

Boardman motorsports park construction moves forward

by Bend_Weekly_News_Sources

BOARDMAN, Ore. -- Construction of Pacific Northwest Motorsports Park (PNMP), motorsports country club, the first phase in Boardman's planned Speedway Activity District development will move forward at a brisk pace now that the preliminary requirements for construction at the site have been met. Behind the scenes, Michael Runyon, AIA Director of Development and David Allen, General Counsel have been working with Morrow County officials to incorporate the 2002 Decisions of State Law and Oregon State Senate Bills 1094 and 665 into the Morrow County Code of law. Adopted without appeal, the legislation that approved the development of a motorsports activity district in Boardman and the necessary zoning changes on the acreage for the development provides the legal foundation needed to begin construction on the motorsports complex. County officials also moved forward on the approval of a 50-year master plan for the expansion of the Boardman Airport. Part of the overall vision plan for the motorsports destination resort, the plan received approval from the Morrow County Planning Commission and moved through the County Court hearing process without opposition. Now in the midst of a mandatory 21-day appeal period, the final decision on the airport plan is expected in the second week of April. In January and February, a number of essential pre-construction activities were completed at the site including: The rough layout of the club's 6.0-plus mile road course, geotechnical soil analyses, and placement of the access service roads. Surveyors completed staking the preliminary layout for all three connecting road courses using different colored flags every 100 feet to mark the course centerline and elevations. State mandated seismic testing and a geotechnical soil investigation and analysis were completed. Thirty-one test pits and eight borings were dug across the site to provide a full analysis of the ground below the surface of the course area, and an evaluation of the seismic activity in areas designated for the six-story club house and grandstand areas. Eight-plus miles of access service roads, boarding the I-84 freeway and Tower Road Interchange Site were rough-cut into the 1,482-acre site. The next steps include: A site visit by course designers to walk the course, evaluate track layout and make adjustments to the course as necessary, detailed site development planning, County Site Development Review and development of rough grading of the site access road system and road course bid packages.

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