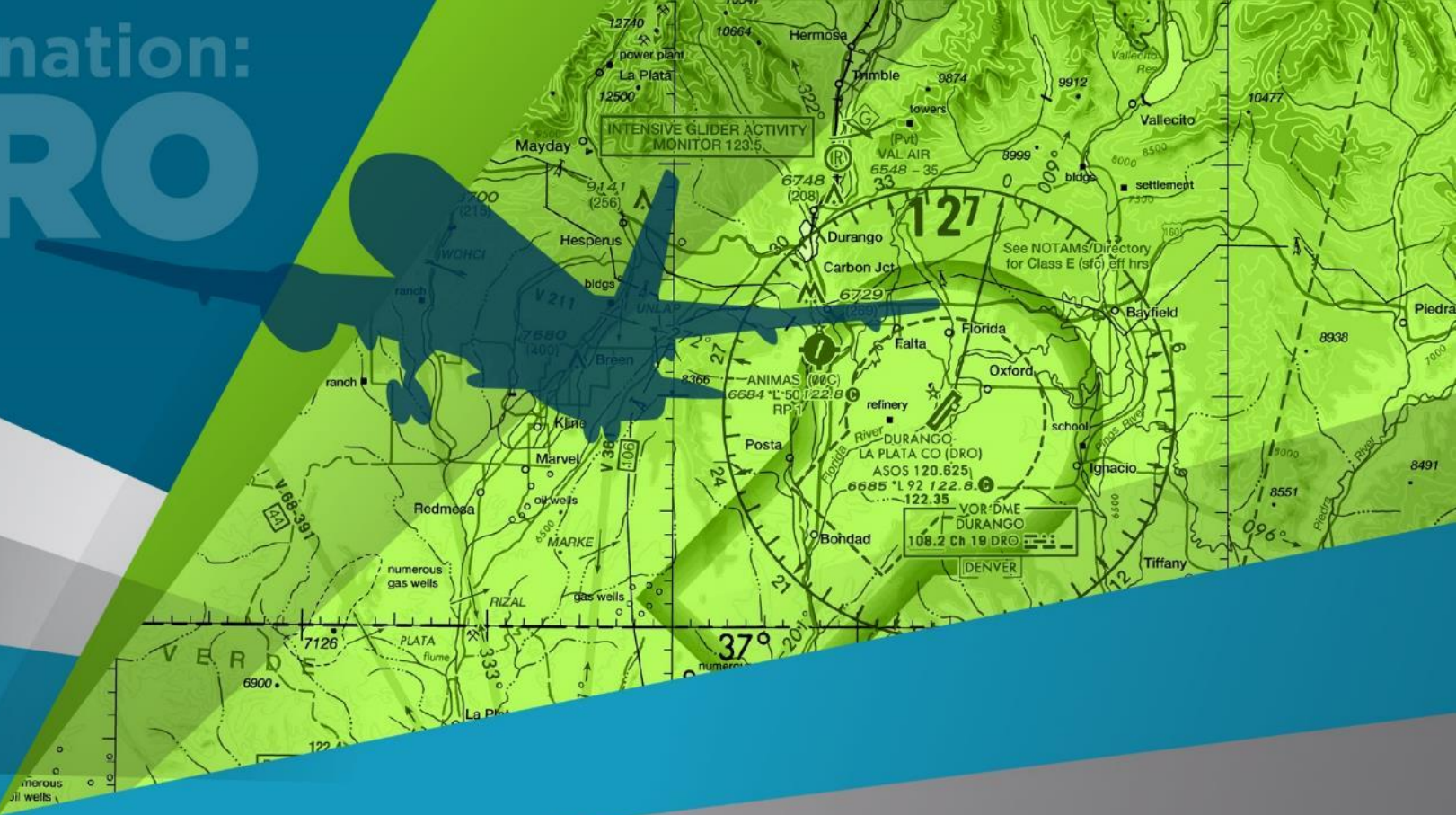


Destination:  
**DRO**



# ENVIRONMENTAL ASSESSMENT



AIRPORT ADVISORY COMMISSION  
APRIL 21, 2016

# AGENDA

- 1 Environmental Assessment (EA) Process
- 2 Master Plan Recommendations
- 3 Proposed Actions
- 4 EA Study Categories
- 5 Public Outreach & Next Steps





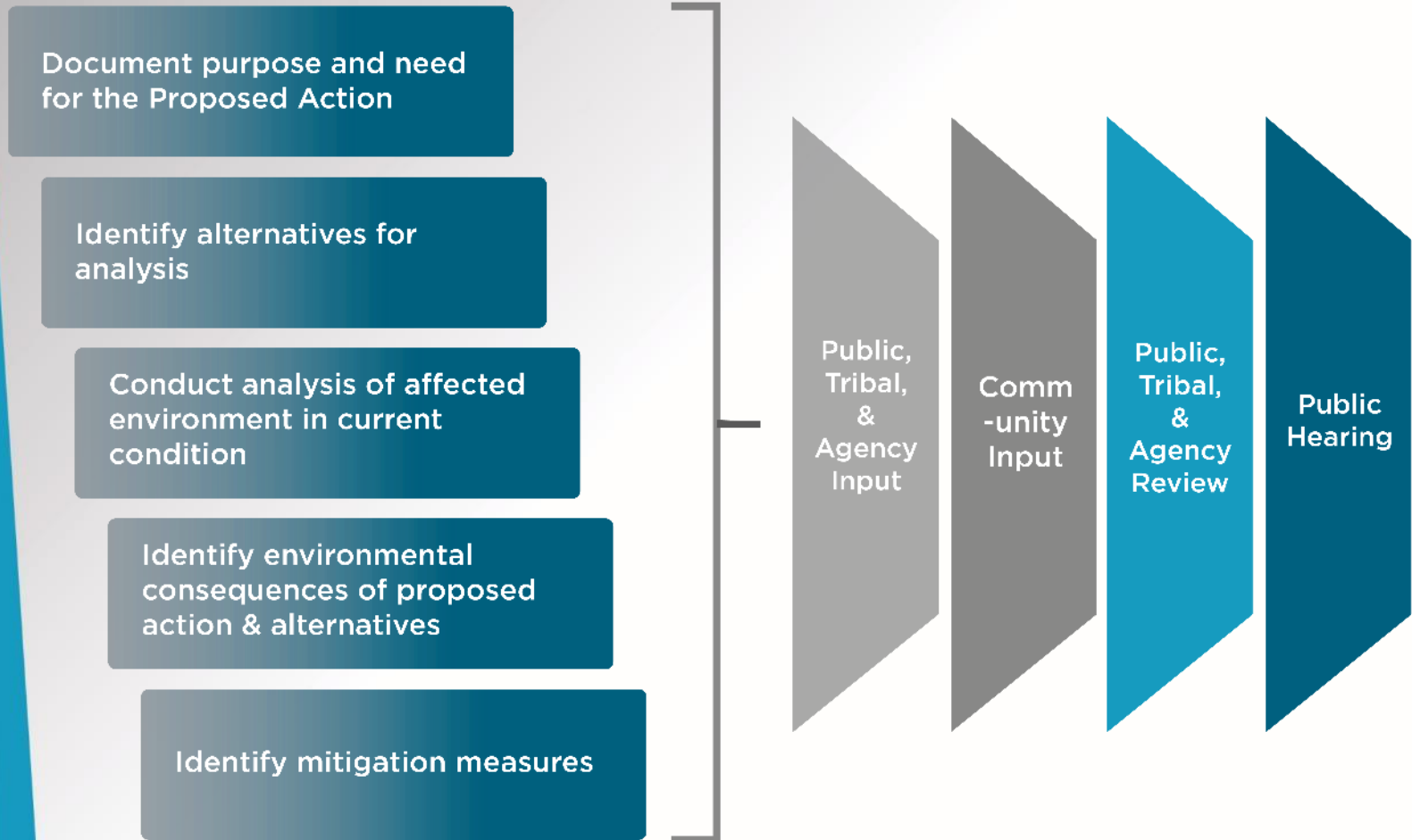


# » THE ENVIRONMENTAL ASSESSMENT PROCESS

# Why is an Environmental Assessment (EA) necessary and what is its purpose?

- The National Environmental Policy Act (NEPA) is a *procedural law* that applies to federal agencies including the FAA
- The objective of NEPA is informed decision making through full disclosure and documentation
- It is designed to promote coordination and communication with agencies and the public
- The *purpose of the EA* is to determine if a project has the potential to significantly affect the environment

# The EA will be a coordinated effort with public input gathered throughout the entire process.....



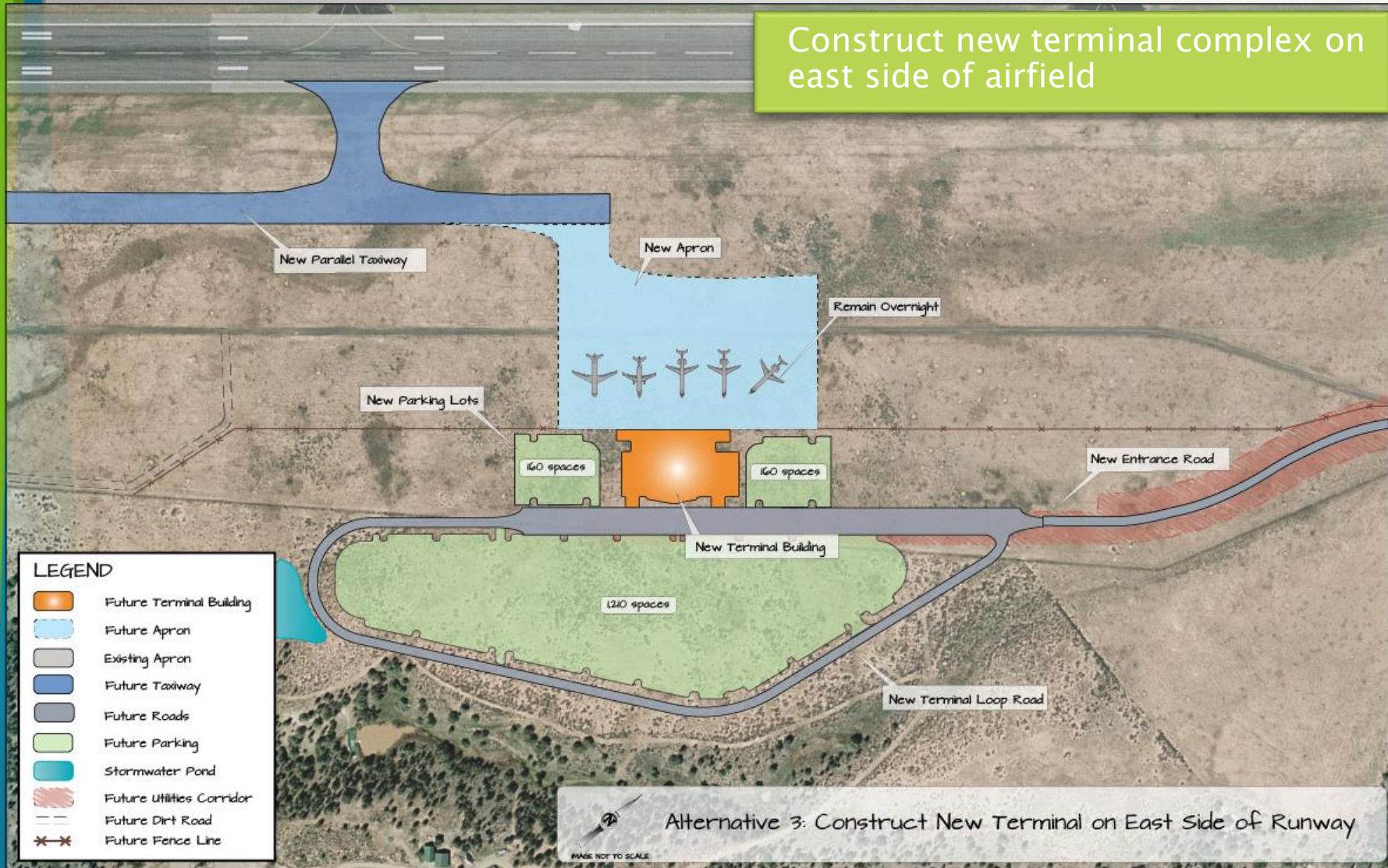


# » MASTER PLAN RECOMMENDATIONS



# MASTER PLAN PREFERRED ALTERNATIVE:

Construct new terminal complex on east side of airfield





# TERMINAL THEMES

AIRSIDE

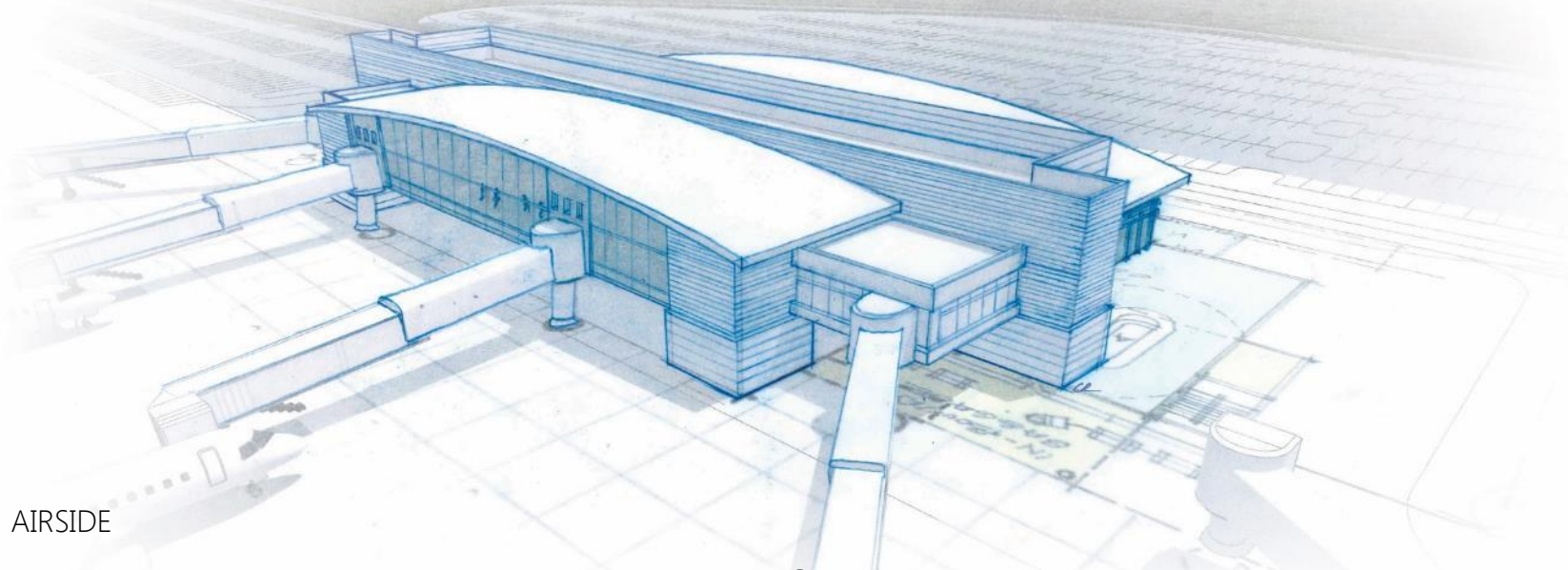
CONTEMPORARY PIONEER

LANDSIDE

**RS&H**  
**AVIATION**

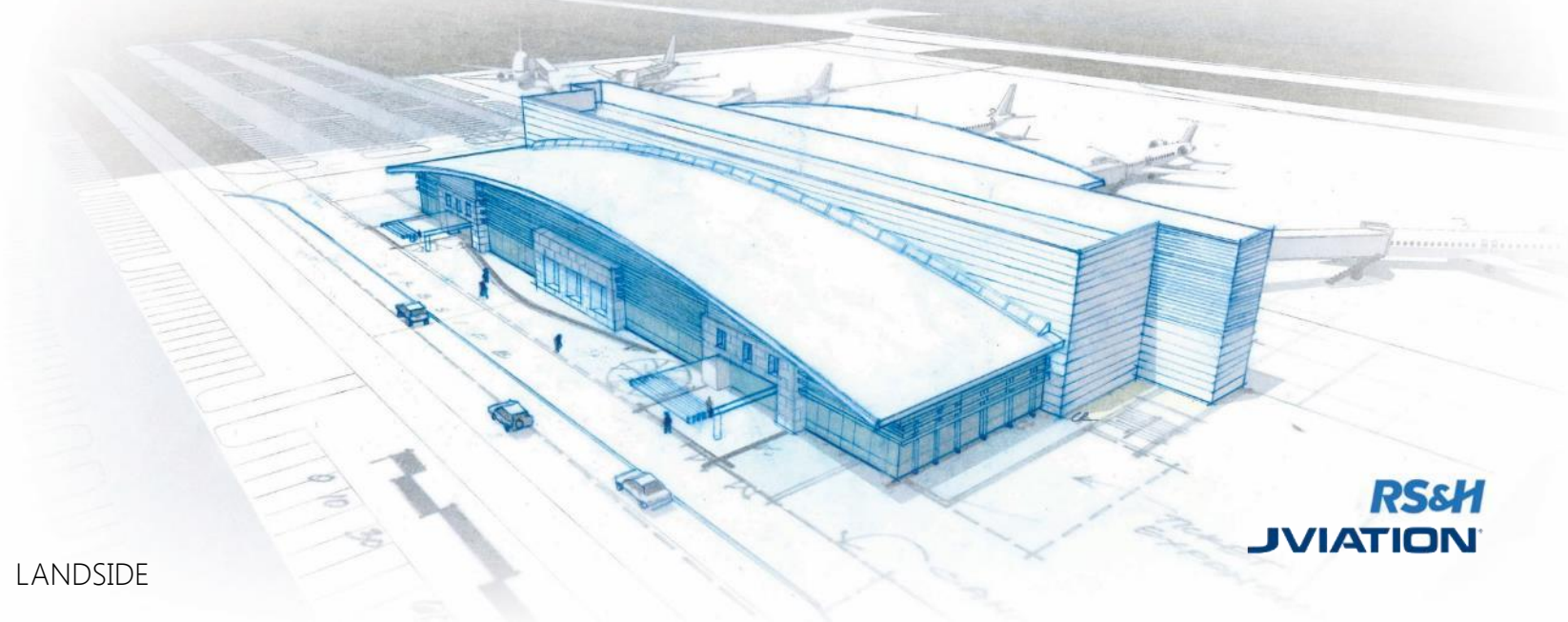


# TERMINAL THEMES



AIRSIDE

NATURAL SIMPLICITY



LANDSIDE

# TERMINAL THEMES

AIRSIDE

TIMELESS TECH

LANDSIDE

**RS&H**  
**AVIATION**



# TERMINAL TIMELINE

Based upon the analysis of needs and constraints of future long-range terminal development on the west side, the best alternative is to relocate terminal facilities to the east side of the airport.





# » PROPOSED ACTIONS



## PURPOSE & NEED

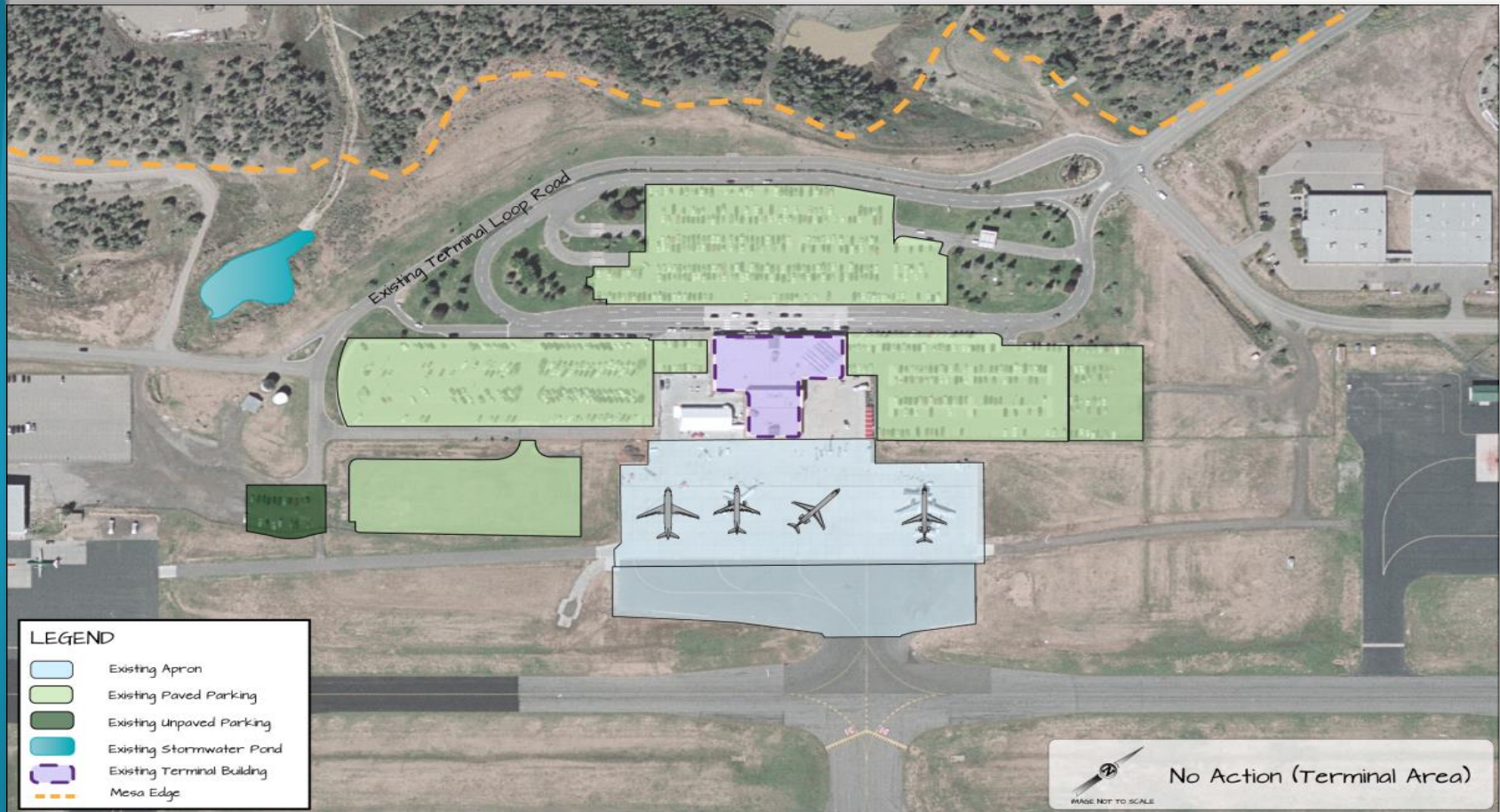
- *Purpose* –To increase the terminal facilities' level of service to the public and enhance the safety of the airport access road intersection.
- *Need* – To better meet the existing service and facility needs of DRO in a manner that allows for future growth and development.

## PROPOSED ACTIONS

- New or redeveloped terminal building
- New or expanded terminal parking
- Partial parallel taxiway (east side alternative only)
- Utility improvements
- New or realigned terminal loop road
- New Airport entrance road from SH172
- All identified alternatives will be carried through the entire EA evaluation



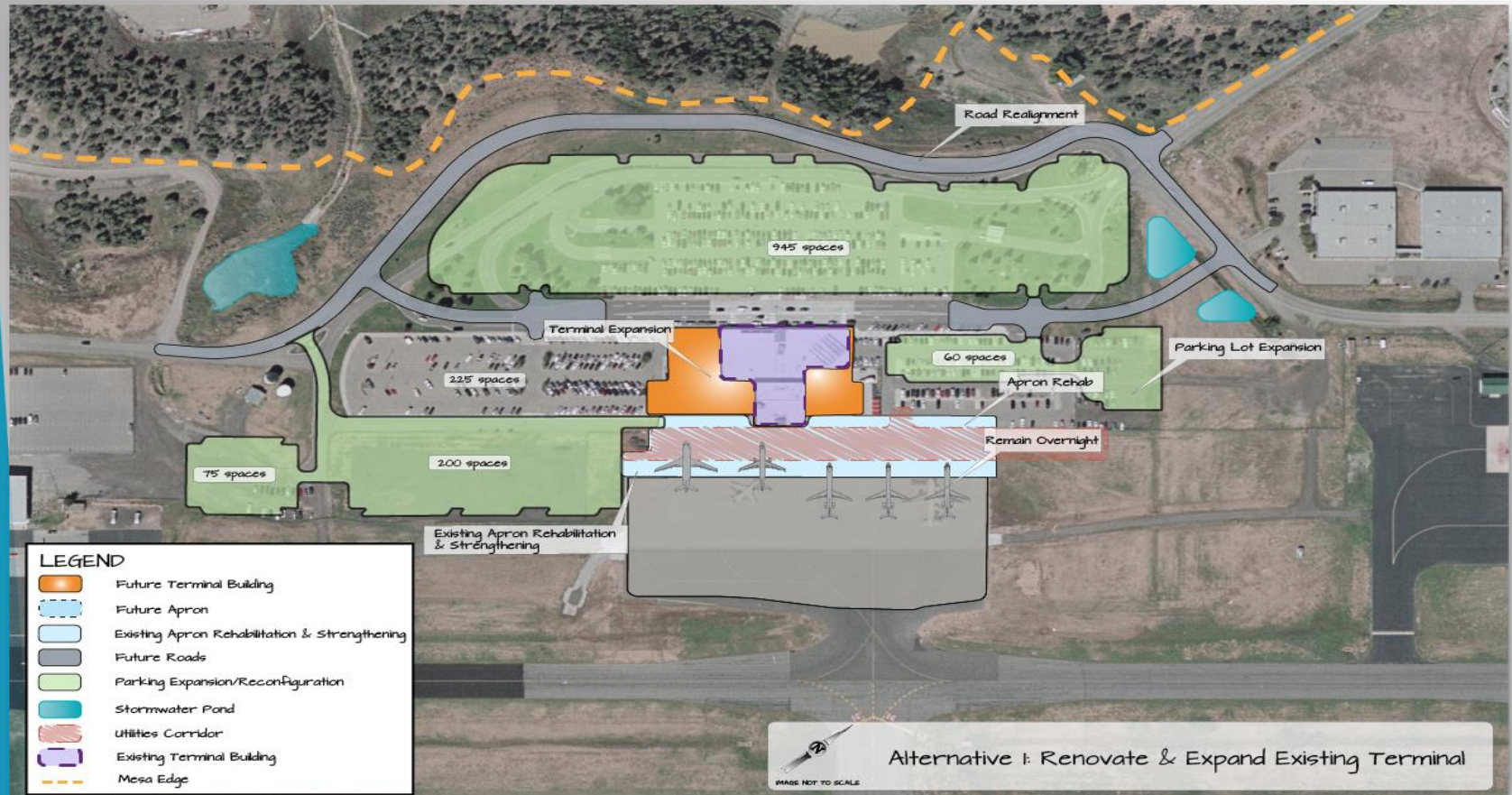
# NO ACTION ALTERNATIVE



- High building maintenance costs
- Inadequate surface parking
- Inadequate aircraft parking positions
- Inadequate air carrier, security, and baggage makeup space
- Poor customer experience
- Existing conditions remain - no capital improvements will be completed
- Safety issues at Intersection SH172 & CR309 will not be addressed
- Intersection sight distance limitations will remain
- Intersection continues to be designated as top priority for safety improvements



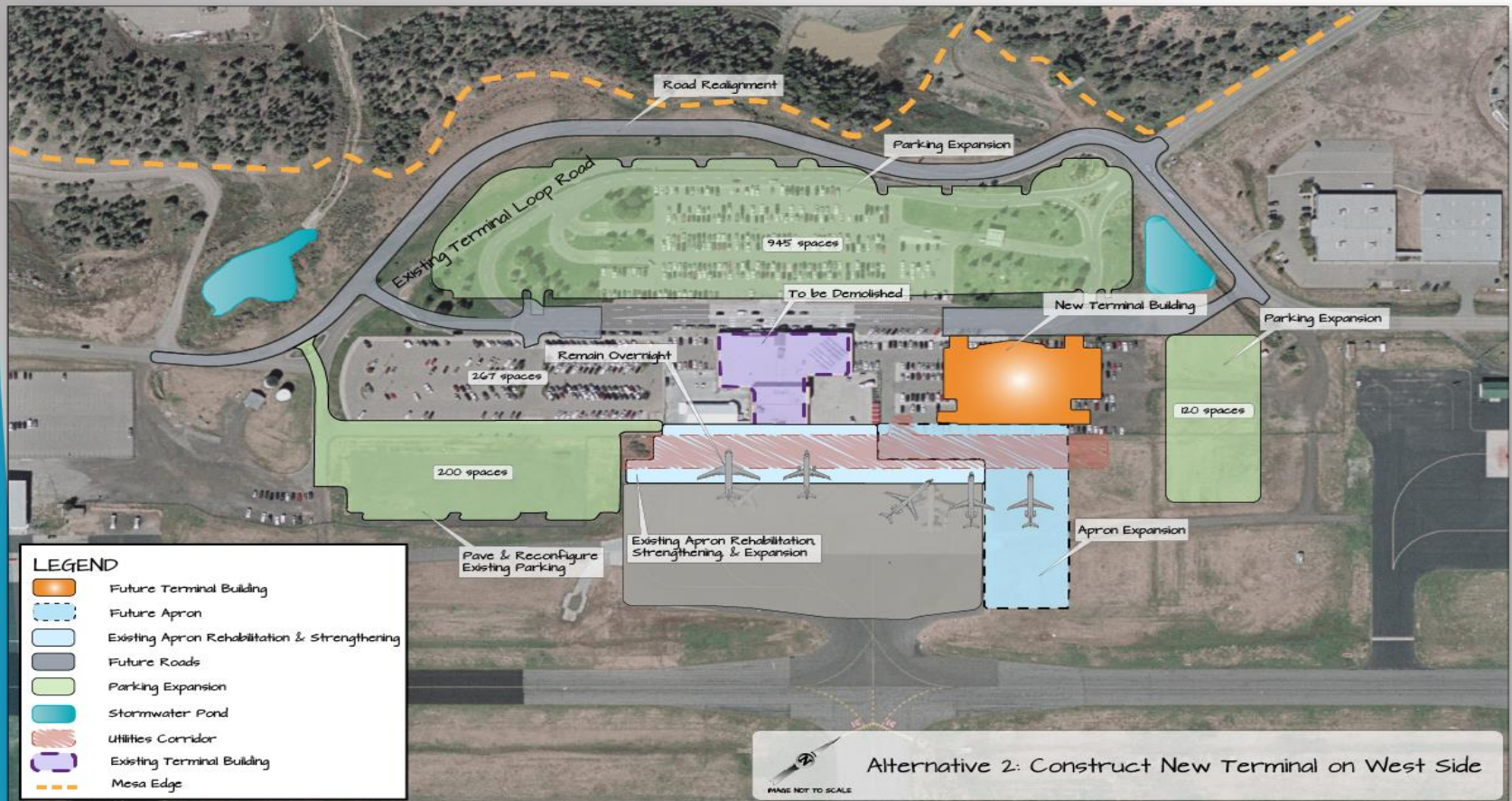
# ALTERNATIVE 1 – Renovate & Expand Existing West Side Terminal



- Expand Terminal building to approx. 80,000 square feet
- Ongoing operational impact during construction
- Accommodate 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expanded surface parking to accommodate a total of 1,500 spaces
- Realigned roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$141.5M



# ALTERNATIVE 2 – New West Side Terminal



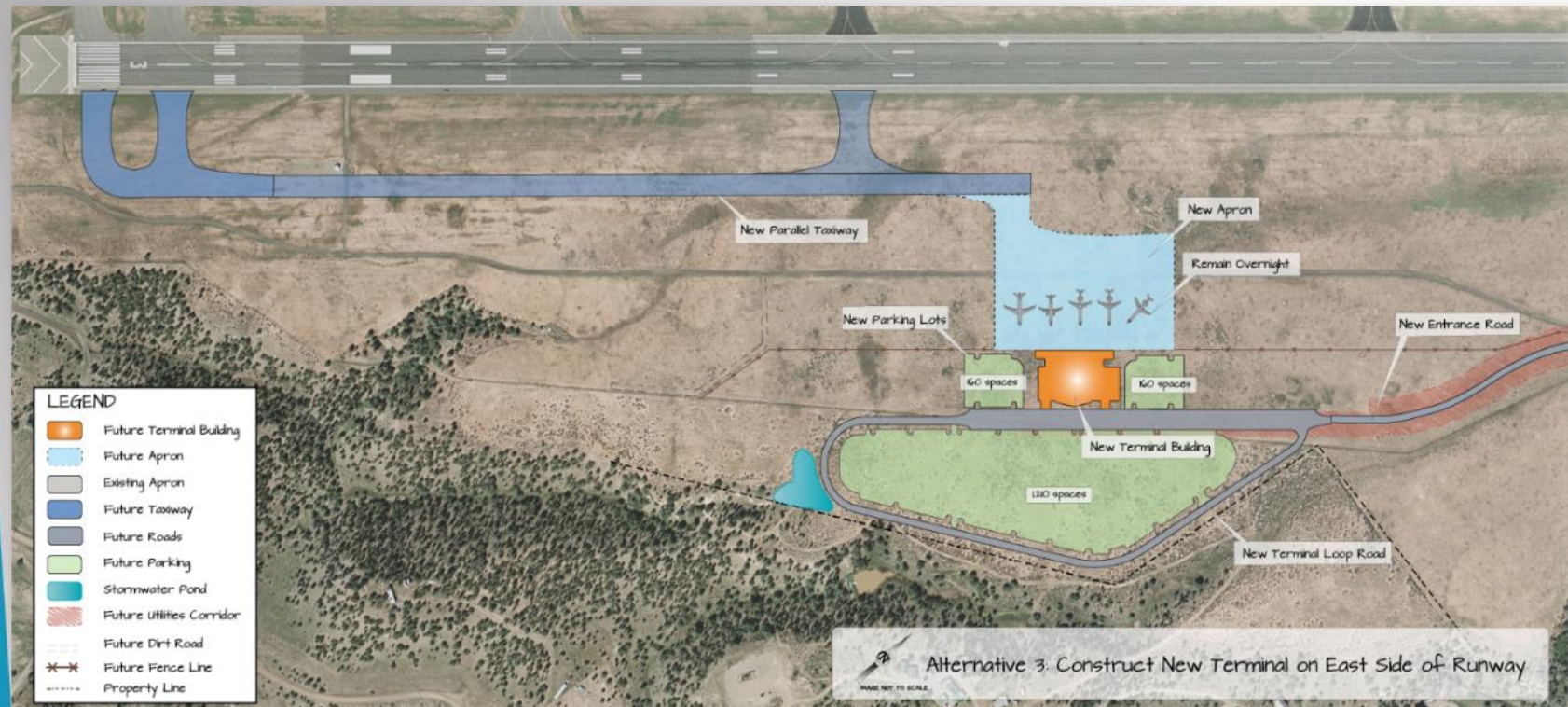
- Old terminal building would be demolished after construction of new terminal building
- Construction phasing done to minimize impacts to airport operations
- Accommodate 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expand surface lot parking to accommodate a total of 1,500 spaces
- Realigned roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$133.6M



# ALTERNATIVES 1 & 2 - Airport Access Road



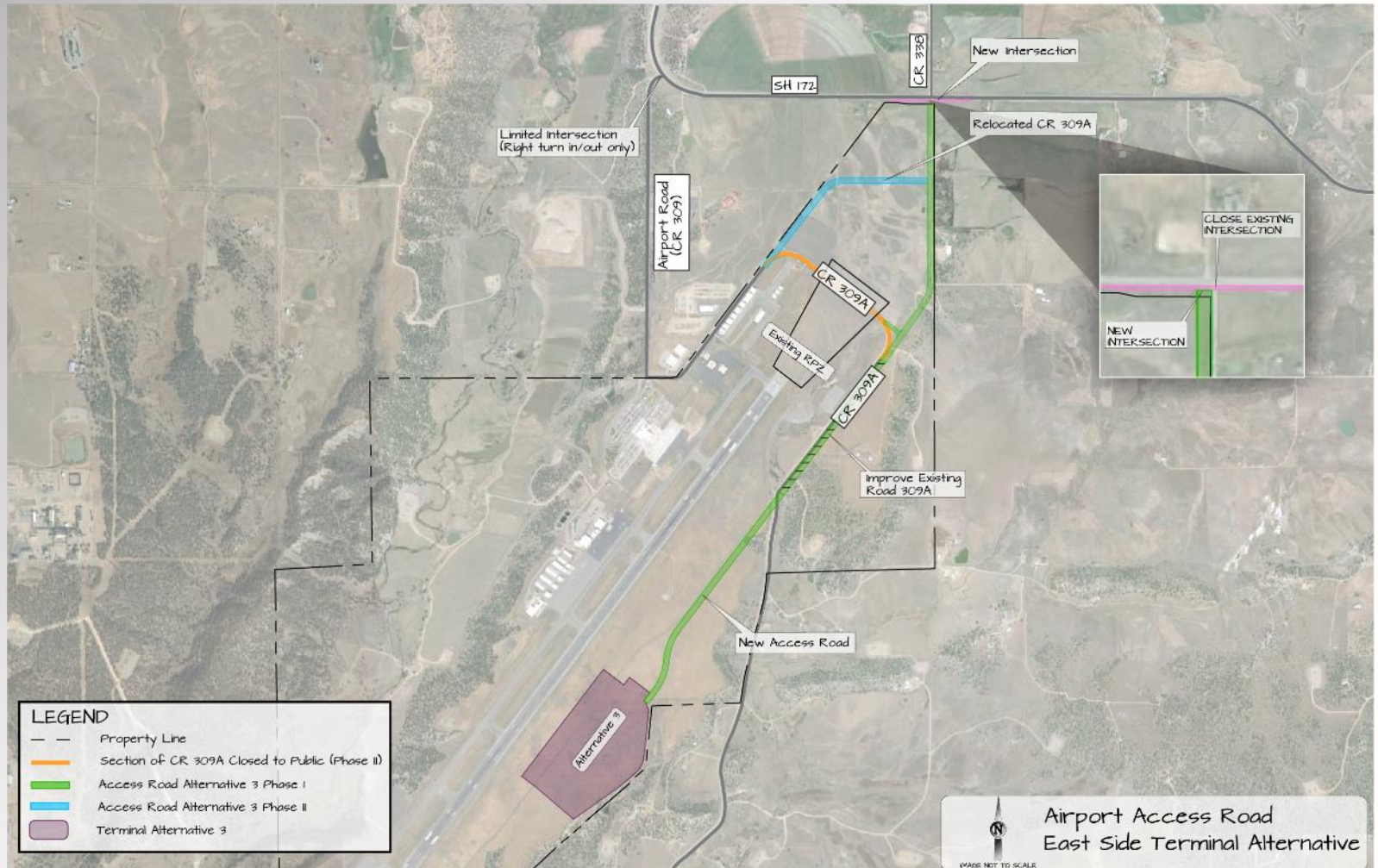
# ALTERNATIVE 3 – New East Side Terminal



- No phasing required and minimal airport operational impact
- Sustainable design principles with high performance systems to reduce building's operational costs
- Accommodate 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expanded surface parking to accommodate a total of 1,500 spaces
- New terminal roadway system and utility infrastructure
- Least expensive option at full build-out
- Future expansion options preserved beyond Master Plan's 20-year program
- 20-year Master Plan full buildout cost is \$131.5M



# ALTERNATIVE 3 - Airport Access Road

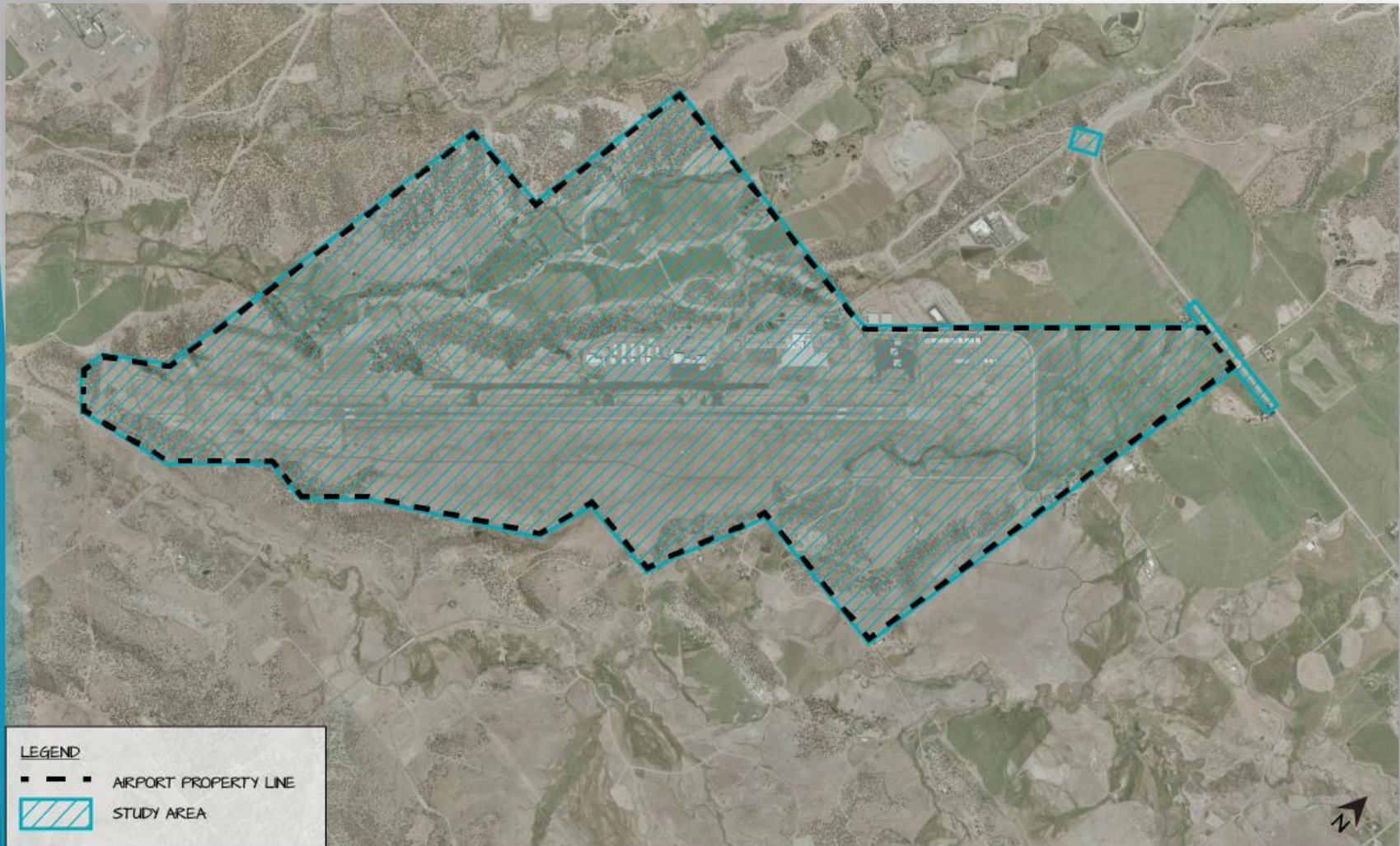






# » EA STUDY CATEGORIES

# Direct Study Area (field inventory & future limits of disturbance)





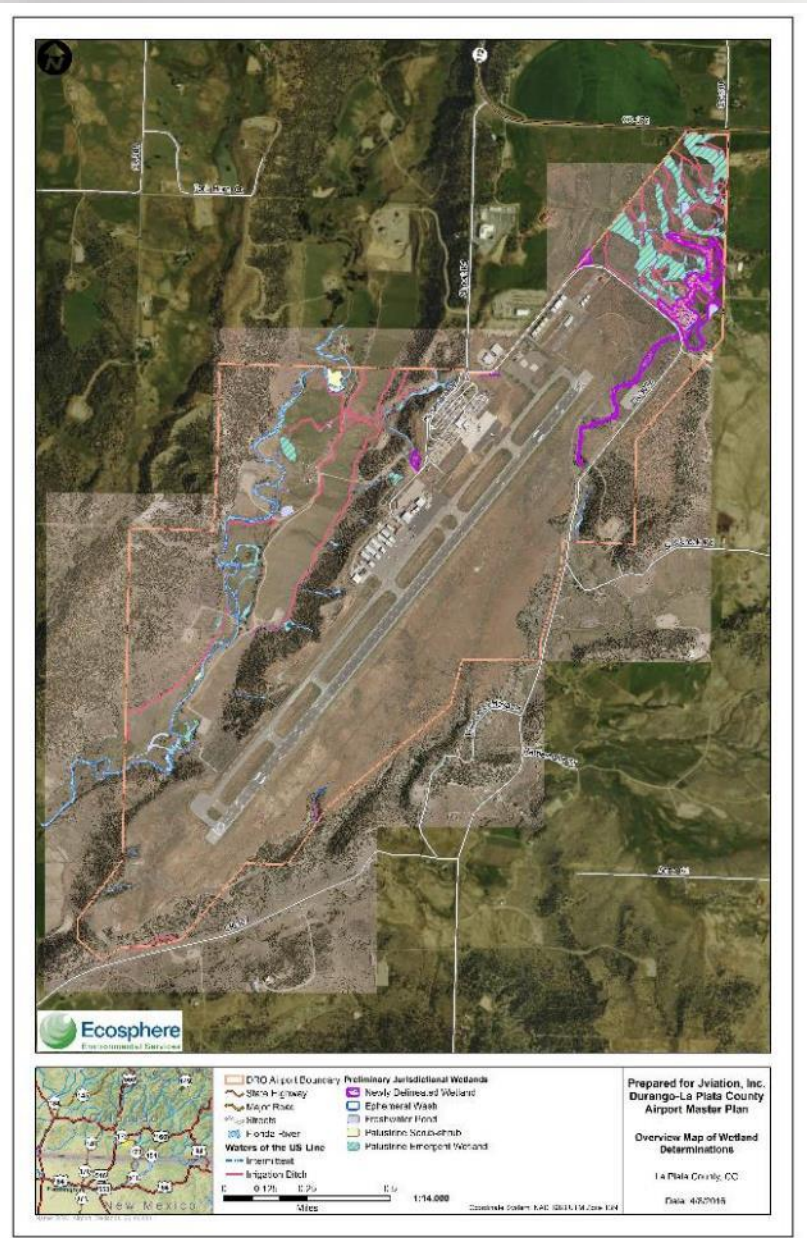
## The EA will include the following categories per FAA Order 1050.1F & 5050.4B...

Air Quality	Historical, Architectural, Archeological & Cultural Resources
Biological Resources	Natural Resources & Energy Supply
Climate	Noise & Compatible Land Use
Dept. of Transportation, Section 4(f)	Socioeconomic Impacts, Environmental Justice, Children's Health & Safety Risks
Farmlands	Visual Effects
Hazardous Materials, Solid Waste & Pollution Prevention	Water Resources – wetlands and water quality

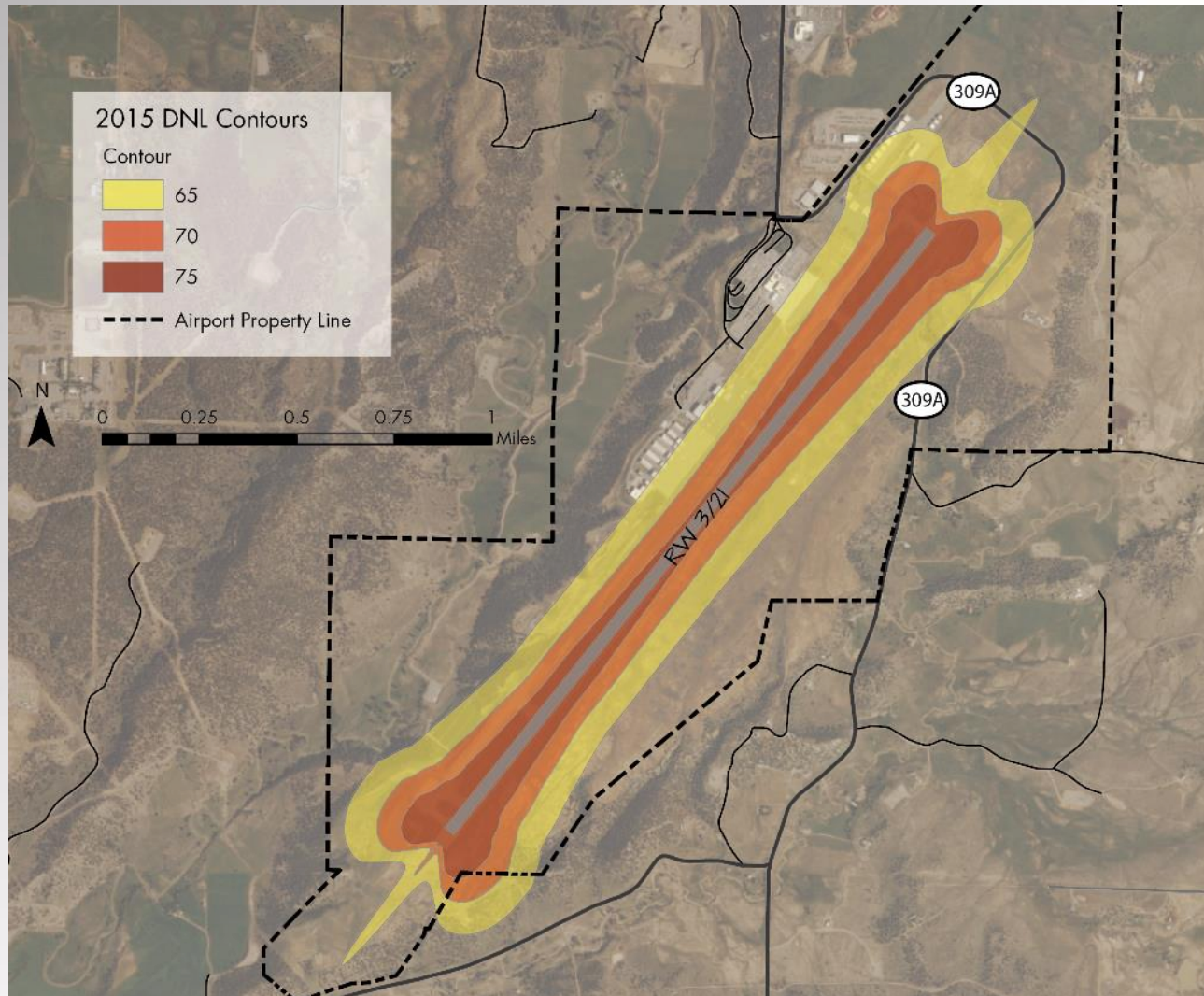


# WETLANDS

- Wetland delineation completed as part of Master Plan
- Additional survey to be done as part of the EA (delineation map to be updated)



# 2015 NOISE CONTOURS





# Master Plan Survey identified habitat areas for the following:



Southwestern  
Willow  
Flycatcher –  
Endangered  
Species

New Mexico  
Jumping  
Mouse –  
Endangered  
Species



Bald Eagle

The Airport is within  
a bird conservation  
region

Field surveys will be underway throughout the summer



# CULTURAL RESOURCES

- Preliminary field assessment is complete & 7 potential sites have been identified
- Field surveys will be underway throughout the spring
- Work is being coordinated with the Tribes



# TRAFFIC STUDY

- Will identify future traffic impacts
- Peak hour intersection traffic counts will be taken at:
  - SH172/CR309
  - CR309/CR309A
  - SH172/CR338
- Intersection evaluation will be done for CR309/CR309A
- 24 hour traffic counts will be done at key roadway segments
- Study period is May–June 2016







# » OUTREACH & NEXT STEPS

# Coordination is key throughout the process...

Over the 18 month EA project, a series of meetings and coordination will occur with:

- Adjacent Landowners
- City of Durango
- Colorado Department of Transportation – Access Management, Environmental Program, Aeronautics
- Colorado Parks & Wildlife
- Federal Aviation Administration
- La Plata County – Administration, Historic Preservation, Planning, Public Works
- Southern Ute Indian Tribe and other Indian tribes
- State Historic Preservation Office
- Town of Ignacio
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- And others as identified through the process



# OUTREACH EFFORTS

- Coordination Meetings
- Community Open Houses
- Civic and Community
- Social Media
- Presentations
- Airport Advisory Commission
- Joint Study Sessions with Elected Officials
- Public Hearing



**FACEBOOK:**  
[www.facebook.com/  
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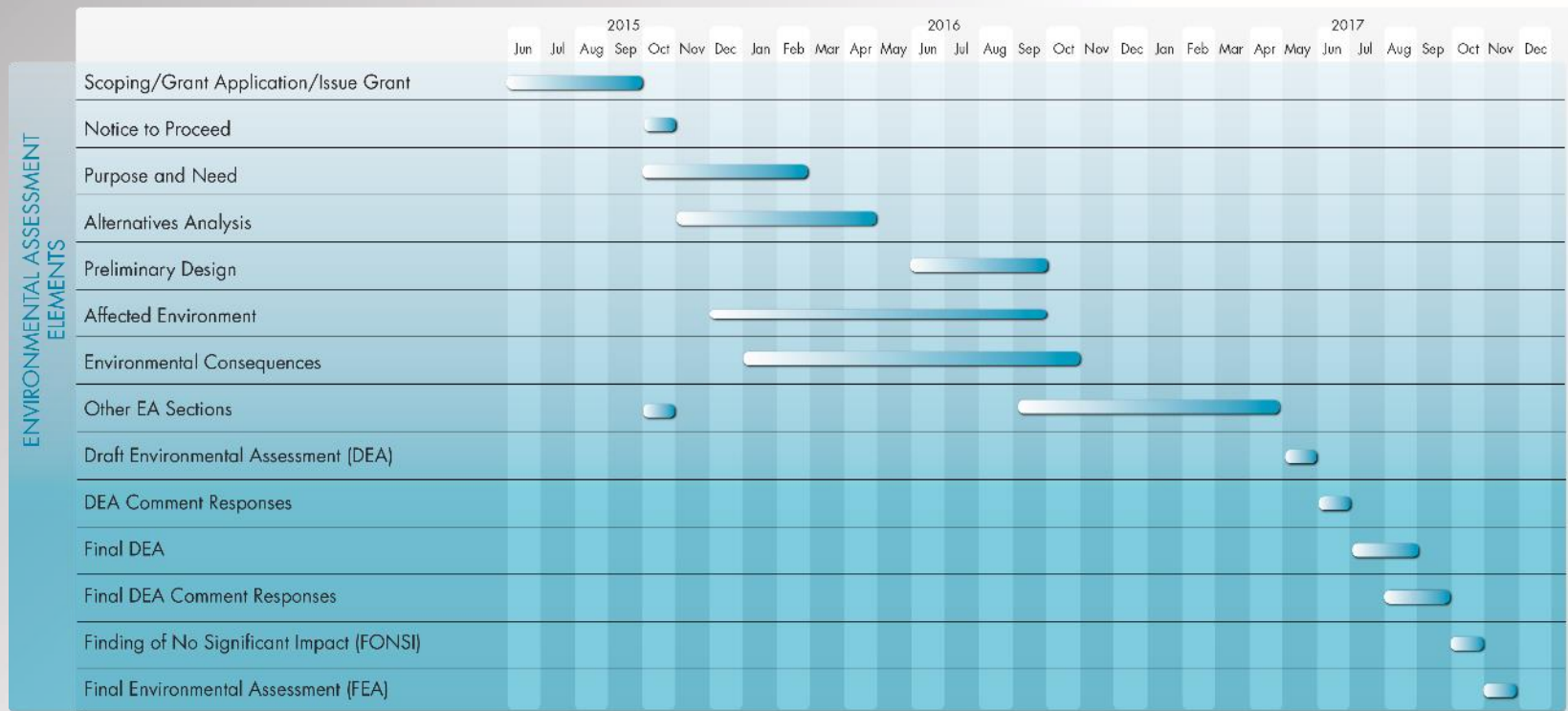


**TWITTER:**  
[https://twitter.com/  
DROAirport](https://twitter.com/DROAirport)

**DESTINATION DRO WEBSITE:**  
[www.flydurango.com](http://www.flydurango.com)

Select *Airport Environmental Assessment* for project related documents

# PROJECT SCHEDULE





# NEXT STEPS

- Completion of Purpose & Need Chapter and documentation of Alternatives
- Initiate Preliminary Engineering Design
- Field Surveys and Documentation
- Ongoing Agency & Tribal Coordination
- ***Fall 2016 Community Meeting***



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