



## Appendix C - Description

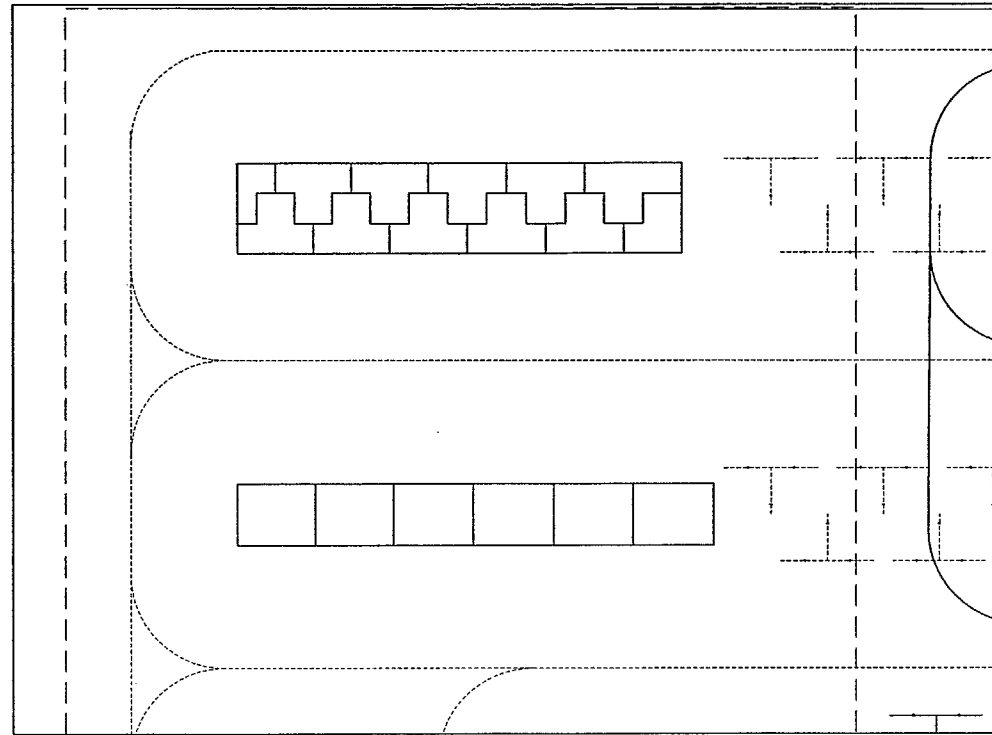
The following items are included in this appendix in support of Master Plan Chapter 5, Alternatives Analysis:

- Alternatives Evaluation
- Preliminary Cost Estimates for Alternatives
- Hangar Layout Alternatives

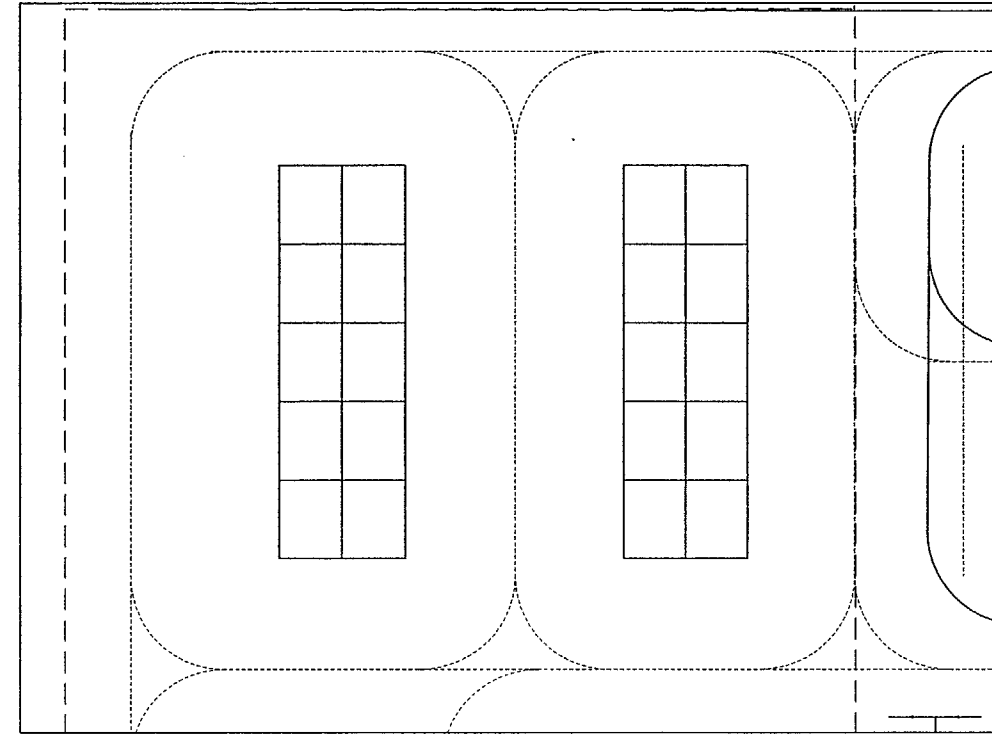
Alternative	Operational Feasibility	Environmental Implications	Financial/Technical Feasibility	Socio-political Implications (Public/User acceptance)
1	No disruption to airfield operations; does not meet existing & future aviation demand	No change	No capital cost; inadequate facilities could negatively impact the airport's long-term economic viability	Generally unacceptable; would progressively impact both local and transient airport users making airport less desirable to business traffic; not consistent with ultimate goals and objectives of the City
2A	Does not meet future runway length requirement, but accommodates 100% of small aircraft fleet; partially disrupts airfield operations during runway extension construction; moves helicopter ops closer to airside operations area; far from existing helicopter hangars; requires FBO relocation; commercial service operations are landlocked; improves separation of automobile and aircraft traffic near apron; north hangar development is limited	Potential impacts are minimized in terms of ground disturbance; social impacts result from auto traffic pattern changes; helicopter noise closer to south neighborhood	Moderate capital costs; generally maximizes return on investment by utilizing existing facilities to the extent possible	Reasonably acceptable runway length; generally unacceptable to north neighborhood due to obstructed view
2B	Does not meet future runway length requirement, but accommodates 100% of small aircraft fleet; partially disrupts airfield operations during runway extension construction; maintains helicopter ops in general vicinity of current operations, but requires some tour passengers to cross apron; rotorcraft and fixed wing aircraft mix unresolved; large centralized auto parking area; separates future GA hangar development from existing hangars and FBO's, but provides runway frontage; does not resolve automobile and aircraft traffic mix issue on apron	Potential impacts are minimized in terms of ground disturbance; social impacts result from auto traffic pattern changes as well as City Park removal	Moderate capital costs	Reasonably acceptable runway length; generally acceptable to north neighborhood
3	Meets future runway length requirement; disrupts airfield operations for longer period of time during runway extension construction; centralizes helicopter operations and parking near FBO and tour passenger processing area; displaces fixed wing tie-downs; accommodates potential commercial development to the south	Significant ground disturbance increases potential for environmental impacts; social impacts result from auto traffic pattern changes; aircraft approaches on Runway 15 are slightly lower over Glen Canyon National Recreation Area	Significant capital costs	Acceptable runway length to future operators; generally acceptable to north neighborhood
4A	Increases ability to accommodate instrument operations during poor weather conditions; improved separation of helicopter and fixed wing air and ground operations; auto parking near existing terminal area parking; improves separation of automobile and aircraft traffic near apron; loss of some existing facilities due to increased building restriction line; all facilities farther from runway; future hangar development farther from terminal facilities	Significant ground disturbance increases potential for environmental impacts; social impacts result from auto traffic pattern changes; aircraft approaches on Runway 15 are slightly lower over Glen Canyon National Recreation Area; helicopter noise moved farther from neighborhoods	Significant capital costs; cost/benefit of infrastructure and access to the east side may not be reasonable for helicopter facilities only	Acceptable runway length to future operators; potentially disruptive to north neighborhood view
4B	Increases ability to accommodate instrument operations during poor weather conditions; maintains separation of helicopter and fixed wing air and ground operations; clean separation of automobile and aircraft traffic on east side; loss of some existing facilities due to increased building restriction line; all facilities farther from runway; more flexibility for expansion; general aviation traffic split between two sides of airport; requires more time to phase implementation	Significant ground disturbance increases potential for environmental impacts; social impacts result from auto traffic pattern changes; aircraft approaches on Runway 15 are slightly lower over Glen Canyon National Recreation Area; helicopter noise moved farther from neighborhoods	Highest capital costs at existing airport; high utilization of airport property on east side provides high return on investment potential	Acceptable runway length to future operators
Relocate Airport	Does not disrupt operations at existing airport; provides opportunity to fully accommodate all aviation demand for facility requirements and more effectively separate aviation land uses by function	Potential for significant environmental impact with the selection of a new site	Exceptionally high capital costs	Generally acceptable to meet long-term goals and objectives; potentially unacceptable to those losing return on investment in existing facilities
Displace Demand	Does not serve the long-term operational needs of the Page community nor the state and regional aviation system	Potential impacts based on environment of airport(s) absorbing demand	Moderate capital costs; lost return on investment at existing airport; FAA grant assurances commit sponsor to 20 years or reimbursement of monies	Generally unacceptable in terms of long-term goals and objectives; does not serve Page community and local airport users

Preliminary Alts. Costs

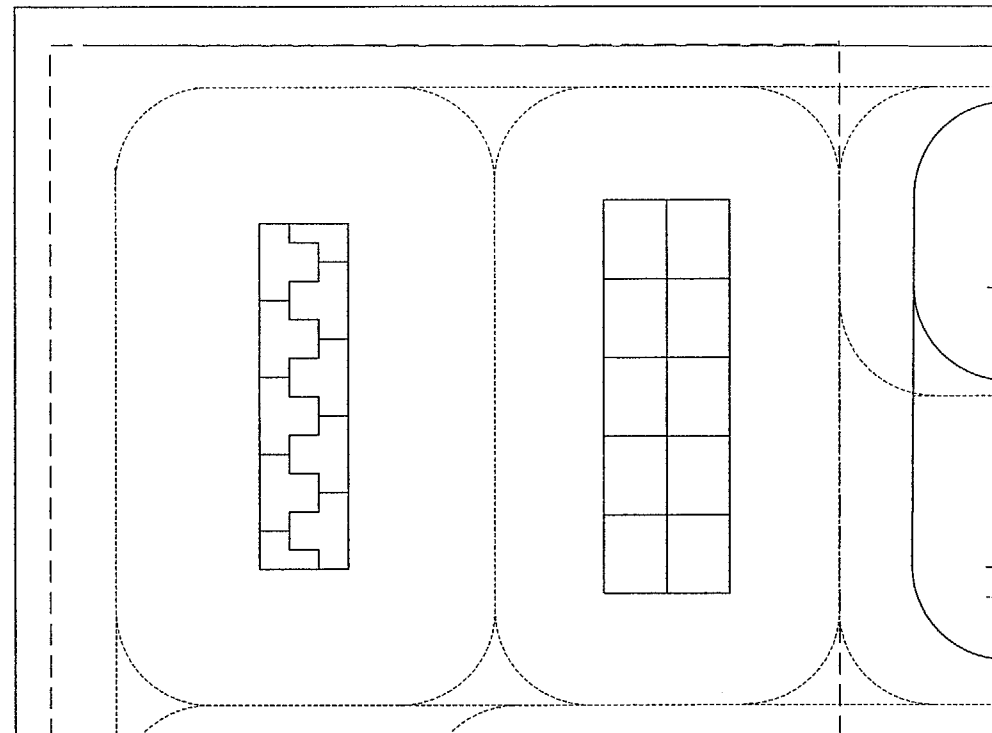
Alt. 1 - No Devel.	Cost
N/A	\$0
<b>Alt. 2A</b>	
Runway ext 450', RSA, Txyw ext.	\$ 665,000.00
Relocate fence	\$ 30,000.00
Reloc. Dirt Road	\$ 33,500.00
16 conventional hangars (north)	\$ 1,000,000.00
Tiedowns (north)	\$ 960,000.00
Tiedowns (south)	\$ 950,000.00
Relocated ARFF to Classic hangar	\$ 5,000.00
Relocated Classic Avia to South	\$ 300,000.00
Eight helipads South	\$ 45,150.00
Controlled Private Access Rd	\$ 7,000.00
ST Auto Parking Exp. (old term)	\$ 62,049.60
ST Auto Parking Exp. (south)	\$ 19,460.00
LT Auto Parking South	\$ 59,047.20
	\$ 4,136,206.80
<b>Alt. 2B</b>	
Runway ext 450', RSA, Txyw ext.	\$ 665,000.00
Reloc fence LF	\$ 30,000.00
Reloc. Dirt Road SY	\$ 33,500.00
16 conventional hangars (south)	\$ 1,000,000.00
Tiedowns (north)	\$ 960,000.00
Reloc T-hangars (south)	\$ 100,000.00
Helipads (displ T-hangars)	\$ 45,150.00
Controlled Private Access Rd	\$ 7,000.00
LT/ST Auto Parking South	\$ 77,840.00
ST Auto Parking Exp. (City Park)	\$ 556,000.00
	\$ 3,474,490.00
<b>Alt. 3</b>	
Runway ext 1120', RSA, Txyw ext.	\$ 5,305,000.00
Reloc fence LF	\$ 30,000.00
Reloc. Dirt Road SY	\$ 33,500.00
16 conventional hangars (R15 end)	\$ 1,000,000.00
Tiedowns (north)	\$ 1,332,500.00
Helipads (displ tiedowns); Heliport	\$ 55,900.00
Controlled Private Access Rd	\$ 7,000.00
2nd Access Rd - R7 and R15 end	\$ 9,500.00
ST Auto Parking Exp. (old term)	\$ 62,049.60
LT Auto Parking (R7 end)	\$ 59,047.20
ST Auto Parking (R15 end)	\$ 55,600.00
	\$ 7,950,096.80
<b>Alt. 4A</b>	
Runway ext 1120', RSA, Txyw ext.	\$ 5,305,000.00
Reloc fence LF	\$ 30,000.00
Reloc. Dirt Road SY	\$ 33,500.00
16 conventional hangars (R7 end)	\$ 1,000,000.00
ST Auto Parking (R7 end)	\$ 27,800.00
Tiedowns (north)	\$ 1,332,500.00
Helipads (East side)	\$ 55,900.00
Reloc Classic FBO East side	\$ 300,000.00
East side parking	\$ 27,800.00
Utilities East side	\$ 250,000.00
Controlled Private Access Rd	\$ 7,000.00
2nd Access Rd - R7 end	\$ 4,000.00
ST Auto Parking Exp. (old term)	\$ 62,049.60
LT Auto Parking (south)	\$ 59,047.20
ARFF/NPS reloc to Classic	\$ 7,000.00
	\$ 8,501,596.80
<b>Alt. 4B</b>	
Runway ext 1120', RSA, Txyw ext.	\$ 5,305,000.00
Reloc fence LF	\$ 30,000.00
Construct East side access SY	\$ 352,750.00
ST Auto Parking Exp. (old term)	\$ 62,049.60
Tiedowns (north)	\$ 1,332,500.00
16 conventional hangars (East)	\$ 1,000,000.00
Helipads (East side)	\$ 55,900.00
Reloc Classic FBO East side	\$ 300,000.00
East side parking	\$ 27,800.00
Utilities East side	\$ 250,000.00
ARFF/NPS reloc to East side	\$ 300,000.00
Reloc apron/tiedowns East (39,500 sy)	\$ 987,500.00
LT/ST Parking East side	\$ 278,000.00
	\$ 10,281,499.60



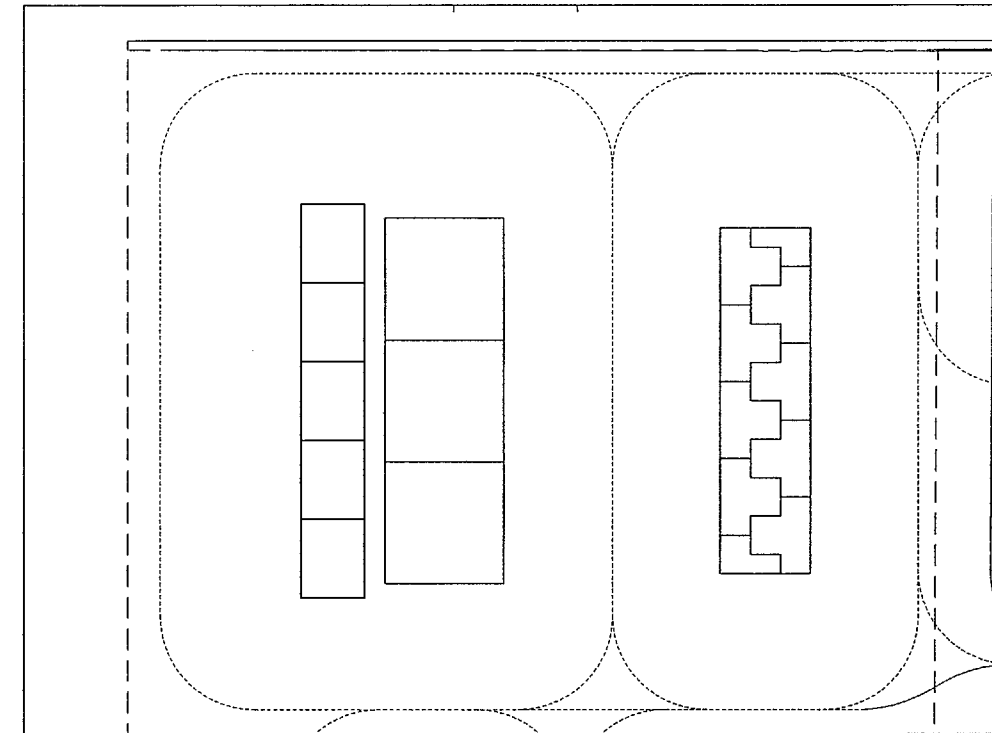
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4

