

MEETING TITLE: Update to FAA on Columbia River Crossing Project

DATE: Tuesday, May 8, 2007 @ 1 pm

INVITEES: Suzanne Pang-Lee – FAA, Lynn Rust – CRC, Tom Cooper – CRC, Gavin Oien – CRC, Rob Norton – CRC, Kris Strickler - CRC

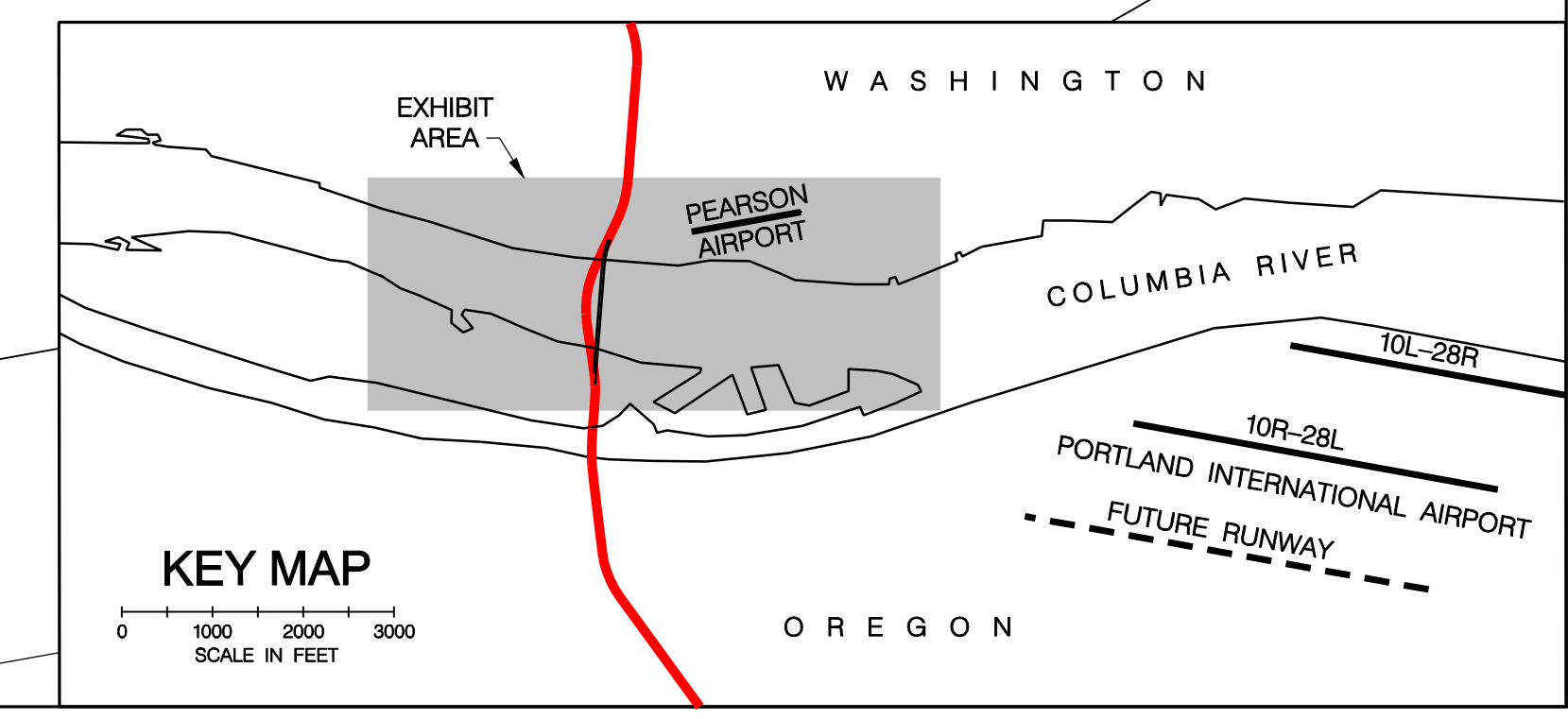
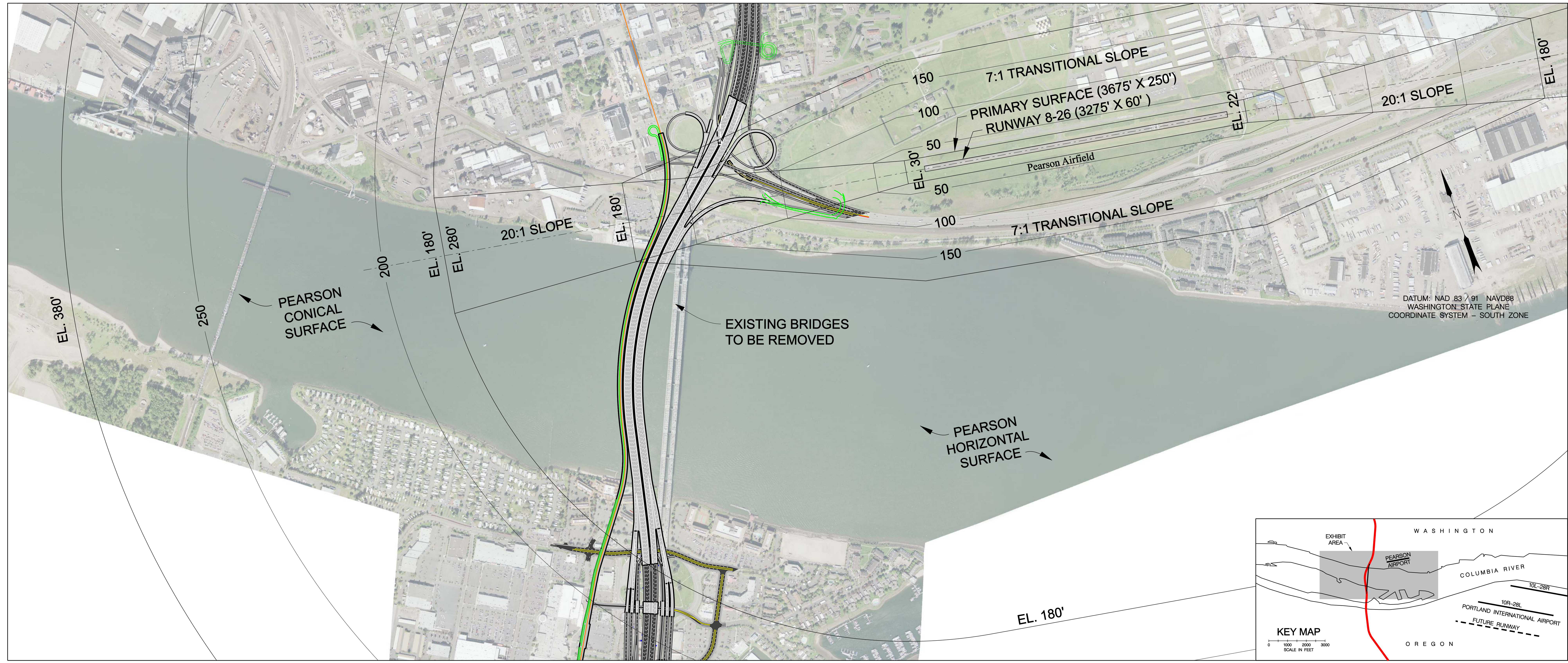
LOCATION: 1601 Lind Ave, Renton, WA 98055

TIME	AGENDA ITEM	LEAD STAFF	ACTION
1:00 pm	Brief Overview & Schedule Update - handout	Rust	
1:15 pm	Overview of Upstream, Downstream and Supplemental alignments	Oien	
1:40 pm	Urban Design Advisory Group (UDAG) Inquiries	Cooper	
	Questions?	All	

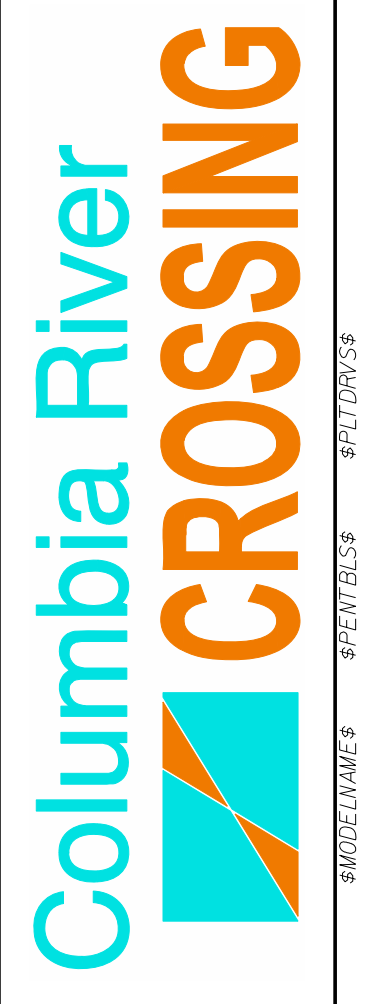
- Suzanne Lee-Pang has been assigned the CRC project and Don Larsen is no longer the primary contact.
- FAA offered to do another NRA study for the project with our DEIS alternatives, similar to the first alternative study. The team will discuss and possibly submit another proposal after the 4th & 5th alternatives are drafted. The timeline will be late June or July for a submittal. They would like 5 complete sets, electronic and half size. This can be clarified closer to submittal time.
- Questions were passed on through the UDAG group on “how high can the structure go?” Comments from FAA were consistent with previous comments:
 - FAA will not answer how high. Submit the proposal and they will analyze and comment.
 - If they analyze and the comments are “no impact”, then that is acceptable.
 - Implied that towers not structural are not looked positively upon by FAA. Possibly need lights, and/or painted red or white. Concerned with safety.
 - Poles spaced far apart are better than poles spaced close together which makes a wall effect. Higher probability to hit them.
 - Prefer open space – the more open the better above deck.
 - FAA doesn’t look favorably on decorative structures in airspace. (Safety.)
 - PDX 62.5:1 clears existing towers.
 - It is upto the community to decide transportation mode, not FAA. If the solution is not safe for aircrafts taking off and landing at Pearson, this may impact Pearson service. If “objection”, may also impact liability of structure owner.
 - Project needs to consider crane heights during construction.

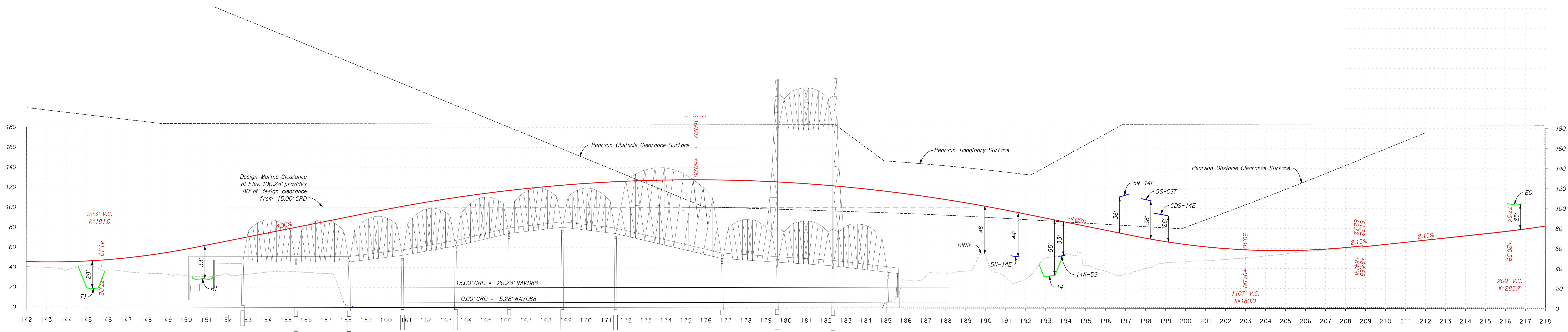
- Attendees:

- Lynn Rust CRC Design Eng Mgr
- Dennis Franks FAA AWO Flt Standards
- Tom Cooper CRC Lead Bridge Engineer
- Rob Norton DEA Aripport Discipline
- Kris Strickler CRC Deputy Project Director
- Karen Miles FAA-Seattle ADO Civil Engr-WA
- Dean Alexander FAA-Flt Stds-AWO
- Norm LeFevre FAA Flt Stds-AWO
- Suzanne Lee-Pang FAA-SEA-ADO OR State Planner
- Rachelle Dailey FAA Western FPO
- Fred Mitchell FAA WFPO
- Gavin Oien CRC

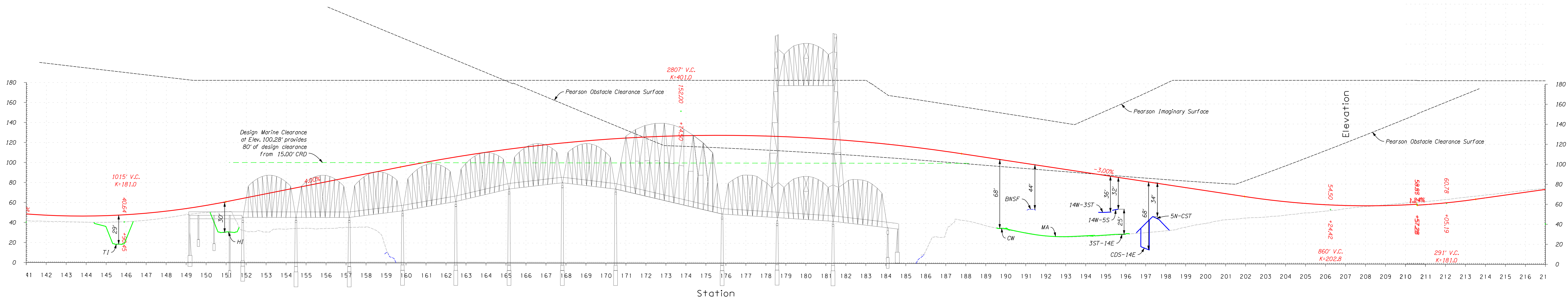


PEARSON AIRFIELD
 7:1 TRANSITIONAL SLOPE
 PRIMARY SURFACE (3675' X 250')
 RUNWAY 8-26 (3275' X 60')
 EL. 300' EL. 225' EL. 180'
 20:1 SLOPE
 EL. 180'
 EL. 180' EL. 280' EL. 200' EL. 380'
 PEARSON CONICAL SURFACE
 PEARSON HORIZONTAL SURFACE
 EXISTING BRIDGES TO BE REMOVED
 DATUM: NAD 83 / 91 NAVD88
 WASHINGTON STATE PLANE
 COORDINATE SYSTEM - SOUTH ZONE
 0 200 400 600 800 1000
 SCALE IN FEET
 WASHINGTON
 OREGON
 COLUMBIA RIVER
 EXHIBIT AREA
 PEARSON AIRPORT
 PORTLAND INTERNATIONAL AIRPORT
 FUTURE RUNWAY
 10R-28L
 10L-28R
KEY MAP
 0 1000 2000 3000
 SCALE IN FEET
FAA EXHIBIT - PEARSON AIRSPACE
REPLACEMENT BRIDGE
DOWNSTREAM / MID-LEVEL
 THIS DRAWING IS FOR INFORMATION PURPOSES AND HAS NOT BEEN PREPARED FOR LEGAL
 PURPOSES. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY CONTRACT.
 THE PREPARED FOR AND INFORMATION SUBJECT TO ACCURACY OF THE INFORMATION.
 LEGEND:
 MAINLINE CENTERLINE
 RAMP CENTERLINE
 EXHIBIT AREA
 PROPOSED BRIDGE STRUCTURE
 EXISTING BRIDGE STRUCTURE
 FUTURE BRIDGE STRUCTURE
 FUTURE RUNWAY
 SCALE: 1" = 1000'
 DATE: 10/20/2023
 DRAWN BY: J. SMITH
 CHECKED BY: M. JONES
 PROJECT NUMBER: 23-0015

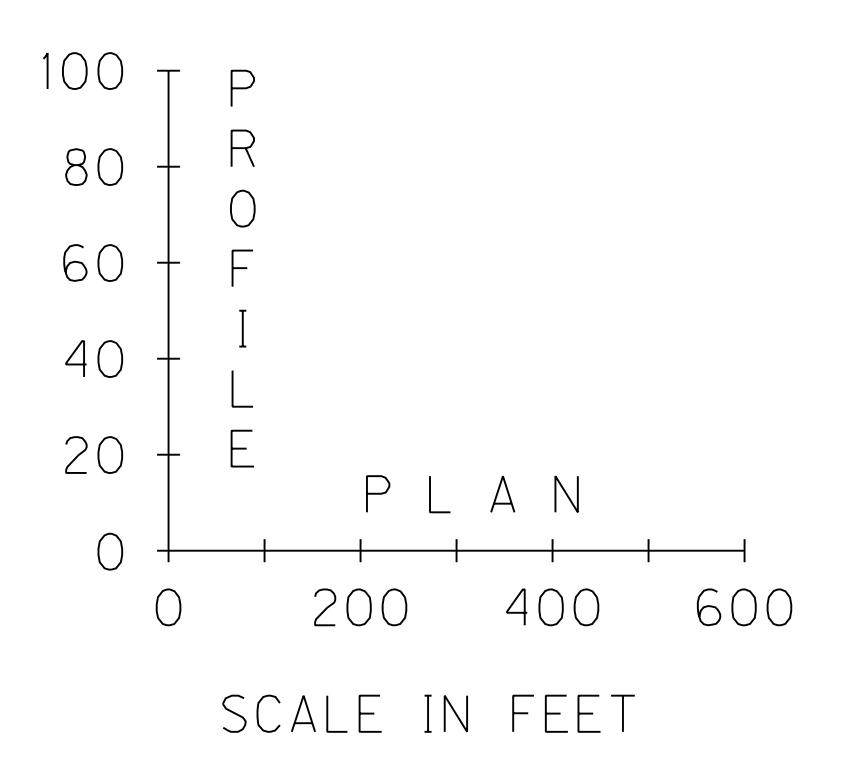




UPSTREAM PROFILE



DOWNSTREAM PROFILE



FAA EXHIBIT – PEARSON AIRSPACE
REPLACEMENT BRIDGE MID-LEVEL



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LEGEND: MAINLINE CENTERLINE

