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## **Project Descriptions**

### **Rehabilitation of Taxiways E, G, and H (Phase V)**

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The Rehabilitation of Taxiways E, G and H is a multi-phased Airport Improvement Program (AIP) project. The project was initiated to reduce the Airport's annual maintenance cost that resulted from rapidly-deteriorating airfield pavement associated with the Airport's primary runway.

In late 2003, the Airport identified a condition that was causing airfield paving to deteriorate at the Colorado Springs Airport. Known as Alkali Silica Reactivity, or ASR, the condition causes a chemical reaction that weakens the internal structure of concrete, significantly shortening the service life of the affected pavement system. A study that demonstrated the need to replace the pavement system on Runway 17L/35R and associated taxiways was conducted shortly thereafter. Due to safety concerns, the replacement of Runway 17L/35R was deemed to be the highest priority by both the Airport and the FAA. Over a period of three years (2004-2006), the FAA funded a \$37.4 million project to replace the Runway 17L/35R pavement system. The rehabilitation of the taxiways was less critical from a safety standpoint; accordingly, they were given a lower priority for federal funding by the FAA. To maximize the use of FAA funds, the Airport and the FAA agreed to a flexible phasing approach for the project.

In coordination with the FAA and Airport stakeholders, the 2014 taxiway rehabilitation project was identified as the reconstruction of a portion of Taxiway E. Including design and bid-phase costs, the total cost of the project has been budgeted at \$9,847,703. Phase V of the Taxiway E, G, & H Rehabilitation is planned to occur during 2014.

Status: Airport Staff began design of this project in late 2013 in anticipation of a June 2014 construction start. The loan request for this program represents the PFC portion of the design and construction of this project.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$492,385 (PFC)

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### **Runway 17R – 35L Paint Markings**

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Pavement markings for Runway 17R – 35L were evaluated and it was found that these markings do not meet current dimensional standards as contained in FAA Advisory Circular 150/5340-1L. These markings will be removed and replaced to bring them into compliance with current Advisory Circular standards for airfield markings.

Status: This project is anticipated to begin in June 2014 for a duration of three and a half weeks.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$59,674 (PFC)

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## Taxiway A Rehabilitation (Priority Areas 1 & 2)

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A recent analysis of airfield pavement condition has concluded that several sections of Taxiway A are deteriorating faster than anticipated. In order to preserve and maintain safety, a partial rehabilitation is required on the priority areas of this taxiway. The work performed will be under warranty for a full year and minimize O&M costs for the Airport maintenance staff. The total cost of this project is estimated to be \$3,333,333 with 90% of the cost being covered by a Tier 2 grant from CDOT and 10% from Passenger Facility Charges.

The State's transportation system will be enhanced because this project will afford further safety to Taxiway A, a taxiway system heavily utilized by all sectors of aviation – military, general aviation and commercial.

Status: Design will begin in early 2014 and construction will occur during the summer/fall of 2014. The loan request for this program represents the PFC portion of the design and construction of this project.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$333,333 (PFC)

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## Fleet Improvements

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A portion of the COS Airport fleet is nearly 20 years old and reaching its usable life, thus resulting in high operating and maintenance costs. COS Airport has established a 2014 fleet replacement program. The vehicles to be replaced are: six twenty foot mower decks, an airfield regenerative air sweeper, two multi function side brooms and plow units, and a one ton plow and flat bed truck. Mower decks will be utilized for mowing the airfield and other large fields within airport property to comply with the airport's wildlife management program requirements. The airfield sweeper will be utilized on the airfield to reduce the risk of Foreign Object Debris (FOD). Lastly, the sidewalk brooms plow units and the plow truck will be utilized for snow removal and maintenance purposes. The estimated cost for the entire fleet replacement program is approximately \$620,000.

Status: The purchase of the equipment is contingent upon the availability of funds.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$620,000 (PFC)

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## Cooling Towers

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The airport has two Baltimore Aircoil Closed Circuit cooling towers that have reached end of life. The existing equipment is inefficient; it can only operate at about 75% of its design capacity and cannot maintain adequate water temperature to the chiller on hot days. This project allows for the removal of the existing equipment, the installation of the new one, and the piping into the condenser water system. The estimated cost for this project is \$800,000.

Status: This project will have a 90 day design process starting on October 1<sup>st</sup>, 2014 and ending on January 1<sup>st</sup>, 2015. This will be followed by a 30 day bid schedule starting on January 15<sup>th</sup>, 2015 and installation on February 15<sup>th</sup>, 2015.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$800,000 (PFC)

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## Regulator

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Earlier this year, the 50 KW Constant Current Regulator (CCR) serving the Runway 17R/35L edge lighting circuit reached end of life. The circuit has been tied in to an old spare CCR to allow us to maintain operation until a new CCR can be installed. The estimated cost for a new 50 KW CCR is \$30,000.00.

Status: The purchase of the new Constant Current Regulator is contingent upon the availability of funds.

Anticipated PFC or Airport Capital Funding Planned or Obligated: \$30,000 (PFC)