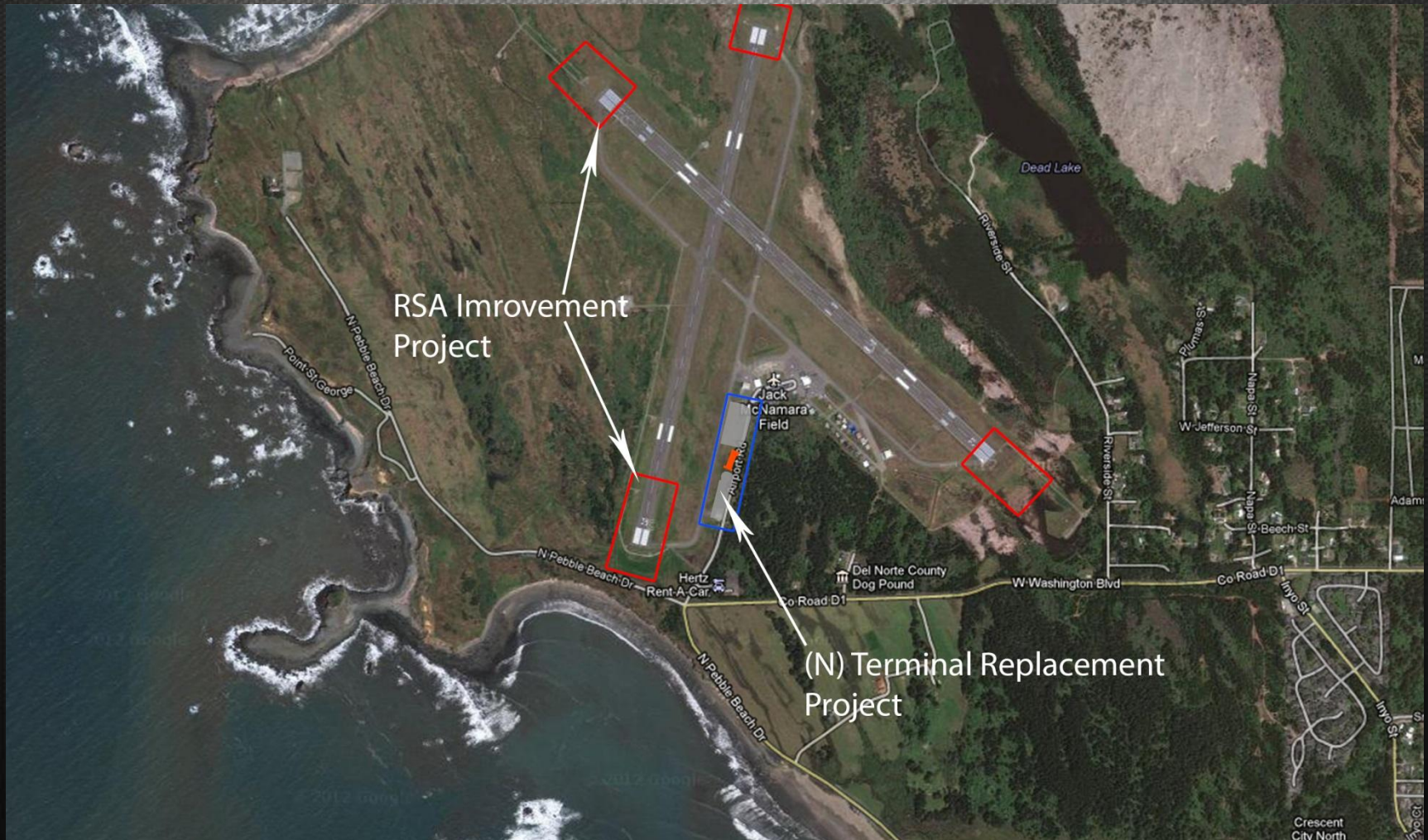
# Del Norte County Regional Airport

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Runway Safety Area Improvement Project  
&  
Terminal Replacement Project



# Project Site Map





## Runway Safety Area Improvement Project

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An RSA is the surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.”

The 2006 Federal Department of Transportation Appropriations Act requires that every commercial airport meet the improved RSA Safety Area standards by December 31, 2015.









## Runway Safety Area Improvement Project

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- There is an immediate need for additional environmental work to meet permit conditions requiring an additional \$600,000-800,000 beyond what is currently available in FAA grant funding. This work must be accomplished in the first quarter of 2014 prior to any grant award for the RSA project.

It was hoped that the additional mitigation site work (\$600,000-\$800,000) for the RSA project could be funded in the FAA 2013 grant cycle. However, due to Coastal Development Permit (CDP) issuance occurring in September instead of August, we were unable to obtain funding in that cycle. This has led to the need of immediate funding to complete that portion of the RSA project to satisfy permit conditions.



## Runway Safety Area Improvement Project

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- Staff will submit the additional mitigation site work to FAA with a request for funding along with the RSA construction grant application. There is not a guarantee that those funds will be awarded.
- The RSA work must be complete before December 31, 2015
- The RSA project must come before the terminal project
- RSA Construction Bidding will be in early 2014
- FAA Grant Application, based on bids, will be submitted in Spring, 2014. We have an FAA “Intent to Fund” but we must be able to assure them that we will have the matching funds estimated at 1 million, which is 5% of the total estimated cost of 20 million.
- FAA Grant award for the RSA project is anticipated by June, 2014.
- RSA Construction is anticipated to begin in Fall, 2014

## Terminal Replacement Project Statistics

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- 14,000 SF Terminal
- Continued service for EMB-120
  - Current Aircraft used to service CEC – 30 Passengers
- Can be expanded to serve Q-400
  - Larger Aircraft
  - Airport could be modified to use Q-400
  - Seats 71 Passengers



# Terminal Replacement Project – *Artist's Rendering*





# Terminal Replacement Project – *Artist's Rendering*





# Terminal Replacement Project – *Artist's Rendering*





## Terminal Replacement Project – *Artist's Rendering*



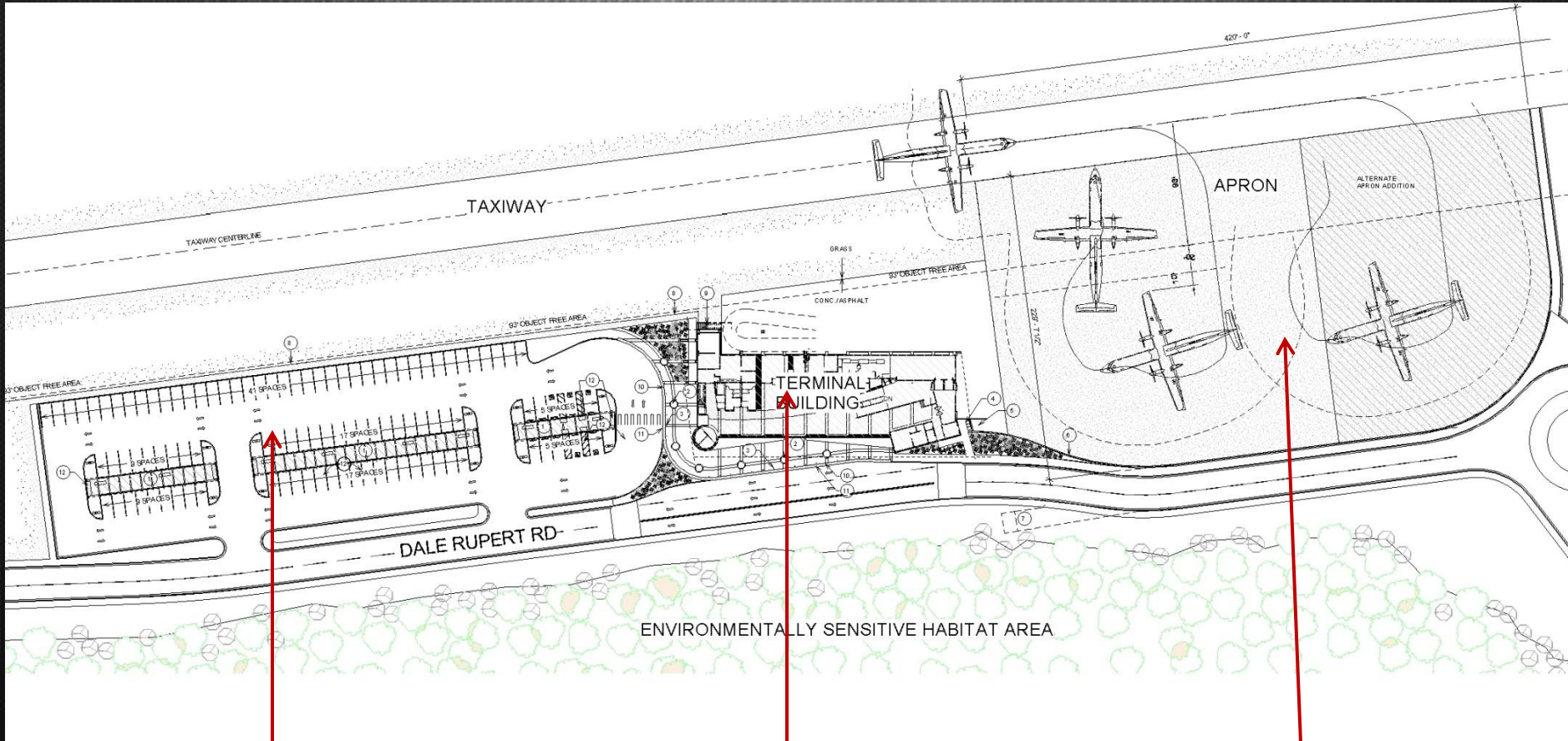


# Terminal Replacement Project – *Artist's Rendering*





# Terminal Replacement Project – Site Plan



New Parking Lot  
Parks 180 Cars

New Terminal

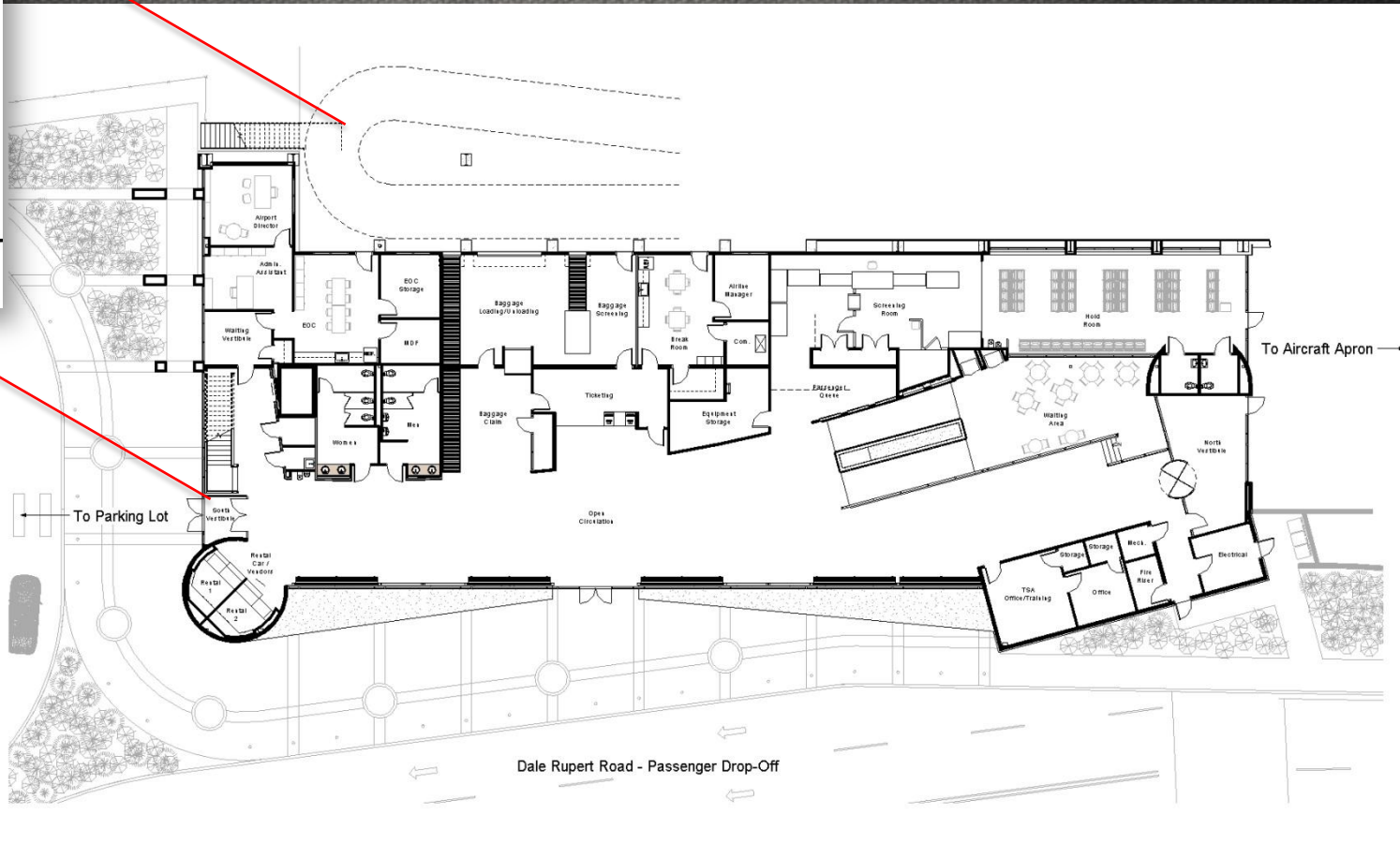
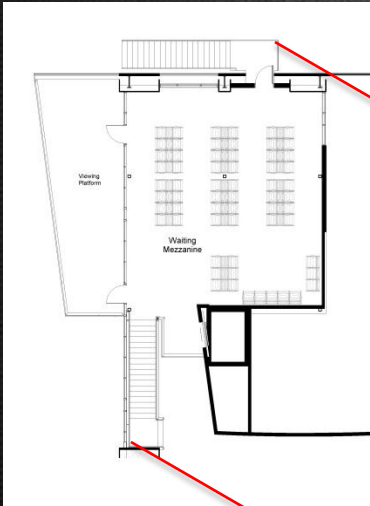
Aircraft Apron  
Supports 2 EMB-120's



# Terminal Replacement Project – Floor Plans

Mezzanine Floor Plan (2<sup>nd</sup> Floor)

First Floor Plan



The terminal project is contingent on completion of the RSA project

To date, \$2,600,000 has been spent on the RSA project with the 5% match being paid through airport funds (\$113,737) and ODOT Connect Oregon III Rural Airport grant funds (\$16,263)

To date, \$2,900,000 has been spent on the Terminal project with the 5% match being paid through airport funds (\$139,000) and ODOT Connect Oregon III Rural Airport grant funds (\$6,000)



The Border Coast Regional Airport Authority currently has two major projects in the works:

***Runway Safety Area Improvement Project:***

The 2006 Federal Department of Transportation Appropriations Act requires that airport sponsors that own or operate commercial airports certified under 49 U.S. Code Sec. 4706 ensure that Runway Safety Areas meet current Federal Aviation Administration (FAA) design standards required by Federal Aviation Regulations by December 31, 2015. A Runway Safety Area (RSA) is a defined surface surrounding a runway that enhances the safety of and reduces the risk of damage to airplanes in the event of an undershoot (aircraft landing short of the runway), an overshoot (aircraft landing on the runway but not able to stop on the runway), or an excursion from the runway (aircraft moving off the runway to the right or left). RSAs provide accessibility for firefighting and rescue equipment responding to such locations. The requirements for RSA compliance was instigated by aircraft accidents that resulted in passenger and crew injuries and fatalities and millions of dollars in property damage.

The FAA has determined that the existing RSAs at Del Norte County Regional Airport (CEC), do not meet current FAA design standards and unless the airport brings its RSAs into compliance with federally mandated design standards by the end of 2015, the airport could lose its federal certification to operate as a commercial facility.

The RSA construction will be accomplished by filling and grading the uneven terrain (humps and depressions) that exceed the allowable FAA RSA gradient requirements along the length and ends of the runways. The RSA will be graded to provide a smooth transition, for airplanes and Fire Rescue vehicles, with minimal change in elevation and surface variation, from the paved runway surface to compacted mowable ground cover.

Runway 11/29 improvements include:

- Non-standard objects or conditions would be relocated, removed or otherwise addressed. Non-standard objects or conditions include variations in terrain within the RSAs that will be filled and graded.
- Adjustment will be made to the existing Runway End Identifier Lights for Runway 11/29 to account for changes in grade.
- Adjustment will be made to the existing Instrument Landing System for Runway 11/29 to account for changes in grade.
- Grading will occur on both the sides and ends of Runway 11/29.

Runway 17/35 improvements include:

- Non-standard objects or conditions will be relocated, removed, or otherwise addressed. Non-standard objects or conditions include variations in terrain within the RSAs that would be filled and graded.
- Adjustments will be made to existing Runway End Identifier Lights and runway threshold location for Runway 17.
- A section of utility road passing through the approach zone of Runway 35 RSA will be removed.

- Grading on the ends of Runway 17/35.

Approximately 16 acres of wetland habitat will be impacted from construction activities of filling and grading. These wetlands are predominately located at the ends of Runways 11 and 29. These wetlands are found in topographic depressions among vegetation composed primarily of herbaceous emergent species. Water collects within these wetlands as it runs off of Runways 11 and 29. The features also collect water directly during precipitation events. This area ponds during the winter months. The wetlands found at the end of Runway 11 are associated with a large coastal dune wetland complex that surrounds the western end of the RSA project site and extends to the Pacific Ocean. Human disturbances within this area include airport routine maintenance, access roads and the installation of an instrument landing system/runway lights. Construction of the RSA will result in impacts to protected wetlands, environmentally sensitive habitat areas, and amphibian habitat. Wetlands under the jurisdiction of both the United States Army Corps of Engineers and the California Coastal Commission.

***This work will bring this Critical Public Transportation Facility into compliance with current federal airport design standards, allowing for current service and future air carrier capacity growth for the region.***

### ***Terminal Replacement Project:***

The CEC terminal replacement will consist of the construction of a new, airport passenger terminal (see Figure 2 – Proposed Terminal, Parking Lot and Road Improvements [Figure 2]). The new terminal is to be constructed along the west side of Dale Rupert Road. The terminal's orientation will afford a view of Castle Rock, a geologic feature located in the Pacific Ocean, approximately 0.75 miles southwest of the Project Site.

The new bi-level terminal is an elongated structure, with a rectangular building footprint, with the structure's longest axis having a north-south orientation, parallel to Dale Rupert Road. Dale Rupert Road, will serve as a passenger loading and unloading area (see attached architect drawings, Appendix A).

The new terminal building is to be bordered on the north side by an aircraft apron area, separated from pedestrian areas and Dale Rupert Road by a blast wall established to protect individuals from engine exhaust blast generated by aircraft maneuvering within the aircraft apron.

The proposed terminal will be adjoined on the south side by a parking lot, having a semicircular vehicle lane and secondary passenger loading and unloading area separating the terminal from the southern parking lot.

Softening landscaping will be established around the terminal and associated south parking area to provide aesthetic enhancement and comingle the terminal with the surrounding environs.

The project, in addition to a new terminal building, includes the following components:



### **New Aircraft Apron Area**

The construction of a new aircraft apron will address the following objectives:

- Provide a sufficiently sized and properly located commercial aircraft apron/ramp to accommodate the safe maneuvering of current and forecasted aircraft operations
- Address aircraft apron/ramp congestion at CEC, which is unsafe and limits and constricts aircraft movement
- Address aircraft delays which currently result in two commercial aircraft parked on the ramp at the same time, thereby obstructing general aviation (GA) ramp access to the self-fueling site
- Allow passengers to safely and efficiently board and disembark from aircraft by providing a separate commercial aircraft apron/ramp that will accommodate two aircraft parked adjacent to the terminal at the same time while staying clear of the GA ramp area
- Provide for a direct connection to the taxiway to allow for efficient aircraft taxiing to and from the runway system

### **New Surface Parking Lot**

The construction of a new surface parking facilities will address the following objectives:

- Provide for adequate, efficient, and secure vehicle parking for CEC users, passengers and employees
- Provide for the desired level of customer service and security to promote successful airport operation
- Establish parking areas that are compliant with TSA security requirements
- Establish a new surface parking area where airport patrons can have easy and safe access to the new airport terminal facilities
- Address existing demand of terminal passengers and airport tenants for expanded parking facilities at CEC while reducing peak holiday season parking issues

### **Realign Main Airport Access Road (Dale Rupert Road)**

The realignment of the existing airport access road will address the following objectives:

- Provide adequate circulation for all airport tenants to and from the airport
- Provide alternate access to the relocated terminal building and parking facilities, under all security conditions
- Create an airport access that meets or exceeds TSA high-alert security setback distance requirements for blast protection zones, security checkpoints and 300 foot restricted zone
- Create an airport access that meets or exceeds Del Norte County road standards and California Department of Transportation (Caltrans) 40-foot design standards
- Create a loop access road to efficiently direct vehicular traffic to the new terminal, north parking lot and Hangar Road
- Provide for safe and efficient traffic movement through the four-way intersection formed by Dale Rupert Road, Pebble Beach Drive and Washington Boulevard

### **Construction of a New Hangar Road**

The purpose of the new Hangar Road construction is to comply with FAA and TSA regulations requiring at least one alternative access to a terminal facility for safety and emergency response purposes. Construction of Hangar Road will comply with this requirement.

### **Stormwater Infrastructure**

The purpose of establishing stormwater infrastructure is to efficiently convey stormwater away from the hard surfaces of the Project Site to appropriate discharge locations, thereby mitigating safety hazards and operational impediments associated with excess water at the Project Site.

### **Sewer and Water Line Replacement**

The construction of a new sewer and water line will address the following objectives:

- Support the operation of a new CEC terminal
- Address the waste water handling issues associated with the operation of the proposed CEC terminal
- Efficiently convey the waste water effluent from the airport  
Update the existing waste water lines serving the airport and meet current fire suppression requirements

### **Implement Associated Infrastructure and Utilities**

The establishment of new infrastructure and utilities will address the following objectives:

- Support construction activities to be completed at the Project Site
- Provide for the infrastructure necessary to support the operation of the proposed CEC terminal
- Address the electrical power and water demands associated with the operation of the proposed CEC terminal
- Update the existing backup electrical power generator serving the airport

### **Ambulance Hangar Dismantling and Relocation Description**

The existing Del Norte Ambulance hangar, is to be dismantled, transported and reassembled at a new location at Jack McNamara airport. The site for the ambulance hangar relocation is known as the Striker Hangar Site and is a currently permitted hangar site.

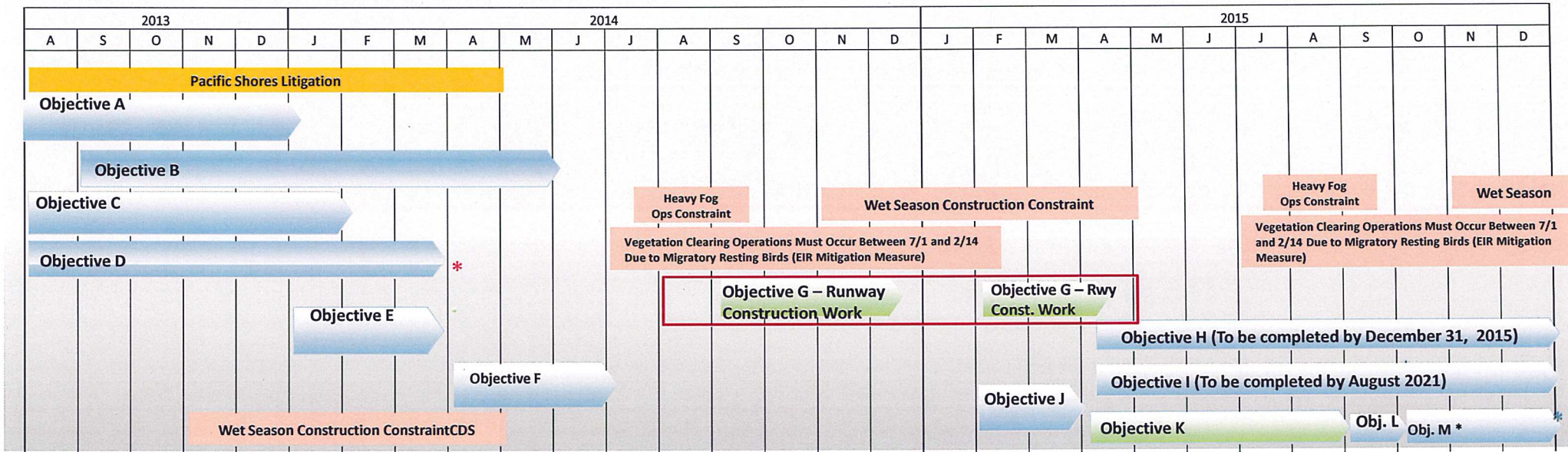
The FAA Headquarters, in Wash D.C., has determined that the RSA Project is a higher priority project for AIP funding than the Terminal Project and must be done first.





# Del Norte County Airport Improvement Program Implementation *Runway Safety Area (RSA) Project*

## Objectives Implementation Timeline (12-05-13)



\* Durations are subject to change based on Final Construction Safety and Phasing Plan (CSPP) submitted by URS, which will incorporate phasing implications of FAA installed NAVAIDS. Grading may occur at both runways in phase 1 in order to comply with vegetation clearing operations mitigation requirements and weather constraints. Intent is to import additional fill material during dry weather periods.

- Objective A:** Secure RSA Project Permit Approvals to Construct On-Airport Work
- Objective B:** Secure RSA Project Permit Approvals to Construct Off-Airport Wetlands Mitigation
- Objective C:** Finalize RSA Project Contract Documents
- Objective D:** Secure FAA Inter-Organizational Process/Project Approvals
- Objective E:** Bid RSA Project
- Objective F:** Apply for and secure RSA Project Construction Grants

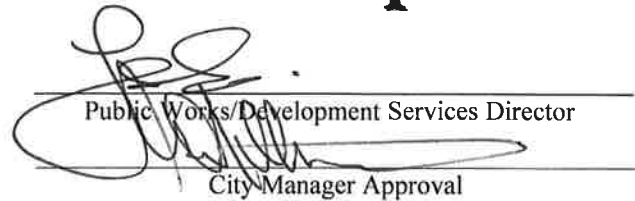
- Objective G:** Construct RSA Project
- Objective H:** Closeout RSA Project
- Objective I:** Perform On-Airport Post-Construction Biological Monitoring
- Objective J:** Bid RSA Wetlands Mitigation Project
- Objective K:** Construct RSA Wetlands Mitigation Project
- Objective L:** Closeout RSA Wetlands Mitigation Project
- Objective M:** Perform Off-Airport Post-Construction Biological Monitoring
- \* Schedule Duration Exceeds Timeline

**CITY OF BROOKINGS**

**Council WORKSHOP Report**

Workshop Date: December 16, 2013

Originating Dept: PW/DS

  
Public Works/Development Services Director  
City Manager Approval

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Subject: Golf Course Water Update

Recommendation: Discussion on water conveyance issues and costs from the point of diversion location at South Coast Lumber property to the golf course.

Financial Impact: The cost to install a surface extraction pump system and piping to the entrance of the Golf Course is estimates at \$320,000 plus electrical starting at \$60,000 for a total cost of at least \$380,000.

Background/Discussion: Staff investigated the installation costs for a surface water pump and piping at the South Bank Chetco River /South Coast Lumber property and terminating the piping at the entrance of the golf course. Please refer to Attachment A for site location. The proposed South Coast Lumber property and location of temporary surface water extraction rights is roughly one-half mile east from the entrance to the golf course and the nearest Coos Curry Electric power supply is more than one-half mile west. Although a remote site, it is possible to provide power via a series of poles with three phase power supply. Walt Jurczenko at Coos Curry Electric said a ball park estimate for 3,600 feet of power extension including poles, transformer and wiring costs would start at \$65,000. A surface water pump equipped with fish screen, motor, one-half mile of piping and appurtenances would cost \$320,000 per engineer's estimate.

Location 2 shown on Attachment A was investigated also as a potential pump site. Although this site is closer to a 3 phase power supply, there are issues with transferring the Chetco River water right to this location. The Oregon Water Resources Department, also the permitting agency, stated that the surface water extraction right is for the Chetco River only. Locating a well site away more than 500 feet from the river would require the City to prove the well was extracting surface water from the Chetco River. The agency also had concerns about the proximity to Jack's Creek. Jack's creek experiences little to no flow in the summer and is not available for use for a water supply. Oregon Water Resources Department will not allow for any extraction affecting Jack's Creek.

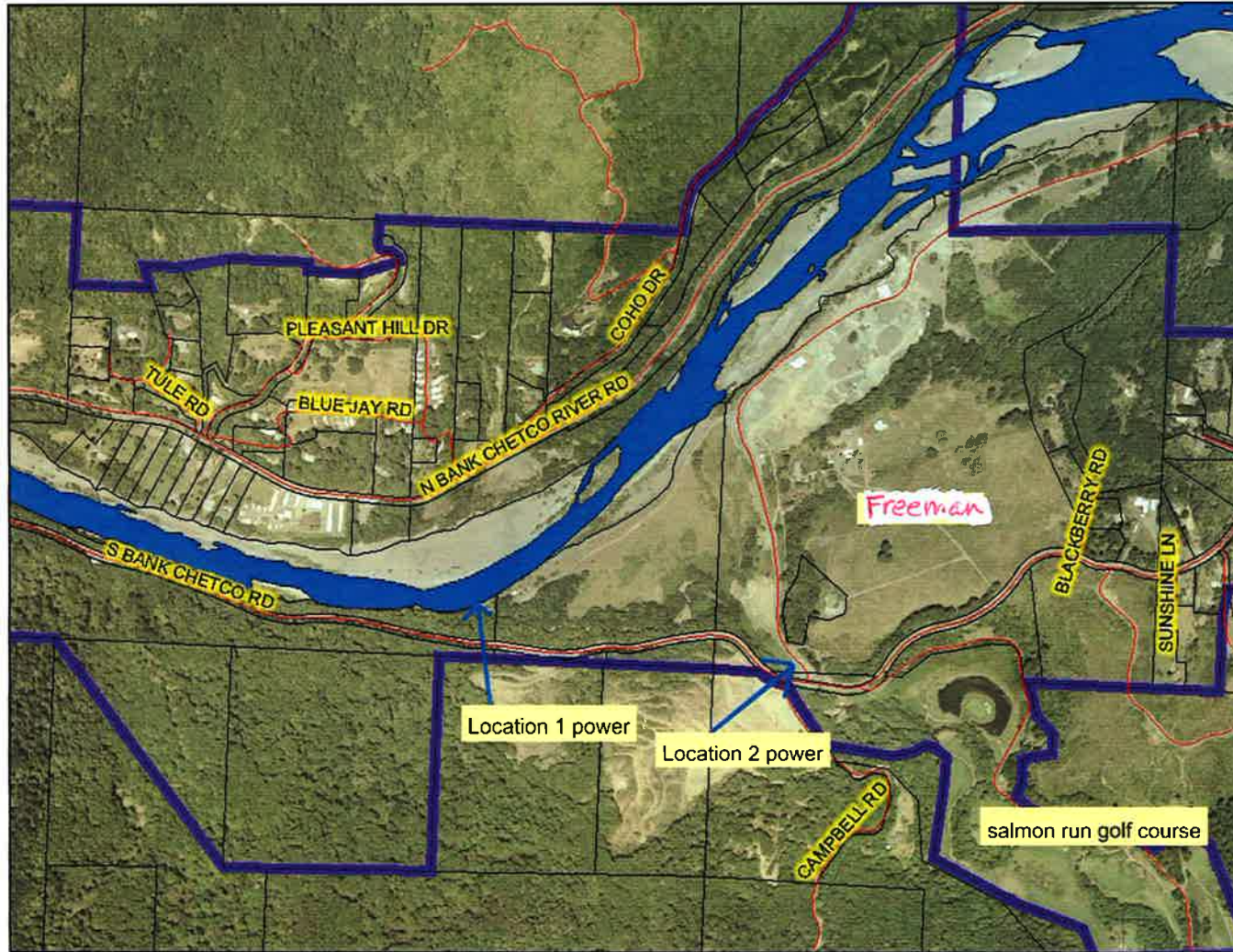
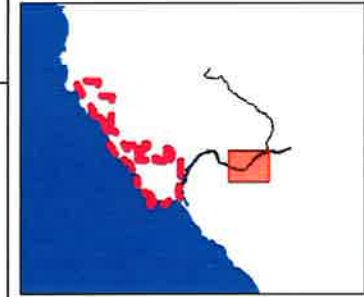
Staff is seeking input on whether to proceed with recommending a budget for 2014/15 for \$400,000 for water development at the South Coast Lumber property for the golf course.

Attachment(s):

- a. Location map for potential pump sites
- b. Engineer's estimate for pump station and piping only



# Curry County Enterprise GIS



## Legend

- RIVERS
- ROADS
- PARCELS
- URBAN GROWTH BOUNDARY
- OCEAN

Walt,  
I am trying to identify the level of effort of BALL park cost to run power to each location shown herein  
Thanks!

0 1200 2400 3600 ft.

Map center: 42° 3' 56" N, 124° 13' 27" W



Scale: 1:12,338

This map is a public resource of general information. Use this information at your own risk. Curry County makes no warranty of any kind, expressed or implied, including any warranty of merchantability, fitness for any particular purpose or any other matter.

Attachment A

<b>PRELIMINARY COST ESTIMATE</b>					
<b>City of Brookings</b>					<b>D</b>
<b>Golf Course Irrigation Supply (Based on TFE Plan)</b>					
Project No. 145.00D					June 23, 2012.
No.	Item	Quantity	Unit	Unit Price (\$)	Total Price (\$)
1	Constr. Facilities & Temp. Controls	1	LS	\$15,000	\$ 15,000
2	Temporary Protection & Dir. of Traffic	1	LS	\$6,400	\$ 6,400
3	Demolition & Site Preparation	1	LS	\$5,000	\$ 5,000
4	Foundation Stabilization	30	CY	\$40	\$ 1,200
5	AC Pavement R & R	500	LF	\$15	\$ 7,500
6a	6-inch Waterline - Class I/II Backfill	500	LF	\$25	\$ 12,500
6b	6-inch Waterline - Class III Backfill	2000	LF	\$35	\$ 70,000
6c	6-inch Waterline - Class IV Backfill	500	LF	\$40	\$ 20,000
6d	6-inch DIP Waterline - Bridge Crossing	100	LF	\$100	\$ 10,000
7	6-inch Gate Valve	2	Each	\$800	\$ 1,600
8	6-inch Elbows / Fittings	12	Each	\$250	\$ 3,000
9	Air Release Valve	1	Each	\$1,800	\$ 1,800
9	Pump Station	1	LS	\$40,000	\$ 40,000
10	3" Electrical Conduit	3000	LF	\$8	\$ 24,000
11	6" Intake with fish screen	1	Each	\$10,000	\$ 10,000
12	Electrical Service	1	LS	\$8,000	\$ 8,000
<b>Construction</b>					<b>\$ 236,000</b>
<b>Contingency</b>					<b>\$ 23,600</b>
<b>Permitting</b>					<b>\$ 6,000</b>
<b>Engineering</b>					<b>\$ 47,200</b>
<b>Admin / Legal</b>					<b>\$ 7,200</b>
<b>TOTAL PROJECT COST</b>					<b>\$ 320,000</b>

## Notes.

1. Costs are based on public procurement process.
2. Conductors within electrical conduit have not been included.
3. Pump station includes fiberglass enclosure.
4. Assumption of waterline route assumes 500 LF being located within county road.  
Assume total length of new waterline / conduit at 3,000 lineal feet.





