

Grant Road Realignment

Based on preliminary information – Subject to Change – Dec. 11, 2006

PRELIMINARY GRANT ROAD REALIGNMENT ALTERNATIVES ANALYSIS

	Alternative 1 Extend Runway to the NW and realign Grant Road	Alternative 2 Extend Runway to the NW and grade separate Grant Road	Alternative 3 Extend runway to the SE and realign Van Well Ave.	Alternative 4 Extend runway to both the NW and SE
Cost	<ul style="list-style-type: none"> ▪ \$6 Million (need to refine estimate based on surveying) 	<ul style="list-style-type: none"> ▪ \$10 Million + (cost does not include relocation of irrigation, water, and sewer, reconnection of Union Street and associated real estate costs) 	<ul style="list-style-type: none"> ▪ \$20.3 Million (cost estimate from USKH report completed Jan. 2006, does not include the cost to realign Grant Road and reestablish the Union Street connection) 	<ul style="list-style-type: none"> ▪ A cost estimate has not been prepared for this alternative, however, with the additional real estate costs and impacts to Grant Road, Union Street, Van Well Avenue, and 10th Street SE, it is assumed that this alternative would be nearly the cost of Alternative 3.
Major Improvements	<ul style="list-style-type: none"> ▪ Relocate Grant Road approximately 1600 feet north. ▪ Reestablish Union Street connection. ▪ Extend runway 600 feet to the NW (not included in estimate). 	<ul style="list-style-type: none"> ▪ Construct approximately 1500 foot tunnel ▪ Lower grade of Grant Road on the approaches to the tunnel. ▪ Reestablish Union Street connection ▪ Reestablish irrigation, water, sewer utilities. ▪ Extend runway 600 feet to the NW (not included in estimate). 	<ul style="list-style-type: none"> ▪ Relocate Van Well Avenue approximately 900 feet south. ▪ Relocate Grant Road approximately 500 feet north (not included in estimate) ▪ Relocate a portion of 10th St SE. ▪ Reestablish Union Street connection (not included in estimate) ▪ Extend runway 1300 feet to the SE (included in estimate) 	<ul style="list-style-type: none"> ▪ Relocate Grant Road approximately 1000 feet to the north. ▪ Relocate Van Well Avenue 300 feet south. ▪ Relocate a portion of 10th St SE. ▪ Reestablish Union Street connection. ▪ Extend runway approximately 700 feet to the SE.

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<p>Key Points</p>	<ul style="list-style-type: none">▪ Least cost alternative▪ Impacts eight residences west of Union Street.▪ Consistent with Airport Master Plan's long-term recommendation.▪ Provides development opportunities within the industrial service area.▪ Among the property owners impacted by this alternative two have made known their support thus far including Mr. Batterman and Mr. Snyder.▪ The location of the CA facility within the RPZ has been approved by the FAA and does not preclude development of a future CA facility.▪ This alternative utilizes the 600 feet of existing runway currently designated as taxiway.	<ul style="list-style-type: none">▪ High cost alternative▪ There are significant complications with the reconnection of Union Street and Grant Road and relocation of existing water, irrigation, and sewer utilities.▪ Because of the limited access points to Grant Road, this alternative may preclude or limit development opportunities within the industrial services area north of Grant Road.▪ This alternative utilizes 600 feet of existing runway currently designated as taxiway.	<ul style="list-style-type: none">▪ Highest cost alternative▪ Requires the purchase of seven residential properties.▪ Requires approximately 2 million cubic yards of fill.	<ul style="list-style-type: none">▪ High cost alternative and high impact to adjacent property owners.▪ Due to the shape of the Runway Protection Zone (RPZ), shifting the RPZ south impacts more property owners in the neighborhood west of Union Street and may preclude further development on land remaining north and east of the realigned Grant Road.▪ Requires approximately 1 million cubic yards of fill.▪ This alternative utilizes the 600 feet of existing runway currently designated as taxiway.
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