

Methow Valley State Airport  
Airport Layout Plan

Preliminary Preferred Alternative

The two primary objectives of the preliminary preferred alternative are to maintain existing airport capabilities and meet FAA safety standards. The method used to meet these objectives is to close a section of Evans Road and extend the road around the north side of the airport to connect with the Twisp-Winthrop Eastside Road. This would allow the existing Runway 13/31 to meet FAA safety standards without requiring any property acquisition for runway improvements. No runway extension is proposed in the preliminary preferred alternative. In order to meet FAA standards, the length of the runway is reduced slightly, from 5,049 feet to 5,030 feet.

Based on the specific input provided by Mr. Craig Boesel about his farming activities and irrigation system requirements, earlier options that extended the runway or roadways through the middle of the farmland north of the runway—were eliminated from consideration. The proposed gravel roadway in this option would be extended along the outer perimeter of the farmland, which is intended to reduce the impact on farmland and to avoid interfering with the three pivot irrigation systems currently in use by Mr. Boesel. The conceptual roadway alignment also avoids the riparian habitat conservation zone easement on the Boesel property.

The conceptual roadway alignment is shown to connect to the existing Cotton Road, although a more refined analysis of property ownership and county road design requirements will be required prior to selection of a final alignment and construction. The realigned roadway is intended to maintain access to the west side of the airport, and to properties located west of the airport that are currently served by Evans Road. The roadway would also provide surface access to developable portions of the Boesel property that are not currently served by a county road.

Improvements to accommodate a limited amount of aircraft parking and hangar construction are proposed within existing airport property on the west side of the runway. Helicopter parking pads are also proposed for the west side of the runway to support fire-related operational missions and to provide itinerant helicopter parking.

A parallel taxiway is proposed for the east side of the runway to separate taxiing aircraft from aircraft operating on the runway.

Some existing USFS facilities located adjacent to the runway are proposed for relocation in the future, within the existing USFS site.

The preliminary preferred alternative does not include property acquisition for runway improvements, or future development of aircraft parking or hangar development. Although property acquisition is not an element of the preliminary preferred alternative for airfield facilities, the WSDOT Aviation Division will consider proposals from

adjacent land owners with an interest in selling land. Some adjacent land areas have the potential to accommodate long-term airport related development; other parcels could be used to buffer the airport from nearby residential development.