

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 01039</b> — PASSENGER LOADING BRIDGE REPLACEMENT	<b>Priority: 3</b>
<b>Project Manager</b> DALE RAUN	<b>Project Status: ON HOLD</b>

*Program Name*    LOADING BRIDGES  
*Project Type*    TERMINAL - MISC. PROJECTS  
*Description*     This project involves the replacement of one jet bridge that has reached the end of its useful life with a new 3-tunnel ramp driven jet bridge. No particular jet bridge has been identified for replacement and this estimated cost is just a placeholder in the event a jet bridge must be replaced.  
*Justification*    Many of the existing Jet Bridges are past their life expectancy of 20 years. Re-placement will eventually be needed.  
*Alternatives Considered*    Instead of purchasing a new jet bridge, it may be possible to relocate an existing, unutilized new jet bridge from the C Concourse. Another option is to use the mothballed bridge currently being stored at airfield maintenance.  
*Pending Action*  
*Comments*        Schedule: Design & Construction: 2009

<b>Project No. 02034</b> — GRAVITY SANITARY SEWER FROM BLUE LOT TO 84 INCH MAIN PHASE II	<b>Priority: 3</b>
<b>Project Manager</b> DAVE GOTSCHALL	<b>Project Status: IN PROCESS</b>

*Program Name*    UNIT TERMINAL  
*Project Type*    LANDSIDE  
*Description*     An 18" gravity flow sanitary sewer will be constructed from the lift station in the Blue Lot south to parallel Taxiway C, then east to the Golf Course to connect to the City of Columbus' 84" main trunk line.  
*Justification*    The lift stations located in the Blue Lot and at the intersection of Sawyer and Hamilton Roads will be eliminated, thereby eliminating the cost of maintaining the lift stations. Additionally, the sewer will be sized to allow for the proposed Unit Terminal to use the line.  
*Alternatives Considered*  
*Pending Action*  
*Comments*        Partial design was completed by RW Armstrong in 2002-03. An Engineering report was also completed by RW Armstrong, dated 7/26/02. Project was originally to be accomplished with the South Airfield Improvements project in 2004-05, but was determined to be better suited for inclusion with the Unit Terminal.

<b>Project No. 02071</b> — Checked Baggage Screening - L/T Inst. (PFC & GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> STACEY HEATON	<b>Project Status: IN PROCESS</b>

*Program Name*    EXISTING TERMINAL ENHANCEMENTS  
*Project Type*    SECURITY  
*Description*     The project will explore various in-line options for the screening of bags and will require a complete replacement of the existing outbound baggage system. This project includes both infrastructure improvements and screening equipment.  
*Justification*    The project is needed to provide an inline screening solution to enhance passenger service and will provide the permanent solution for the Federal mandate to screen 100% of checked baggage for explosives.  
*Alternatives Considered*    lobby solution is in place  
*Pending Action*    The project construction is on hold pending Federal funding and technology advances. Per a discussion with Mary Jagiello on 6/26, 2003 is the last year there will be FAA discretionary funds for security projects.  
*Comments*        A preferred solution was discussed w/ TSA HQ. on 7/14/08. Funding decisions still pending until further information is delivered to TSA HQ. Costs updated per internal follow-up on 7/16/08.

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<b>Project No. 03026</b> — Taxiway North of J4	<b>Priority: 3</b>
<b>Project Manager</b> <b>DAVE GOTSCHALL</b>	<b>Project Status: ON HOLD</b>

*Program Name*      NONE

*Project Type*      AIRFIELD - MISC. PROJECTS

*Description*      This taxiway would be constructed for use by a future tenant located east of NetJets. The taxiway will connect to existing Taxiway J4 that currently serves NetJets and will allow aircraft access to Runway 10L-28R.

*Justification*      When a tenant is identified to occupy the area east of NetJets, this taxiway will need to be constructed.

*Alternatives Considered*

*Pending Action*

*Comments*

<b>Project No. 04025</b> — AIR RESCUE REPLACEMENT VEHICLE	<b>Priority: 2</b>
<b>Project Manager</b> <b>RICHARD MORGAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      ARFF VEHICLES

*Project Type*      EQUIPMENT

*Description*      This project involves the replacement of the 1995 fire/rescue vehicle (AR-401). This vehicle will be replaced with a state-of-the art fire/rescue vehicle, equipped with anti-rollover devices, that will be easier to maintain, as well as provide better equipment in the event of an emergency. Note: The lead time in purchasing this equipment is 12-14 months.

*Justification*      Required for maintenance of Part 139 certification. This vehicle is a last-generation vehicle and obtaining parts for servicing may become increasingly difficult.

*Alternatives Considered*      It is highly recommended that this vehicle be replaced as soon as possible, due to new EPA regulations becoming effective in 2007 on engine costs increase may be realized.

*Pending Action*

*Comments*      Schedule: Purchase 2008

<b>Project No. 04032</b> — RELOCATE JET BRIDGES (A/L COMMITMENT DEP.)	<b>Priority: 3</b>
<b>Project Manager</b> <b>ROB KIBLER</b>	<b>Project Status: ON HOLD</b>

*Program Name*      LOADING BRIDGES

*Project Type*      TERMINAL

*Description*      This project involves the relocation of up to three jet bridges and associated walkways. The location for the installation of the jet bridges will be determined when a jet bridge is requested by an airline.

*Justification*      Recent aircraft mixes from many airlines have leaned toward a trend of adding RJ aircraft flights. Many current bridge configurations at Port Columbus will not accommodate RJ aircraft. There is also a need to maintain & update obsolete mainline bridges. The pending merger of America West & U.S. Airlines may result in the need for several jet bridges to be relocated from Concourse A to Concourse B.

*Alternatives Considered*      Relocating abandoned HP bridges and walkways.

*Pending Action*

*Comments*      Schedule: Design: 2005/2006, Construction: 2006

Proj. "A" set up for feasibility study and R&C.

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**Project No. 04068 — RE-ESTABLISH UTILITY EASEMENT LOCATIONS**

**Priority: 2**

**Project Manager GLEN YODER**

**Project Status: ON HOLD**

*Program Name* UNIT TERMINAL

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* This project consists of the re-establishment of 19 existing easements that cannot be tied to an existing coordinate system. Activities involved include utility companies marking their existing lines, surveyors capturing this data, reconciling the easements to the existing lines, receiving concurrence from the utility companies, and refiling the new easement descriptions.

Schedule: Program & Design Management: 2004-2005

*Justification* To facilitate and avoid costly delays for construction projects occurring throughout the Airport.

*Alternatives Considered*

*Pending Action* This effort could be done on a project by project basis,

*Comments* However, if upgrading is to be performed in this manner, several additional steps will be required per project to make sure that the easement impacted is identified and recorded on the utility master plan.

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**Project No. 04075 — LICENSE PLATE INVENTORY SYSTEM**

**Priority: 2**

**Project Manager RANDY BUSH**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* This system is used to inventory all of the vehicles that park in the public parking facilities at CMH. The project cost would provide the handheld inventory devices (at least 4) and the related software that will integrate with our Parking Facility Management System. The current system does not accurately retain the information from the inventories and vehicles drop from the list. The actual handheld units have been in service for four years and are nearing their life cycle. The process of taking inventory is also very labor intensive and the newer handhelds use License Plate Recognition technology that allows a picture to be taken of the license plate and the values are automatically entered into the inventory database.

The handheld LPR Technology vendor was unable to provide the needed support & follow up to thier equipment as originally anticipated. Mobile LPR Systems are now available & are attached to vehicles. This newer process will greatly reduce the colleciton time & staffing costs. Review of system will necessitate moving project to 2007.

*Justification* The current handhelds are nearing their life cycle and need replaced. The software which houses the inventory data does not accurately retain the inventory information collected by the inventory clerks. Vehicles are dropped from the inventory on a random basis and this potentially could cause a loss of revenue. The newer handheld technology will also speed up the inventory effort and provide more consistent/accurate data in the database.

*Alternatives Considered*

*Pending Action* We are currently in the process of refining our specifications and will be forwarding to the IT section for review and input.

*Comments* Schedule: Purchase: 2007

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**Project No. 04077 — RUNWAY 10R/28L REPLACEMENT PLANNING (PFC 8)**

**Priority: 1**

**Project Manager      DAVE WALL**

**Project Status:    IN PROCESS**

*Program Name*    REPLACEMENT RUNWAY

*Project Type*     AIRFIELD

*Description*     This project involves the preliminary planning, environmental studies, and LOI application necessary for implementation of the replacement runway project. Items included in this project are: (1) Phase I Conceptual Planning, (2) an Environmental Overview, (3) Financial Feasibility studies, (4) an Environmental Impact Statement, and, (5) a Letter of Intent application to fund the project.

*Justification*    PMT planning activities identified the desirability of a wider terminal envelope for future master plan development. The initiation of this project will make the wisest investment of CIP funds, leverage federal funding and provide the optimal long-term solution for the airport. The National Environmental Protection Act (NEPA) requires the Authority to identify and evaluate the environmental impacts of the replacement runway prior to applying for federal funding for the project.

*Alternatives Considered*    None. An EIS & LOI are required for a project of this size & with the associated environmental impacts.

*Pending Action*

*Comments*

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**Project No. 05032 — RUNWAY 10L RPZ LAND ACQUISITION**

**Priority: 2**

**Project Manager      DAVID SALEME**

**Project Status:    BEING REVIEWED**

*Program Name*    NONE

*Project Type*     AIRFIELD - MISC. PROJECTS

*Description*     Gueli/Sun Holiday Pools: This project involves the acquisition of one parcel consisting of approximately 0.918 acre of land. Purchase of this parcel will provide RPZ and Part 77 protection for Runway 10L. This project will include the relocation of two businesses. It will also include the demolition of several structures located on these parcels. I-670 Partnership: This project involves the acquisition of an avigation easement for one parcel consisting of approximately 0.45 acre of vacant land. The easement for this parcel will provide RPZ and Part 77 protection for Runway 10L.

*Justification*    These acquisitions are required for CRAA to maintain control over the land encompassed by the RPZ to provide for the protection of people and property on the ground.

*Alternatives Considered*

*Pending Action*

*Comments*        The acquisition of the avigation easement is complete. Avigation easement was acquired in 2006.

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**Project No. 05032 — RUNWAY 10L RPZ LAND ACQUISITION (GRANT DEPENDENT)**

**Priority: 2**

**Project Manager MARK KELBY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* Gueli/Sun Holiday Pools: This project involves the acquisition of one parcel consisting of approximately 0.918 acre of land. Purchase of this parcel will provide RPZ and Part 77 protection for Runway 10L. This project will include the relocation of two businesses. It will also include the demolition of several structures located on these parcels. I-670 Partnership: This project involves the acquisition of an avigation easement for one parcel consisting of approximately 0.45 acre of vacant land. The easement for this parcel will provide RPZ and Part 77 protection for Runway 10L.

*Justification* These acquisitions are required for CRAA to maintain control over the land encompassed by the RPZ to provide for the protection of people and property on the ground.

*Alternatives Considered*

*Pending Action*

*Comments* The acquisition of the avigation easement is complete. I-670 Limited Partnership currently owns this subject avigation easement parcel and one of the CRCF parcels. Avigation easement was acquired in 2006.

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**Project No. 05040 — ARFF FIRE STATION IMPROVEMENTS**

**Priority: 1**

**Project Manager ROB KIBLER**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* LANDSIDE

*Description* This project involves replacing roof sections over the vehicle bay areas of the Fire Station. In addition, the project will include installation of a sprinkler system in the dorm area; air movement and exhaust upgrades; window, egress, and door improvements, and upgrades to the air conditioning and electrical distribution systems. Three additional vehicle bays, female quarters & other ARFF improvements will be made in accordance with URS' report in 2005.

*Justification* The roof sections have reached the end of their useful life. The installation of the sprinkler system is a code requirement. All improvements identified in this project are from the 2004 Facilities Assessment and the 2005 URS report.

*Alternatives Considered* None.

*Pending Action*

*Comments* Schedule: Design/ installation of replacement generator/testing & inspection: 2005, Design of facilities improvements: 2006; Construction of facility improvements: 2007 & 2008

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<b>Project No. 05042</b> — AIRFIELD MAINT. FACILITIES IMPROVEMENTS	<b>Priority: 2</b>
<b>Project Manager</b> DALE RAUN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project involves installation of HVAC improvements, improvements to exit and egress lighting, interior wall and partition improvement and repairs, replacing floor tile and adjacent walk improvement (upgrade to ADA).

*Justification* The Trane HVAC unit has exceeded its useful life and is showing signs of wear. Interior walls and columns are in need of minor repairs and paint due to normal wear and tear. Floor tile and carpets are nearing the end of their useful life. All conditions and replacements were noted in the 2004 Facilities Assessments.

*Alternatives Considered*

*Pending Action*

*Comments* All cost estimates from the 2004 Facilities Assessments.  
 Schedule: Design: 2007, Construction/test & inspection: 2007

<b>Project No. 05077</b> — TERMINAL MODIFICATIONS FOR CONCESSIONS MARKETING	<b>Priority: 2</b>
<b>Project Manager</b> STACEY HEATON	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* This project includes construction related improvements for the CRAA concessions advertising program with Ryan Partnership. The project is anticipated to include banners, wall wraps, sign stands, design, awnings over concession store fronts, sidewalk lighting, park benches, etc. to create a comfortable, familiar, community focused environment (e.g., like an Easton Mall experience in the Gateway Plaza retail area.).

*Justification* The Authority has tracked concession sales and has noticed that since 2004 Gross Revenues, while appearing to trending generally upward, have actually trended downward when measured per enplaned passenger. This trend means that the percentage of passengers utilizing our concessions has actually decreased during this time period. The project is anticipated to reverse this trend and increase the percentage of passengers who choose to make purchases. A minimal projected impact will result in an approximate increase in revenue to the Authority of \$95,000 in the first year alone.

*Alternatives Considered* The Authority considered delaying this effort and revisiting it at the end of the current food & beverage concession contract - the potential revenue gain from this project justifies near-term consideration.

*Pending Action* This is a two phase project, the first involves a "marketing" program that promotes in-airport concessions, and the second follows with aesthetic changes to the facility to complete the environment the first phase introduces.

*Comments* Construction \$ moved to 2009 as project is still in development.  
 Design \$ moved to 2009  
 PM changed from GY to SH  
 Moved T & I to Construction.

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**Project No. 06025 — IET (WORKSTATIONS) (GRANT DEP.)**

**Priority: 2**

**Project Manager CHRIS HINDS**

**Project Status: IN PROCESS**

*Program Name* I.E.T.

*Project Type* SECURITY

*Description*

*Justification* IET system was installed 5/2003 and used for required security training prior to the issuance of badges. Currently there are eight workstations, offering 6 classes. Classes include: SIDA, Basic Security, Non-Movement Driving, A/F Movement and Incursion Prevention, Physical Vehicle Inspection & Customer Service.

Since 5/2003, 9,677 individuals have been trained with an estimate of 2 classes per person, approximately 19,354 training sessions. During the recent office remodel, we went down to 5 computers and were routinely booked. Our badged population has come closed to doubling since 2003, and as our traffic increases we anticipate the badge population to increase, thus needing more training.

*Alternatives Considered* Move to 2010.

*Pending Action*

*Comments*

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**Project No. 06029 — RECLAIM EXISTING GARAGE RENTAL CAR LEVELS**

**Priority: 2**

**Project Manager STACEY HEATON**

**Project Status: IN PROCESS**

*Program Name* PARKING

*Project Type* LANDSIDE

*Description*

This project consists of the planning, design and construction necessary to reclaim levels one and two of the existing long-term parking garage. The project consists of removing rental car elements, reconfiguring exit/entrance areas, and relocation of cash booths.

*Justification* Rental car facilities will be relocated into the new Consolidated Rental Car Facility to meet forecasted increased rental car demand.

*Alternatives Considered*

*Pending Action* Removal of RAC's from garage.

*Comments* Partially to be funded by CFC

2008 costs for element 801 are a placeholder for any work resulting from Baker Terminal Study.

Schedule: Study: 2011, Design: 2011-2012, Construction: 2012

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<b>Project No. 06036 — MOBILE COMMAND POST</b>		<b>Priority: 3</b>
<b>Project Manager</b>	<b>RICHARD MORGAN</b>	<b>Project Status: ON HOLD</b>
<i>Program Name</i>	ARFF VEHICLES	
<i>Project Type</i>	EQUIPMENT	
<i>Description</i>	This project meets the needs of the Authority to provide a backup Communications Center. This will be accomplished by outfitting a suitable truck with radio, telephone, camera, and computer equipment to support the key functions of communications personnel. By acquiring and outfitting a vehicle, CAD functions, radios, telephones, access control, and CCTV can all be monitored and controlled remotely. This vehicle could also serve as a mobile Incident Command post, filling an additional identified need for the Authority.	
<i>Justification</i>	Security Risk Management Consultants was contracted to conduct a CRAA Security Vulnerability Assessment which was finalized in April 2004. In this assessment, they identified the strong need for a backup Communications Center and Emergency Operations Center outside of the terminal building.	
<i>Alternatives Considered</i>	Today we have no suitable backup plan if we are forced to evacuate the Communications Center. If displaced from the terminal building today, Comm Techs would operate with portable radios and note pads. The CCTV system and AMAG access control would not be available to them.  An alternative to purchasing such a vehicle is to create another fixed location Communications Center, with all required equipment and installed network and telephone lines. This equipment would sit unused almost 100% of the time. However, the above proposed mobile solution gives us a better solution with far greater flexibility for use at any of our airports or throughout the state of Ohio, and serve as an Incident Command vehicle as well.	
<i>Pending Action</i>	The mobile command post is included in the approved Emergency Plan. According to Mary Jagiello on 6/29/04, if the command post is an approved element of the Emergency Plan, it would be eligible for replacement with AIP funds. Due to new EPA regulations becoming effective in 2007 (engine) cost increase is anticipated.	
<i>Comments</i>	Amount requested reduced from \$1.2 million to \$600 thousand.	

<b>Project No. 06036 — MOBILE COMMAND POST (GRANT DEPENDENT)</b>		<b>Priority: 3</b>
<b>Project Manager</b>	<b>RICHARD MOGAN</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	EQUIPMENT	
<i>Description</i>	This project involves the purchase of a self-contained, fully equipped on-scene mobile command post to handle disaster, emergency, & tactical operations at Port Columbus, Rickenbacker, and Bolton Field Airports, as well as in critical incidents in Central Ohio as a part of NIMS and Homeland Security requirements.	
<i>Justification</i>	Current capability is poor (CRAA owned trailer too small with limited functionality). The Authority has borrowed mutual aid agencies mobile Command Posts in the past if they were not in use at the time. Borrowing mutual aid agencies command posts is becoming increasingly difficult due to them being unavailable. It is the responsibility of the Authority to maintain emergency & disaster preparedness for all three of it's airports.	
<i>Alternatives Considered</i>		
<i>Pending Action</i>	The mobile command post is included in the approved Emergency Plan. According to Mary Jagiello on 6/29/04, if the command post is an approved element of the Emergency Plan, it would be eligible for replacement with AIP funds. Due to new EPA regulations becoming effective in 2007 (engine) cost increase is anticipated.	
<i>Comments</i>	Schedule: Purchase 2007	

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<b>Project No. 06041</b> — <b>TERMINAL HVAC SYSTEM SECURITY ENHANCEMENTS</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>RICHARD MORGAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      SECURITY

*Description*      Currently, the terminal HVAC system cannot filter out any airborne biological contaminant introduced to the fresh air intakes of the terminal HVAC system. This project involves the installation of a filtration rack and UV light system at each fresh air intakes. This system will remove all airborne biological contaminants.

*Justification*      Installation of these security measures on the terminal HVAC system would counter any biological infiltration into the fresh air intakes of the terminal air handlers and also improve indoor air quality. Two preliminary studies have been completed with a more thorough one planned for the Fall 2007. Preliminary focus will be on initial installation in the Port Columbus FIS area for handling planes with passengers who are ill. Facilities will be included in all aspects of this project.

*Alternatives Considered*      Moving the fresh air intakes that serve each air handler in the terminal. This option was considered to not be the best method for addressing the need for HVAC security enhancements because no matter where the intakes were relocated to, a biological contaminant could still be introduced into the HVAC system. The filtration option was considered to be the most effective.

*Pending Action*      Cost estimates from VigilAir.

*Comments*      Schedule: Design & Construction: 2007

<b>Project No. 06053</b> — <b>SECURITY ENHANCEMENTS</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>ALEX BEAVER</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      SECURITY

*Description*      This project includes the purchase of Bollards, new ID Badging Software & Bomb Resistant Trash Cans.

*Justification*      These projects are needed to ensure the safety & security of the public & the employees in this airport environment.

*Alternatives Considered*      Other Bollard options were considered as noted in the Secure USA consultant report dated 12/07.

*Pending Action*

*Comments*

<b>Project No. 06055</b> — <b>HANGAR #1 IMPROVEMENTS</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>ROB KIBLER</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      LANDSIDE - MISC. PROJECTS

*Description*      This project includes the replacement of the roof.

*Justification*      The roof leaks and needs to be replaced as it has had many repairs. These were two of the projects identified in the 2004 Facilities assessments from Robert Fuller and Associates.

*Alternatives Considered*

*Pending Action*

*Comments*

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**Project No. 06059 — TERMINAL KEY AND LOCK REPLACEMENT PROGRAM**

**Priority: 2**

**Project Manager BOB STROMBERG**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* This project involves the replacement of the current lock and key system for all applicable doors terminal-wide (approximately 1,500 doors).

*Justification* The current lock and key system that is in place is approximately 25 years old. There are currently 120 Great Grand Master keys that have been issued. At least one of the keys is unaccounted for and therefore, makes the existing lock and key system vulnerable.

Operations (Chris Hinds) have identified a Keybox that is compatible with our new access control system AMAG. The secured key box that would be programmed into AMAG would identify any access into the secure box and what key was taken out of the box. The Morse Watchman keybox cost \$11,000.00 per box. Operations have identified a secure box in the Operations office and in the Facilities Shop. .

*Alternatives Considered* Looked at three other options including AMAG, Intellikey, Medico. The proposed system is the most cost-effective system.

*Pending Action*

*Comments*

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**Project No. 06063 — TERMINAL ROOF REPLACEMENT**

**Priority: 1**

**Project Manager ALEX BEAVER**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL

*Description* This project involves the replacement of 7 roof sections on the terminal with Green Roof Technologies. The areas include: (1) Legal office roof level; and (2) the roof level to the west of the Legal offices; (3) Max & Erma's roof level; (4) North and (5) South escalator tower roof levels, (6) North and (7) South P4 (adjacent to parking level) roof levels.

*Justification* These roofs were installed in 1987, 1991 and 1992 with 10-year warranties. A roof analysis report indicates these sections are past their useful life. There have been extensive leak repairs in the last two years to these sections.

*Alternatives Considered*

*Pending Action*

*Comments*

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<b>Project No. 06076 — BLUE LOT EXPANSION</b>	<b>Priority: 2</b>
<b>Project Manager BART POWELL</b>	<b>Project Status: IN PROCESS</b>

*Program Name* PARKING

*Project Type* LANDSIDE

*Description* The building and hangar on the old Airnet site will be demolished and pavement will be placed for the expansion of the Blue Lot. The expansion will create at least 1100 new parking spaces. In addition, the entrance to the Blue and Employee lots will be changed to accommodate the Interchange (9910) and Loop Road (13001) projects. The Blue Lot entrance and exit will be relocated to the far west end of the expanded Blue Lot. The Employee entrance and exit will be modified in coordination with the other construction activities. Phase 1 consists of the demolition of the old Airnet Building and Hangar. Phase 2 consists of the paving of the Airnet Site. Phase 3 consists of the enclosure of the ditch and consolidation of the Blue & Green lots. The entrance for the Blue lot will also be relocated as part of Phase 3.

*Justification* The facilities to the west of the Blue Lot were vacated by Airnet in 2005. A determination has been made that additional parking facilities will be required in 2007 and that this site will generate more revenue as a parking facility that if it were fully leased. As of 8/1/06 there were no known prospective tenants for the old Airnet facility.

*Alternatives Considered*

*Pending Action* Airline commitment

*Comments*

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<b>Project No. 07020 — R/W 10L/28R &amp; T/W E REHAB.&amp; SHLDR IMPRVTS (GRANT DEP)</b>	<b>Priority: 2</b>
<b>Project Manager TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project will remove/mill approximately 3" of existing asphalt and replace it with approximately 3" of new asphalt. Additionally, 25ft wide asphalt shoulders will be placed along the runway to meet Group IV aircraft standards and all runway and taxiway lighting cable will be replaced.

*Justification* The 2003/04 PMP has identified the need for a rehabilitation of the runway in 2008/09, projecting the PCI's to be at the minimum service level of 65. The runway was last rehabilitated in 1997.

*Alternatives Considered*

*Pending Action* NEPA process to be completed prior to design. Project will be dependent upon a FAA grant.

The cost estimates currently include the rehab. of T/W E also.

A polymer asphalt overlay (1-1/4") was completed in 2006 on T/W E. Depending on the condition of T/W E in 2008/09, this portion of the project may be non-performed.

*Comments*

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<b>Project No. 07022 — GARAGE EXIT SIGNAGE &amp; FEE DISPLAYS</b>	<b>Priority: 2</b>
<b>Project Manager RANDY BUSH</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* The purpose of this project is to improve the exit signage at the exit plaza for the garage. With the integration of pay-in-lane technology, clear messages must be given to parkers as they exit the garage. We are also hoping to increase the use of the credit card lanes that could have a higher utilization if they were better signed. We are looking to install exit signage that is consistent with the signs used in Minneapolis. The signs offer tremendous flexibility in messaging and readability. Today, our signage cannot be read in the mornings when the sun is rising because of the light from the sun. Our goal is to develop colorful messages that draw customers to the proper exit lane naturally. If we are successful in this effort, fewer cashiers will be needed and we can embrace more technology at the exit. An estimate from Daktronics shows that these signs cost \$10,500 each.

We also need to replace the fee displays in the garage. Much of this signage was a carryover from equipment installed in 1996. The fee displays are beginning to fail and to provide a consistent feel for the facility, we would like to replace all of them in the 9 lanes. The remaining displays will be maintained as spares for the Red and Blue Lot. Fee displays are an important revenue control function that communicates with the customer what the parking fee is. Estimates for these displays in the 9 manned exit lanes totals approximately \$20,000.

*Justification* Increased use of pay-in-lane and credit card lanes in the garage will allow reduction of staffing needed to man the booths. The signage will also provide better customer service to our customers who are often times confused about what lane is open for exiting.

*Alternatives Considered* Other sign options will be considered in the design process.

*Pending Action*

*Comments*

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<b>Project No. 07024 — FIFTH AVE. BUILDING IMPROVEMENTS (TENANT DEPENDENT)</b>	<b>Priority: 2</b>
<b>Project Manager CONNIE TURSIK</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project involves improvements to the 4700 E. Fifth Ave. (the old AirNet building) building that were identified through the 2004 Facilities Assessment. Improvements include replacement of heating and air conditioning units, electrical distribution improvements, wall and column repairs, and air movement and exhaust improvements.

*Justification* These improvements are needed to extend the life of the building. The HVAC units will be nearing their life expectancy in 2008. This building is being marketed for lease.

*Alternatives Considered* Replace or repair are the only alternatives.

*Pending Action* Tenant Dependent

*Comments* Facilities Assessments performed by Robert Fuller and Associates.  
Schedule: Design 2008 Construction 2008

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 07029</b> — COMMUNICATIONS CENTER EQUIPMENT UPGRADE/EOC IMPROVEMENTS	<b>Priority: 1</b>
<b>Project Manager</b> RICHARD MORGAN	<b>Project Status:</b> IN PROCESS

*Program Name*    SAFETY AND SECURITY UPGRADES

*Project Type*    SECURITY

*Description*     This project will upgrade the Communications Center 800 MHz radio system from analog to digital to comply with the City of Columbus trunking system which is being upgraded, and will transform the system to one that is internet based for transportability when needed (for back-up during evacuation or emergency.) A new system for CCTV video analytics and more suitable ergonomic console workstations will also be purchased and installed. Basic but essential equipment will also be purchased and installed in the Emergency Operations Center.

*Justification*    These upgrades are necessary to bring the Communications Center equipment up to state of the art, plus allow more productivity due to better utilization of personnel resources. The City's upgrade of the 800 MHz radio system mandates that we convert to digital. The equipment for the EOC is currently non-existent which severely limits the capabilities of the room during an emergency. It is hoped that some Homeland Security funding can be found for some of the items.

*Alternatives Considered*    Continue to operate as is with the exception of the City's upgrade of the 800 MHz radio system from analog to digital. Since we operate off the City system, our upgrade is mandatory unless we purchase our own system.

*Pending Action*

*Comments*        The changes in this project will allow unparalleled flexibility and enhanced operational capabilities than currently exist.

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<b>Project No. 07039</b> — (1) DUMP TRUCK WITH PLOW FOR SNOW REMOVAL	<b>Priority: 1</b>
<b>Project Manager</b> MARC SETHNA	<b>Project Status:</b> IN PROCESS

*Program Name*    ROADWAY

*Project Type*    EQUIPMENT

*Description*     Purchase one heavy duty single axle dump truck w/10'plow and V-bed spreader on an annual basis in 2007, 2008 and 2009.

*Justification*    The purchase of this dump truck will enable and enhance the airports ability to perform snow and ice control in anticipation of the 670/Stelzer Road International Gateway Interchange construction.

*Alternatives Considered*    Contract to ODOT

*Pending Action*

*Comments*

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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#### PORT COLUMBUS INTERNATIONAL AIRPORT

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**Project No. 07040 — (1) DUMP TRUCK WITH PLOW FOR SNOW REMOVAL**

**Priority: 2**

**Project Manager      MARC SETHNA**

**Project Status:    IN PROCESS**

*Program Name*      ROADWAY

*Project Type*      EQUIPMENT

*Description*      Purchase three heavy duty single axle dump trucks w/10'plows and V-bed spreaders on an annual basis in 2007, 2008 and 2009.

*Justification*      The purchase of these dump trucks will enable and enhance the airports ability to perform snow and ice control in anticipation of the 670/Stelzer Road International Gateway Interchange construction.

These units can be purchased during a three year span beginning 2007, 2008 and finish in 2009. The bid process for these three units should take place in 2007. Bidding for the three units under one contract could avail us the opportunity for better pricing due to the overall quantity of the purchase.

*Alternatives Considered*      Contract to ODOT

*Pending Action*

*Comments*

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**Project No. 07045 — REPLACEMENT OF BAG CLAIM UNIT(S)**

**Priority: 1**

**Project Manager      STACEY HEATON**

**Project Status:    IN PROCESS**

*Program Name*      EXISTING TERMINAL ENHANCEMENTS

*Project Type*      TERMINAL

*Description*      Replacement of old, worn bag claim devices 2, 3, 4 & 5 with a new claim device that provides additional claim frontage.

*Justification*      The PMT reports from 2003 and subsequent studies completed by LFA/NBBJ in 2005/2006 indicate that as the passenger levels grow at Port Columbus, additional bag claim linear footage will be necessary to ensure an acceptable level of service during the passenger bag claim process. Additionally, the unit is in need of replacement from a life cycle perspective.

*Alternatives Considered*      Continue to repair has been considered but eventually parts will be unavailable.

*Pending Action*

*Comments*      Design firm Vic Thompson will proceed w/ design once notified to proceed. In July 2008 it was decided that two units will be shown for replacement in 2010 & two will be shown for replacement in 2011. Costs from NBBJ report (2005/2006); plus additional infl. and contingency in construction; plus agreed to amount for construction mgmt. per discussion within Engineering.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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**Project No. 07046 — EXPAND EAST APRON DEICING AREA**

**Priority: 1**

**Project Manager BART POWELL**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project will expand the remote deicing/glycol collection area east of the Terminal. The expansion will include the installation of trench drains, piping, and diversion valves in the asphalt portion of the East RON parking area, connecting the area to the existing glycol collection system. Additionally, the asphalt pavement in this area is experiencing rutting and deformation due to the loads from aircraft parking. To correct this problem and to provide for a stiffer, more stable pavement, the asphalt will be milled approximately 4 inches and replaced with a polymer modified asphalt.

*Justification* CMH is presently experiencing increases in air carrier activity. Some carriers deice at the gate while others deice remotely. A trend has been to deice remotely for personnel safety and efficiency reasons. In addition, presently, the remote location can only accommodate 4 or 5 aircraft at a time, depending upon the aircraft mix. The expansion of the remote deicing area will provide for an additional 4 or 5 deicing positions.

*Alternatives Considered*

*Pending Action*

*Comments* Design would take place in 2007 as an unbudgeted expense.

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**Project No. 07052 — TERMINAL CAPACITY IMPROVEMENTS, PHASE II**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* EXISTING TERMINAL ENHANCEMENTS

*Project Type* TERMINAL

*Description* This project was to provide addtn'l capacity & terminal modifications to ensure the ability of our air carriers to grow at CMH, specifically Skybus Airlines. Items that may require addtn'l capacity include holdrooms, vertical circulation, relocation of various pass. loading systems, signage and apron striping modifications, ticket counter modifications, Skybus/ground handling agent space improvements, baggage handling systems improvements (to potentially include security, space or equip. modifications), curbside improvements, etc. With the close-up of Skybus, only air & water balance will be completed.

*Justification* This project was thought to be needed as airlines', & in particular Skybus', hourly capacity requirements grow greater than current infrastructure/space can acceptably allow.

With the close-up of Skybus, only air & water balance will be completed.

*Alternatives Considered* Previous planning has identified potential options for a split operation (upper and lower level holdrooms) which is not operationally desirable for Skybus. Other options explored included a holdroom expansion onto the apron and a bump-out of the lower-level holdroom to the north.

*Pending Action*

*Comments* Per CIP meeting 4/15/08: Remove all future costs except "Air & Water Balance". Remove "remaining 2008" costs.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 07055</b> — <b>NEW FAMILY RESTROOMS IN CONCOURSES A AND B</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>STACEY HEATON</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      EXISTING TERMINAL ENHANCEMENTS

*Project Type*      TERMINAL - MISC. PROJECTS

*Description*      This project will consist of the construction of family restrooms in concourses A & B.

*Justification*      It has been reported that several years ago the airport had a goal to incorporate a family restroom in all concourses; however, we don't have one on concourse A. Concourse B's family restroom is located in the former Skybus holdroom, which is now not accessible to the public. Since that time, the customer service group has received input that has spurred the issue to continue on fulfilling the goal.

*Alternatives Considered*      No build option does not address customer service issues.

*Pending Action*      Completion of cost estimates, needs determination and location preference.

*Comments*      CATEX received 11/26/07.

<b>Project No. 07056</b> — <b>CONCOURSE B STRUCTURAL REPAIRS</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>ROB KIBLER</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      TERMINAL

*Description*      This project involves performing structural repairs to the first floor slab and foundations on existing Concourse B.

*Justification*      During recent terminal modifications, deficiencies were found and decay was observed in many places on the first floor slab and foundations supporting Concourse B.

*Alternatives Considered*      None.

*Pending Action*

*Comments*

<b>Project No. 07058</b> — <b>SHUTTLE BUS ADMINISTRATIVE FACILITY</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>BART POWELL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      PARKING

*Project Type*      LANDSIDE

*Description*      This project is to replace the existing shuttle bus administrative facility currently located in the Blue Lot in the old Budget facility on Stelzer Rd. Major components of work include pavement, sanitary sewer & interior improvements.

*Justification*      The addition of public parking lots and the added distance to the 17th Avenue lots has made it necessary to expand the size of the facility.

*Alternatives Considered*

*Pending Action*

*Comments*      No NEPA action required.

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 07059 — STORMWATER DETENTION FOR TURKEY RUN (NEW LOI)**

**Priority: 1**

**Project Manager**      **TIM MENDEL**

**Project Status: IN PROCESS**

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      AIRFIELD

*Description*      Project will construct a storm water detention basin on the south side of Port Columbus. A storm sewer will be constructed to carry storm water from the new parking lots west of Stelzer Road to the detention basin. Other utilities will be re-routed.

*Justification*      This project is required to meet EPA and City of Columbus standards for the control of storm water runoff from paved surfaces at Port Columbus. Additional paved areas of the Crossover Taxiway and parking lots west of Stelzer Road have created the need for additional storm water detention. The basin will be designed to be enlarged, if needed, to accommodate future growth.

*Alternatives Considered*      Other sites for storm water detention were considered, however these sites would need to be relocated at a future date due to future airport development. It was determined that a single site would be more practical instead of several smaller sites.

*Pending Action*

*Comments*      Per Tim M. on 1/31/08, 46% of costs are due to Replacement Runway. These costs will be included in 2008 LOI application.

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**Project No. 07060 — ADMINISTRATIVE OFFICE COURTYARD EXPANSION**

**Priority: 3**

**Project Manager**      **ALEX BEAVER**

**Project Status: IN PROCESS**

*Program Name*      ADMINISTRATION OFFICE EXPANSION

*Project Type*      TERMINAL - MISC. PROJECTS

*Description*      Additional CRAA administrative offices will be constructed in the courtyard between the current administrative offices and the non-sterile portion of Concourse A. The project will add 8 offices (1,700 sq. ft.).

*Justification*      The administrative office area is currently undersized. Additions to CRAA staff have made it necessary to construct additional offices to accommodate the staff increases.

*Alternatives Considered*

*Pending Action*

*Comments*      No NEPA action required per Katy Jones - December 2006.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08017 — 800 MHZ RADIOS REPLACEMENT</b>	<b>Priority: 2</b>
<b>Project Manager RICHARD MORGAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name* RADIOS  
*Project Type* EQUIPMENT  
*Description* 4th year of a 4 year capital project to replace 800 MHz radios with units properly equipped for interoperability with other agencies.  
*Justification* All Authority Public Safety personnel & LCK Operations personnel carry 800 MHz portable radios w/ Ohio MARCS system functionality. LCK Airfield Maintenance & Services personnel still use old radios which are unable to communicate w/ Public Safety or Ops radios. In fact, problems communicating even within the airfield group have been identified.  
 Ohio Air National Guard & ARFF personnel cannot communicate w/ Public Safety, Operations or Airfield personnel on the radios as they exist today. This project will initiate the process of outfitting LCK ARFF & Airfield personnel w/ suitable radios.  
*Alternatives Considered* None known. Specified radios are compatible with equipment used elsewhere throughout the Authority.  
*Pending Action*  
*Comments* Motorola pricing is per City of Columbus volume contract which we are authorized to use.

<b>Project No. 08022 — CONCOURSE A CHECKPOINT EXPANSION</b>	<b>Priority: 2</b>
<b>Project Manager STACEY HEATON</b>	<b>Project Status: IN PROCESS</b>

*Program Name* EXISTING TERMINAL ENHANCEMENTS  
*Project Type* TERMINAL - MISC. PROJECTS  
*Description* This project involves the expansion of the security checkpoint at Concourse A entrance. This will increase the existing checkpoint from 3 to 4 lanes.  
*Justification* The PMT reports from 2003 and subsequent studies completed by LFA/NBBJ in 2005-2006 indicate that as the passenger levels grow at Port Columbus, additional security checkpoint lanes will be needed in Concourse A to ensure an acceptable level of service of wait times.  
*Alternatives Considered* No build condition was considered; however Customer Service will degrade.  
*Pending Action* Increase of passenger demand will dictate when these projects should be operational. If the passenger demand is other than estimated in planning documents, the year of construction may need to be adjusted. Additionally, discussions and close coordination need to occur with TSA to ensure they will have the staffing levels and equipment necessary to run the additional check lanes.  
 Passenger growth by concourse must be closely monitored to ensure projects are completed in a timely fashion. Cost estimates do not include equipment or storage of received equipment from TSA. Costs are in 2006 dollars.  
*Comments* Miscellaneous costs will include the cost of advertisements for consultant solicitations and bid advertisements, plan printing costs, and other costs which are not a part of the other primary elements of a project.  
 July 2008 - Deferred until demand picks-up.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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**Project No. 08025 — PUBLIC ADDRESS/PAGING SYSTEM UPGRADES**

**Priority: 2**

**Project Manager BOB STROMBERG**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* This project includes upgrading the 1995 IDS public address/paging system to a digital system. A recent analysis of the existing public address/paging system identifies a phased approach to the upgrade. The initial phase (Phase 1) would include installation of operating software for the paging system; replacement of the Head End units, the Ambient Noise Analysis system, the rack mounted PCs and servers, and all mic stations and microphones.

*Justification* The existing system was installed in 1995. Upgrades were made in 2000, however, system components are proprietary and are becoming increasingly difficult to obtain.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2007 dollars. Quote is from ComNet and was obtained by the IT Department.

Current system does not comply with ADA

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**Project No. 08028 — NETJETS EXP.-STUDIES/NEPA/RADAR RELOCATION**

**Priority: 1**

**Project Manager MARK KELBY**

**Project Status: IN PROCESS**

*Program Name* NETJETS EXPANSION

*Project Type* AIRFIELD

*Description* This project involves planning studies and NEPA documentation for the relocation of the airport surveillance radar (ASR) and development of the NetJets Corporate Campus. This project also involves submission of a feasibility study to FAA.

*Justification* This project is necessary to support the development of the NetJets Corporate Campus. The current ASR-9 antenna site is located on the north airfield at the intersection of Bridgeway Avenue and Goshen Lane. Relocation of the ASR-9 was essential to NetJets' decision to remain in Ohio and was a deal breaker, if not implemented. If the ASR-9 relocation and NetJets Corporate Campus projects are not implemented, there will be a negative financial impact to CRAA and the local economy.

*Alternatives Considered* ASR-9 relocation alternatives are being developed by FAA. Site planning for the NetJets Corporate Campus will be conducted by NetJets and their consultants.

*Pending Action* Site studies by FAA and NetJets.

*Comments* Approximately \$1.0 million in element 903 will be funded from the Governor's state capital bill.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08030</b> — TELEPHONE SYSTEM UPGRADE	<b>Priority: 1</b>
<b>Project Manager</b> DENNY FINCH	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* Upgrade current telephone system, Option 81 w/Meridian Mail, to Release 4.5 with CallPilot.

*Justification* The current telephone system used throughout the airport has reached capacity. Currently there are 800 TN's, 796 are in use, and Public Safety has requested three of the remaining four TN's. TN's are terminal numbers that are in the CRAA phone switch (a port) and to add a phone there must be a TN port available. This project will add 100 TN's with a capability of adding more in the future. Current telephone software, Option 81, must be upgraded to Release 4.5 to allow the addition of the 100 new TN's. This project also includes upgrading current voicemail from Meridian Mail to CallPilot, as Meridian Mail is obsolete.

*Alternatives Considered* Replacing the entire system at \$300,000 (per AT&T quote)

*Pending Action*

*Comments* Due to the lead time for the equipment & pricing that is needed for the project from Nortel, the telephone system upgrade will need to be moved into 2009 (\$161,000.00).

<b>Project No. 08040</b> — PASSENGER EXPERIENCE ENHANCEMENTS	<b>Priority: 1</b>
<b>Project Manager</b> LINDA FRANKL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Increased number of passengers using Port Columbus International Airport have presented some unique customer service and "passenger experience" challenges. This project will include various new investments in technology-based enhancements to improve efficiency in terminal areas; passenger flow and management; customer service; passenger experience, capacity maximization, etc.

*Justification* Meet a key element of Authority's mission ~ To provide high quality, competitively priced air service to Columbus and the Central Ohio Region. These improvements will allow the maximum use of current facilities, meet rapid growing use of the facilities by passengers, and maintain and enhance the customer experience from curb to aircraft.

*Alternatives Considered*

*Pending Action* Evaluation of available equipment and technologies in progress. Examples of options and technologies being evaluated include, but are not limited to: additional LCD flat-panel monitors to communicate visually with passengers; CUTE/CUSS platforms to increase efficient use of limited ticket lobby space; passenger cueing & cueing options; other emerging concepts and technologies for passenger processing and customer service.

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08041 — RESIDENTIAL SOUND INSULATION, PHASE XI (GRANT DEPENDENT)</b>	<b>Priority: 2</b>
<b>Project Manager      DAVE WALL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      RESIDENTIAL SOUND INSULATION PROGRAM

*Project Type*      NOISE

*Description*      This project involves program management, design, and construction for installation of noise mitigation measures for approximately 220 homes located within the 65 DNL noise contour of the Future (2012) Noise Exposure Map/Noise Compatibility Program. The homes are located in East Columbus, Brittany Hills, North Cassidy Avenue, Drake Road, and Lone Spruce Road.

*Justification*      Residential soundproofing is a recommended measure in the Part 150 Noise Compatibility Program Update for Port Columbus International Airport that was approved by the FAA in May 2008. Soundproofing is necessary to mitigate aircraft noise impacts resulting from the pending south runway relocation. Implementation of this project will reinforce the Airport Authority's commitment to reducing aircraft noise impacts on the communities surrounding Port Columbus.

*Alternatives Considered*      None. Sound Insulation is a mitigation commitment in the EIS.

*Pending Action*      Receipt of an FY09 AIP Grant.

*Comments*      There were 247 homes identified for sound insulation in the 2007 FAR Part 150 update. In past programs, approximately 80% of the eligible homes participated in the program. Staff has applied a 90% participation rate to plan for 220 homes to participate in this phase.

<b>Project No. 08042 — STORMWATER BASIN AT OUTFALL FOUR(NEW LOI)</b>	<b>Priority: 2</b>
<b>Project Manager      TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      AIRFIELD

*Description*      Project will enlarge the existing basin at the ravine between 94th Aerosquadron and Gate Gourmet to allow stormwater detention and quality meeting Ohio EPA and City of Columbus standards.

*Justification*      The replacement runway and new terminal development will increase stormwater runoff quantities from Port Columbus. Ohio EPA and City of Columbus regulations require the excess water to be detained prior to entering the Big Walnut.

*Alternatives Considered*      Will be reviewed during the design process.

*Pending Action*

*Comments*      This basin must be in place prior to construction of the Replacement Runway in 2010. The project is being studied under the replacement runway EIS and no additional environmental documentation will be required.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08045 — ACQUIRE PROPERTIES IN NEW 10R RPZ (NEW LOI)</b>		<b>Priority: 1</b>
<b>Project Manager</b>	<b>MARK KELBY</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	REPLACEMENT RUNWAY	
<i>Project Type</i>	AIRFIELD	
<i>Description</i>	This project involves acquisition (and associated relocation) of 36 parcels located in the Runway Protection Zone (RPZ) for the relocated Runway 10R.	
<i>Justification</i>	FAA design criteria requires a Runway Protection Zone (RPZ) that is trapezoidal in shape and centered about the extended runway centerline. It is recommended that the airport owner acquire or control the RPZ to meet clearing and land use standards. Accordingly, CRAA must acquire the homes that will be in the RPZ for the relocated runway. If this project is not implemented, the runway relocation project could be delayed or canceled because FAA design criteria requires the RPZ.	
<i>Alternatives Considered</i>	Due to FAA Design Criteria, the properties must be removed. Other runway configuration options were considered in the EIS, but the selected alternative, which results in the need to acquire the 36 properties, had the least impact on the community.	
<i>Pending Action</i>	The demolition portion of this project has been removed. A separate capital project is being created for demolition.	
<i>Comments</i>	NEPA Section not completed - Project is in the current EIS study. The design and land acquisition costs will be reimbursable in the LOI.	

<b>Project No. 08047 — ENVIRONMENTAL MITIGATION</b>		<b>Priority: 1</b>
<b>Project Manager</b>	<b>STACEY HEATON</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	LANDSIDE - MISC. PROJECTS	
<i>Description</i>	This CIP will provide for mitigation of wetland and/or stream impacts relating to several development projects on CMH. THIS PROJECT DOES NOT COVER PERMIT PREPARATION FOR ANY PROJECTS.	
<i>Justification</i>	Each time a new airport project proposes to impact a wetland or stream, a permit must be obtained. Each permit application requires a mitigation plan. With a number of projects coming in the near future, at the request of the federal agencies, a more purposeful mitigation project will be undertaken. Required for federal agencies to approve wetland and stream impact for proposed projects on our airports.	
<i>Alternatives Considered</i>		
<i>Pending Action</i>	Enter into agreements with Metro Parks.	
<i>Comments</i>	The projects considered within the mitigation projects at Metro Park are CRCF, NetJets, Replacement Runway, Loop Road, New Terminal and Storm water sites on Turkey Run and at Outfall 004.	

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08048</b> — LANDSCAPE INT'L GATEWAY & LOOP ROAD	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* ROADWAY  
*Project Type* LANDSIDE  
*Description* The Stelzer Road- International Gateway Interchange (9910) and Int'l Gateway Roadway Loop System (13001) projects have dramatically altered the entrance to Port Columbus. The first portion of the project will have the consultant design an overall landscape master plan for the International Gateway corridor, followed by detailed design and construction. Work will take place from the I-670 Interchange into the existing terminal area. Stelzer Road will also be studied to allow a comprehensive landscape experience at Port Columbus.  
*Justification* To beautify the entry/exit at Port Columbus and to enhance the passenger experience. Recent construction projects have eliminated all landscape features entering or exiting the airport.  
*Alternatives Considered* CRAA & City of Columbus participated in a landscape master plan to consider & select alternatives, & this project & budget represent the selected alternative.  
 Funding schedule & budget increases based upon information provided by The Edge Group - July 2008.  
*Pending Action*  
*Comments* The city of Columbus will participate with streetscape improvements on Stelzer Road near the airport. NEPA was addressed when this work was included in CIP #9910 and #13001. No further NEPA documentation is required.

<b>Project No. 08049</b> — Replacement Runway Obstruction Mitigation (New LOI)	<b>Priority: 1</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* REPLACEMENT RUNWAY  
*Project Type* AIRFIELD - MISC. PROJECTS  
*Description* Project will identify and remove airspace obstructions for the replacement runway. Data collection will include an airspace survey for instrument approach studies to the replacement runway. FAA requires specific survey data in specific formats to study and approve any new instrument approach procedures. This study will identify obstructions that must be removed for safe instrument approaches per FAA requirements.  
*Justification* Required for safe aircraft operations and for FAA to complete the approach procedures.  
*Alternatives Considered* None. Obstructions must be removed, per FAA requirements.  
*Pending Action* Obstruction survey being performed.  
*Comments* NEPA Section not completed - Project is in the current EIS study.

<b>Project No. 08050</b> — Airport Golf Course Modifications (New LOI)	<b>Priority: 1</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* REPLACEMENT RUNWAY  
*Project Type* AIRFIELD  
*Description* Up to 12 holes will be reconstructed on Airport Golf Course to accommodate the approach lighting system for the replacement runway. Once the new approach lighting system is installed, the old system for the current runway location will be removed after the new runway is commissioned.  
*Justification* Required for aircraft instrument approaches to the replacement runway.  
*Alternatives Considered* Several alternative layouts were studied by Hurdzan/Fry Consultants to determine the most desirable layout.  
*Pending Action* Working with City of Columbus, Recreation & Parks on the design.  
*Comments* NEPA Section not completed - Project is in the current EIS study.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08051</b> — <b>Runway 10R/28L Replacement (New LOI)</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      AIRFIELD

*Description*      This project involves the relocation of existing Runway 10R/28L approx. 702 ft. south of its current location. The project includes the south parallel taxiway & perimeter road construction. Phase I will consist of utility relocation/installation & preliminary site grading. Phase II will complete the project w/ paving, lighting, striping & NAVAID installation.

*Justification*      Design, acquisition & installation of navigational aids to serve the Relocated Runway have been included in this project. Navigational aids will be designed by the runway consultant & installed in PH 2 by the runway contractor. CIP #08054 has been deleted & these funds transferred to this project.

*Alternatives Considered*      The CRAA's Program Mgmt. Team, recognizing the limitations of possibilities within the existing narrow runway envelope, revisited the issue of relocating a runway to enlarge the terminal platform. The need to relocate the runway was confirmed in 2005 & URS determined in 2006 that the runway must be relocated 702 ft. south of its current location to meet the program requirements.

*Pending Action*

*Comments*      Various alternatives were studied in the EIS, and this 702 foot shift met the need with the minimum environmental impact.

*Comments*      NEPA Section not completed - Project is in the current EIS study. The RTR siting study is funded @ 100% in PFC #8.

<b>Project No. 08052</b> — <b>Convert Existing Runway 10R-28L to Taxiway (New LOI)</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      AIRFIELD

*Description*      Upon commissioning of replacement Runway 10R/28L, the existing runway will be reduced in size and converted to a north parallel taxiway for the replacement runway.

*Justification*      FAA requires that the pavement width be reduced to avoid confusion for approaching aircraft. Lighting and pavement markings must also be changed.

*Alternatives Considered*

*Pending Action*

*Comments*      NEPA Section not completed - Project is in the current EIS study.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 08053 — Demolish On-Airport Structures (New LOI)</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      AIRFIELD

*Description*      This project involves the demolition of approximately 17 structures on the AOA in the vicinity of the south airfield and CIAC, and tree removal in the RPZ for 10R and 28L.

*Justification*      This project is required to make room for replacement runway, taxiway, and perimeter road and to resolve airspace issues.

*Alternatives Considered*

*Pending Action*

*Comments*      NEPA Section not completed - Project is in the current EIS study.

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<b>Project No. 08056 — HUBLER ROAD IMPROVEMENTS</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>ERIC HENSLEY</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NETJETS EXPANSION

*Project Type*      LANDSIDE

*Description*      The first phase is a study to investigate the impacts of the NetJets expansion to Bridgeway Avenue and Hubler Roads on airport property. The study will also investigate impacts on Johnstown Road from Stelzer to Stygler. The second phase of the project will include improvements to approx. 3,500 ft. of Hubler Rd. & includes turn lanes on Johnstown Rd. The project also includes utility relocations to maintain svc. along Bridgeway Ave. east of Goshen Ln.

*Justification*      The Authority has entered into an MOU to conduct a traffic study in cooperation with surrounding jurisdictions. The City of Columbus will pay 50% of costs of the study. Other improvements are required in accordance with the MOU. Funding for improvements to Johnstown may be found (Robin to lead this effort). NetJets may be responsible for some of the utility costs.

*Alternatives Considered*      The study will investigate alternatives

*Pending Action*      Consultant solicitation for traffic studies and another for roadway improvements will take place during the spring of 2008. Once the traffic studies are completed and the Net Jets site plan is finalized, the roadway design will begin. Other project elements will be inserted once costs are known.

*Comments*      Once the improvements to Bridgeway Avenue, Hubler, and Johnstown Roads are identified from the study, the appropriate NEPA documentation will be prepared.

Approx. \$370,000 for the anticipated intersection build-out at Hubler Rd. & Johnstown Rd. will likely be requested for reimbursement through the Franklin County Engineer or other responsible agency sources.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08057</b>	<b>— NetJets Apron Expansion &amp; TAXIWAY</b>	<b>Priority: 1</b>
<b>Project Manager</b>	<b>ALEX BEAVER</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NETJETS EXPANSION	
<i>Project Type</i>	AIRFIELD	
<i>Description</i>	The NetJets Apron Expansion project will add approximately 2.77 acres of paved apron adjacent to the west side of the existing NetJets apron & a taxiway to connect the new NetJets apron to taxiway "J".	
<i>Justification</i>	NetJets requires additional ramp area to support current activities. Construction of the ramp and apron are requirements included in the MOU between the CRAA and NetJets.	
<i>Alternatives Considered</i>	Several different alignments of the taxiway were considered. The lowest cost option (directly to the south) was selected.	
<i>Pending Action</i>	Project is currently under design. NetJets has requested a Group IV taxiway which would add \$425,000 to the project @ NetJets expense. This cost is not reflected in the 7/28/08 cost estimates, nor funding sources.	
<i>Comments</i>	CATEX NEPA documentation will be prepared by Planning. NetJets has requested a Noise Wall (included in design). Costs will be passed on to NetJets. Construction costs include a \$210,000 contingency for Noise Wall construction which will be reimbursed by NetJets. This amount is shown as "Grants-Other" under the funding sources.	

<b>Project No. 08058</b>	<b>— ORIGINAL TERMINAL IMPROVEMENTS</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>ROD BORDEN</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	LANDSIDE	
<i>Description</i>	Renovate the original terminal to accommodate a Communications Center, Emergency Operations Center, Police Training Facility, and Classroom/Meeting Space.	
<i>Justification</i>	The land where the training facility is presently located has been optioned to NetJets for aviation-related commercial development. As a result, the police training facility will eventually need to relocate. The original terminal building has been identified as the location for the relocated police training facility, as well as, new Communications Center, EOC, and multi-purpose/meeting space. At this time, it is uncertain when the need to relocate the police training facility will arise; however, at a minimum, planning and design of the new facility (including the Communications Center, EOC, and meeting space) should be accomplished so that construction can occur immediately when the need arises, so as to not delay a commercial development project. Additional benefits are relocation of the communications center and EOC to reduce their vulnerability to incidents occurring in the terminal building and so create more efficient, updated facilities consistent with revised operational requirements and procedures. It is recommended that a planning & design consultant be selected & that planning be completed in 2009 & design completed in 2010 so that bidding and construction can be expedited to accommodate development of the police training facility site.	
<i>Alternatives Considered</i>		
<i>Pending Action</i>		
<i>Comments</i>		

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 08059 — NOISE LAND INVENTORY & REUSE PLAN**

**Priority: 2**

**Project Manager MARK KELBY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* NOISE

*Description* This project involves the mapping of all CMH owned land acquired under airport noise compatibility programs using Airport Improvement Program (AIP) Funds in accordance with Grant Assurance 31. The project will require the development of a Noise Land Inventory including both the relevant parcel data and AIP grant information, specific photographs taken of each site, and other FAA requirements. A Reuse Plan will also be completed as a part of this project, one part of which deals with parcels that are being retained, another dealing with parcels which are to be disposed of through other means. Relevant grant, market, land use, and appraisal information will be used to compile a Reuse Plan for applicable parcels within established FAA standards.

*Justification* This project is required to meet the requirements outlined in Grant Assurance 31 and FAA Program Guidance Letter 08-02. The Guidance Letter advises that all Noise Land Inventory and Reuse Plans are to be submitted to the FAA by October 2009. Failure to complete this project in 2009 would result in the Authority being non-compliant with Grant Assurance 31 and FAA Program Letter 08-02.

*Alternatives Considered*

*Pending Action* Consultant selection is underway.

*Comments* Project is funded from a portion of the noise land sale proceeds at Rickenbacker.

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**Project No. 08062 — OPERATIONS 800 MHZ RADIOS REPLACEMENT**

**Priority: 2**

**Project Manager LINDA FRANKL**

**Project Status: IN PROCESS**

*Program Name* RADIOS

*Project Type* EQUIPMENT

*Description* This project involves replacing seventeen (17) Operations Division analog 800 MHz radios with digital 800 MHz radios.

*Justification* The existing radios have fulfilled their useful life and need to be replaced by digital equipment in order to maintain communications with Mutual Aid providers.

*Alternatives Considered* Not being able to communicate directly with CRAA Public Safety or Mutual Aid providers.

*Pending Action*

*Comments* CATEX determination issued by ADO 4/15/08.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 08063 — DEMOLITION OF PROPERTIES IN NEW 10R RPZ (NEW LOI)</b>	<b>Priority: 2</b>
<b>Project Manager BART POWELL</b>	<b>Project Status: IN PROCESS</b>

*Program Name* REPLACEMENT RUNWAY

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* This project involves the demolition of 35 houses and associated outbuildings located on 13th Ave. that must be demolished after the homes are acquired due to the replacement runway project. The demolition will include asbestos testing and removal, demolition of the structures on the property, removal of all materials, filling in of and holes left by basement removal, and seeding the property.

*Justification* This is a mitigation commitment of the on-going EIS. FAA design criteria specify that no obstacles are to remain in the Runway Protection Zone (RPZ). In addition, the RPZ must be cleared of all buildings to prevent a congregation of people.

*Alternatives Considered* Only purchasing and demolishing 23 houses and associated outbuildings that were directly impacted by the relocated RPZ. During the EIS, that FAA determined that purchasing the additional 12 homes and associated outbuildings would be required to square off the street, and provide a natural break in the project at the intersection of 13th and Sterling Avenues.

*Pending Action* CRAA will demolish houses as they are acquired.

*Comments* Demolition (including construction and testing & inspection) will be reimbursable under the proposed LOI.  
Demolition was removed on 7/14/08 from project #08045 and placed in this separate project.

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<b>Project No. 08065 — Stormwater Detention Basin #1 for NetJets Expansion</b>	<b>Priority: 1</b>
<b>Project Manager ERIC HENSLEY</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NETJETS EXPANSION

*Project Type* LANDSIDE

*Description* Project will include excavation, embankment/stabilization, and connection of storm water detention basins for Netjets Expanded Facility and Option Expansion Area #1. Detention Basin #1 will cover approx. 8.6 acres and drain the approx. 65 acre area for the NetJets Expanded Facility (includes Expansion Option area #1). This basin may also drain a portion of the new proposed expanded Hubler Service Road and tie-in an existing basin west of the current Netjets taxiway. It is anticipated that FAA cabling and other existing underground utilities will need to be relocated for Basin #1.

*Justification* CRAA is obligated by Memorandum Of Understanding (executed with NetJets on March 10, 2008) to design and construct post-construction storm water controls for the NetJets Expansion.

*Alternatives Considered* Alternatives may be considered during detailed design.

*Pending Action* It may be necessary to procure NetJets Facility Site Plan in order to accurately calculate storm water run-off requirements. It is anticipated that NetJets will provide this information within the 1st quarter of 2009.

*Comments*

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# Columbus Regional Airport Authority

## Project Description / Justification Report by Project Number

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### PORT COLUMBUS INTERNATIONAL AIRPORT

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<b>Project No. 08066</b> — Automated Airport Operations Software	<b>Priority: 2</b>
<b>Project Manager</b> CHRIS HINDS	<b>Project Status:</b> IN PROCESS

<i>Program Name</i>	NONE
<i>Project Type</i>	EQUIPMENT
<i>Description</i>	Software suite which will allow the automation of daily inspections, condition reporting and other tasks of the Airport Operations Division. Included in this suite will be form standardization, storage and electronic distribution of information to end-users via web-based interface in order for the most timely dissemination of critical safety information such as Notices to Airmen, Winter-time Runway Friction Reports and Field Condition Reports, etc.
<i>Justification</i>	Justifications are many fold in both safety, business efficiency, liability and record keeping, and "green" fronts: 1] Currently the Operations Division uses a variety of printed and paper Microsoft Office documents to conduct daily activities and documentation. Paper dissemination via fax machine is used for this critical information. The FAA has communicated a strong message that airports should aspire to being paperless due to more timeliness and accuracy of information. 2] The FAA has also issued a Certification Alert # 07-01 (link) to airports to encourage the textual distribution of critical pilot safety information with visual or graphical augmentation such as a map or visual representation of closed areas on the airport, or pictures of areas under construction. Currently this is not done and would be an integrated part of the new system without having to organically develop a solution. The preferred solution would also be based off information in GIS & should interface. 3] The current system not only makes document creation and record keeping cumbersome, but time-critical safety information such as Notices to Airmen (NOTAMs), Winter Field Condition Reports and Runway Friction Numbers can often take upwards of 10-15 minutes to reach the end-user's fax machine. 4] The proposed system has built in FAA-approved electronic signature capability and open-item tracking including reminders or e-mail capability to ensure discrepancies are tracked. 5] Currently there is no way to lock in data on numerous forms used and restrict it from being altered after the fact. This could lead to litigious liabilities or accusations of manipulation during an action such as an NTSB investigation.
<i>Alternatives Considered</i>	1] Do nothing and continue to address regulatory and safety documentation and dissemination in same manner. Can work, but increasing requirements will make more challenging. Technology is available to address current issues with inherent flexibility. 2] Continue using MS Office documents and have IT build a web interface. This will likely cause IT to spend significant time creating and trouble-shooting a system. Proposed solution is mature and employed for a number of users across the globe and has a 24 hour helpdesk. If this path is chosen the in house system should be capable of addressing other concerns such as data lock down and inspection item tracking. Note: For the distribution of critical information, we have looked at e-mail as a means but it is not preferred by users for the similar reasons that CRAA has with server space also it is dependent on the recipient opening and processing. Plus the need to send to multiple attachments to multiple users at the same company to catch who was "on-duty", also had the potential to clog and crash air carrier systems during time critical periods like snowstorms.
<i>Pending Action</i>	\$22,000 was identified in the 2008 CMH-Operations budget to purchase some form of off the shelf software, however the amount was found to be completely insufficient to cover the needs of CMH and would not cover TZR and LCK.
<i>Comments</i>	CRAA Airport Operations hosted presentations from three companies and investigated several others. We have quotes for three, with one being significantly more satisfactory to the needs inclusive of those at all three CRAA operated airports (Quote is attached). IT, GIS, AFM, ENG & LCK staff members were party to some or all of the presentations. IT (Shawn Prince) was present at all of them. The company of the preferred solution also happens to provide the software for the FAA's automated inspection process. The preferred software maker also has an expandable range of Airport solutions for everything from Grant Applications to Police and Fire Dispatch. More information can be found at: <a href="http://www.gcraviation.com/">http://www.gcraviation.com/</a>

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 08067 — Cell Tower Removal and Relocation**

**Priority: 1**

**Project Manager DAVID SALEME**

**Project Status: IN PROCESS**

*Program Name* NETJETS EXPANSION

*Project Type* LANDSIDE

*Description* Currently two cell towers are located on the North Airfield that must be removed and relocated to allow for planned roadway providing access to the North Airfield. One cell tower is approximately 135 feet tall and is located on Authority property. The second tower is approximately 90 feet tall and is located on property the Authority has an Option to purchase. The cost to exercise the Option and acquire this additional property is \$1.00. The towers must be removed by 12/10/2009. A single new tower is proposed to accommodate the current cell tower occupants.

*Justification* Removal of the Cell Towers was negotiated in the Memorandum of Understanding with NetJets.

*Alternatives Considered* A specific location for the new tower has not been identified. Alternatives include on and off airport locations. An additional alternative to an external tower includes consideration of an in-terminal antenna system that might eliminate the need for an external tower.

*Pending Action* It will be necessary to engage a consultant to finalize the details of the removal of the towers and explore the relocation alternatives.

*Comments* Project Benefit - The relocation of these towers will allow the construction of roadway that will provide access to the North Airfield.  
If the New Tower is located on Authority land, or land the Authority acquires then NEPA compliance will be conducted as part of the NetJets Corporate Campus EA, being prepared by L&B. Cell towers are typically located on land leased by a cell company

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08070</b> — EZ Park System - Next Generation	<b>Priority: 2</b>
<b>Project Manager</b> JEREMY GRAY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* The EZ Park Program is designed to be an efficient and customer-friendly way to bill frequent travelers and commercial operators for their parking activity. The system gathers trip activity information from the parking file server, ScanNET, for designated AVI tags belonging to EZ Park customers. It then assigns the appropriate rate structure or flat fee pertaining to the parking facility that was used. Each account has credit card information, to which they are billed on a daily basis, and an email address, to which their activity statements (receipts) are sent. A daily batch of total charges is then sent to the bank for quick settlement. The EZ Park system then creates several reports to help record revenue and provide helpful customer account information based on the settlement. This system allows for a much quicker and more efficient way to keep track of customer parking charges without the time-consuming hassle and cost of staffing an additional individual to track and invoice these customers. It also helps to minimize potential customer delays by providing another quick means of exit other than the standard exit booths.

*Justification* The main reasons for upgrading the current EZ Park system would be to improve system stability, security, functionality, and customer convenience/accessibility. Many of the components that make up the EZ Park system are antiquated and lack the proper stability and functionality. This has caused several system failures, which are costly to repair and creates a backlog of time-consuming work for Airport personnel. In the last 2 ½ years, approximately \$22,000.00 and countless hours have gone towards repairing problems caused by these system failures. Customers have also lost the convenience of the system and have left the program because of the lack of database stability.

*Alternatives Considered* Most all of the proposed changes to the EZ Park system provided in the EZ Park - Next Generation project are necessary and critical to the life and growth of this valuable asset. This greatly limits and even eliminates most alternatives that can be considered. One alternative that was considered was which software development and support consultant to use for this project. In 2005, the Airport contracted Centric Consulting to work on some EZ Park issues we were dealing with at the time. A couple of different consultants were reviewed, but Centric was chosen due to their expertise, previous EZ Park experience, and reasonable rates. Since then, they have gained very valuable knowledge and increased experience with the EZ Park system as we have needed their help with various system issues. The knowledge and experience Centric has with the EZ Park system will greatly decrease the amount of time and cost spent on this project.

*Pending Action*

*Comments* The EZ Park system is a valuable asset in that it generates significant revenue while allowing us to provide great customer service and retain customer loyalty. The proposed improvements to the system will only allow us to continue this trend as well as continue to bring in more revenues annually as our customer base continues to grow.

<b>Project No. 08071</b> — Replacement Employee Parking Lot	<b>Priority: 1</b>
<b>Project Manager</b> STACEY HEATON	<b>Project Status: IN PROCESS</b>

*Program Name* CONSOLIDATED RENTAL CAR FACILITY

*Project Type* LANDSIDE

*Description* This project will reconstruct employee parking that will be displaced due to the new rental car facility being placed on 17th Ave., north side. This project constructs approx. 1500 spaces on the south side of 17th Ave. The lot will be laid out such that it can be expanded in the future for an additional 500 spaces.

*Justification* Improved customer service for the rental car companies by locating the new rental car facility on 17th Ave., north side.

*Alternatives Considered* We considered placing the rental car facility on Cassady Ave., however, a policy decision changed the location to 17th Ave. & caused the need for a new employee lot.

*Pending Action* None.

*Comments* No expansion costs have been captured in this project estimate. This project will be funded by CFC's. Cost per space estimated from latest parking lot project plus 20% contingency has been used.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 08072</b> — Gayle Drive Property Acquisition	<b>Priority: 1</b>
<b>Project Manager</b> DAVID SALEME	<b>Project Status: IN PROCESS</b>

*Program Name* NETJETS EXPANSION

*Project Type* LANDSIDE

*Description* Project to acquire approximately 1.385 total acres along Gayle and Prushing Drive and relocate seven (7) businesses located on the properties. Project includes the demolition of the buildings acquired. This property must be acquired and the businesses relocated to allow for planned roadway construction providing access to the North Airfield. The property must be acquired and tenants relocated by 12/10/2009.

*Justification* Acquisition of the land and relocation of the businesses was negotiated in the Memorandum of Understanding with NetJets.

*Alternatives Considered* There are no alternatives available

*Pending Action* Developing an acquisition plan based on the appraisals and determining internal or external lead on acquisition efforts.

*Comments* The estimate is based on five appraisals completed by ME Companies and demolition estimates provided by Dick Corporation. The appraisal estimates provided are based on updated information, but remains limited due to the current direction not to contact the owners and/or tenants directly. Hard copies of the appraisals and demolition plans are available for review; the relocation costs and acquisition service estimates were provided by ME Companies in email form and are attached to the submission as PDF. NEPA compliance will be conducted as part of the NetJets Corporate Campus EA, being prepared by L&B. The Acquisition Services identified on the following page are identified in detail on the email from ME Companies, the Authority has not determined if all of these costs will be shifted to an outside company. The updated project costs also include lawn maintenance on the acquired premises.

<b>Project No. 08074</b> — Shipping & Receiving Building Fire Rebuild	<b>Priority: 1</b>
<b>Project Manager</b> ALEX BEAVER	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project will demolish and reconstruct the portion of the Shipping/Receiving Building damaged by fire in December '07.

*Justification* This project is necessary to reconstruct operational capabilities for the CRAA Shipping/Receiving department and to be compliant with city code.

*Alternatives Considered* Partial demolition of the facility was considered but deemed unfeasible due to the unavailability of space for the Shipping/Receiving function and the loss of revenue from less leased tenant space.

*Pending Action* Demolition will start the week of August 5, 2008

*Comments* All current and future costs will be reimbursed thru insurance.  
 200 costs are invoices paid or pending payment  
 600 cost is based off of contractors bid  
 699 costs are industry standard  
 900 costs are BPJ estimate

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 08080</b> — TSA Build-out	<b>Priority: 2</b>
<b>Project Manager</b> <b>ROB KIBLER</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      TERMINAL - MISC. PROJECTS

*Description*      The offices formerly occupied by Skybus Airlines in the operations area of Concourse B will be modified to meet the requested needs of the TSA. Changes are minor including wall additions, electrical, data, and security items.

*Justification*      TSA will occupy the space and will pay for the project through the rental agreement.

*Alternatives Considered*      Other locations were considered but this is the preferred on for the TSA.

*Pending Action*

*Comments*

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<b>Project No. 09003</b> — PARKING SHUTTLE BUSES-(6) 14 PASSENGER	<b>Priority: 1</b>
<b>Project Manager</b> <b>RANDY BUSH</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      PARKING SHUTTLE BUSES

*Project Type*      EQUIPMENT

*Description*      This project involves the purchase of five shuttle buses. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheel chair lift; message sign; HD heating and air conditioning; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.

*Justification*      This project is necessary to continue to provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 15 buses on the street at one time. Four additional buses are necessary for repairs and maintenance. This requires a fleet size of 20 buses. Under a consistent replacement program of every four years (life of a shuttle bus), five buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement.

*Alternatives Considered*      Yes

*Pending Action*

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 09008</b> — NORTH AIRFIELD FUEL FARM RELOCATION (CONSTRUCTION)	<b>Priority: 3</b>
<b>Project Manager</b> MARK KELBY	<b>Project Status: ON HOLD</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* The existing fuel farm on the North Airfield consists of three tanks - one 15,000-gallon tank and two 20,000-gallon tanks. These tanks will be relocated to a site north of the GA T-hangars and south of Bridgeway Avenue. This project will involve design, test and inspection, and construction of the fuel farm at the new site.

*Justification* This project is required in order to accommodate future North Airfield aviation-related development.

*Alternatives Considered* Fourteen alternative sites on the North Airfield at Port Columbus were studied by LJB, Inc. from 2005 - 2006 to determine the preferred site for a relocated North Airfield Fuel Farm. It was determined that of these sites, a site north of the GA T-hangars and south of Bridgeway Avenue was the preferred site.

*Pending Action* The new site will appear on an updated ALP for Port Columbus prior to relocation of the Fuel Farm.

*Comments* Relocation of the North Airfield Fuel Farm will not occur until there is an identified tenant development that will require it.

Schedule: Design: 2009, Construction: 2010

<b>Project No. 09009</b> — NEW HOLDROOM BETWEEN A4 AND A5	<b>Priority: 2</b>
<b>Project Manager</b> STACEY HEATON	<b>Project Status: IN PROCESS</b>

*Program Name* EXISTING TERMINAL ENHANCEMENTS

*Project Type* TERMINAL - MISC. PROJECTS

*Description* This project involves the construction of an additional holdroom near Gate A4, additional concession just east of Gate A5, and the relocation of a boarding bridge to serve the new holdroom.

*Justification* The PMT reports from 2003 and subsequent studies completed by LFA/NBBJ in 2005/2006 indicate that as the passenger levels grow at Port Columbus, additional holdrooms and concession area will be needed in Concourse A.

*Alternatives Considered* An expansion of the Gate A2 holdroom and cantilever for new concession was reviewed; however, the consultant felt the additional space would be negated by the geometry of the entrance to Concourse A, as well as more expensive that fitting out existing space.

*Pending Action* Additional airline demand for a new gate. Additional concession demand. These needs should be monitored by Air Service Development in conjunction with Legal and Properties.

*Comments* Costs shown are in 2008 dollars. Includes: refinishing existing shell space to holdroom, relocation of a pedestal/boarding bridge, remodel existing office space to concessions.

This project was pushed to 2009 & 2010 per 2/25/08 meeting.

D. Whitaker feels costs are low. See email (5/14/08).

July 2008 - Deferred until demand picks-up.

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 09011 — ELEVATOR 14 (CONCOURSE C CHECKPOINT PASSENGER ELEVATOR)**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Full Control Modernization Elevator 14 - Concourse C Checkpoint Passenger Elevator. Oiling cooling devices need installed, electronic line starters need installed to replace obsolete units and to reduce energy consumption by 25%, and full modernization updates need installed. Full modernization includes door operators, controller, pump/power unit, fixtures, and cab renovations.

*Justification* Montgomery Elevator Company installed this single hydraulic passenger elevator in 1982, and it has reached the end of its useful life. This unit needs upgraded sooner rather than later, now that both escalator G and H in Concourse C are in service going the same direction (to increase traffic handling and security concerns). During peak periods with the increased running hours, the oil temperature becomes overheated. Upgrades will extend the service life of this elevator approximately 20 years.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2004 dollars - Recommendations from the 2004 Gregory M. Davis and Assoc. Study

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**Project No. 09013 — DESKTOP COMPUTER UPGRADE**

**Priority: 2**

**Project Manager JIM BODI**

**Project Status: IN PROCESS**

*Program Name* COMPUTER EQUIPMENT

*Project Type* EQUIPMENT

*Description* Purchase new CRAA standard desktop computers to meet existing processing needs and prepare for future software upgrades.

This project will also replace the existing Intrusion Prevention System (IPS) that is end of life Q1 - 2009 and the 2009 replacement Flight Information System Display System (FIDS) screens. The IPS is an essential component to preventing unauthorized outside/Internet access to CRAA's network. The FIDS screens have been operation virtually non-stop for 6 years with less than 2 hours of in-activity each night. The FIDS screens, in all their various technologies, have been showing their wear and will be replaced as needed each year starting in 2009.

*Justification* This request is to upgrade approximately 25% of the existing desktop computers which have had minor upgrades, such as memory, over the past few years to maintain a reasonable application processing speed while deferring the cost of new hardware. The systems being replaced are between 6 and 9 years old at the time of this request. A few will be redeployed as walk-up computers (kiosks) for the new computer maintenance management system.

*Alternatives Considered*

*Pending Action*

*Comments* 2009 increase approximately 3% over 2008 for inflation.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 09014</b> — UPDATE PAVEMENT MANAGEMENT PROGRAM (PMP) 2009/10	<b>Priority: 2</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status:</b> <b>IN PROCESS</b>

*Program Name*      NONE

*Project Type*      AIRFIELD - MISC. PROJECTS

*Description*      The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification*      The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2006/07.

*Alternatives Considered*

*Pending Action*

*Comments*

<b>Project No. 09018</b> — BUILDING ASSESSMENT	<b>Priority: 2</b>
<b>Project Manager</b> <b>RON NEWLAND</b>	<b>Project Status:</b> <b>BEING REVIEWED</b>

*Program Name*      NONE

*Project Type*      LANDSIDE - MISC. PROJECTS

*Description*      Assessments of significant building systems will be completed to determine scheduled maintenance and capital improvements to extend the life of the buildings. The assessment will not include the terminal.

*Justification*      An assessment was completed in 2004. Continuing assessments are needed to better plan maintenance and capital needs.

*Alternatives Considered*

*Pending Action*

*Comments*      Costs are based on 2004 expenditures plus 10% per year. Project to be combined with similar projects at LCK and TZR

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# Columbus Regional Airport Authority

## Project Description / Justification Report by Project Number

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### PORT COLUMBUS INTERNATIONAL AIRPORT

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<b>Project No. 09021</b> — Parking and Revenue Control System	<b>Priority: 2</b>
<b>Project Manager</b> TRACEY POMEROY	<b>Project Status:</b> IN PROCESS
<i>Program Name</i>	NONE
<i>Project Type</i>	EQUIPMENT
<i>Description</i>	To begin the process to develop a specification and RFP to put out for bid for new Parking and Revenue Control Equipment for all airport-owned parking facilities. This process will include specification and RFP development and evaluation and construction needed for installation/implementation. The RFP is planned to bid, test and award in 2009 with the installation/implementation to occur in 2010. The project will include a new parking file server and software, new power pads, ticket spitters, gate boxes, gate arms, credit card exit verifiers, pay in lane machines, pay on foot machines, cross over verifiers, AVI readers, LPR (license plate recognition), additional consoles to connect with the main file server, training of all personnel i.e.: cashiers, maintenance and training of all reports to be generated from the database. This installation/implementation will involve operating dual systems to avoid any interruption or inconvenience to our customers and employees parking in the employee lot.
<i>Justification</i>	As parking is the number one revenue source, it is imperative to update our current equipment as some of the equipment was purchased in 1996 and 2000. The current system in place is outdated, unreliable and expensive to maintain due to the many different moving parts required to process a transaction. The reporting capabilities in the current system are limited compared to other systems available on the market today. The current database is unable to handle multiple tasks at the same time and therefore inconveniencing our customers as they exit the facility. The credit card processing of this system is frequently down and since this form of payment is 65% of the revenues collected, it must process the transaction quickly. We would also like to explore the pay on foot technology at Rickenbacker to enhance customer service and reduce the expense currently incurred when sending cashiers from CMH to Rickenbacker.
<i>Alternatives Considered</i>	Other alternative software and hardware will be evaluated through RFP process.
<i>Pending Action</i>	
<i>Comments</i>	Carl Walker Company is familiar with the operation and equipment used at CMH. They were hired in 2007 to determine if pay on foot technology would be a cost effective and customer service enhancement to their parking experience. We are planning to use them in the development of the specifications for the RFP and then coordinating with procurement on the details of the contract documents.

<b>Project No. 09023</b> — AIRPORT LAYOUT PLAN UPDATE	<b>Priority: 2</b>
<b>Project Manager</b> DAN GRIFFIN/MARK KELBY	<b>Project Status:</b> IN PROCESS
<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS
<i>Description</i>	This project involves an update to the Airport Layout Plan to reflect changes to buildings and facilities that have occurred since the last update, as well as conceptual planning for the airfield.
<i>Justification</i>	The last update to the Port Columbus Airport Layout Plan was a partial update which occurred in 2006 and was approved by the FAA later that year. This project will update the Airport Layout Plan to reflect existing buildings/facilities that have been constructed/acquired or conceptually planned since 2006 including the following: changes for NetJets, relocation of the ASR, new location of the CRCF, property acquisition along 13th Avenue, and the east gate fuel farm/ARF reconfiguration. An update to the Airport Layout Plan is also necessary to be in compliance with current FAA standards.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	
<i>Comments</i>	

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 10001</b> — <b>PARKING SHUTTLE BUSES - (6) 14 PASSENGER</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>RANDY BUSH</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      PARKING SHUTTLE BUSES  
*Project Type*      EQUIPMENT  
*Description*      This project involves the purchase of five shuttle buses on an annual basis. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheel chair lift; message sign; HD heating and air conditioning; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.  
*Justification*      Provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 15 buses on the street at one time. Five additional buses are necessary for repairs and maintenance. This requires a fleet size of 20 buses. Under a consistent replacement program of every four years (life of a shuttle bus), five buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement.  
*Alternatives Considered*      Yes  
*Pending Action*  
*Comments*

<b>Project No. 10003</b> — <b>(3) HIGH-SPEED RUNWAY BROOMS W/PLOWS (PFC 8)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>DENNY FINCH</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      SNOW REMOVAL EQUIPMENT  
*Project Type*      EQUIPMENT  
*Description*      This project involves the purchase of 3 replacement combination runway broom/plow units.  
*Justification*      This purchase will be to replace broom 114-Brass Tag 14746; Broom 115-Brass Tag 14747; Broom 116-Brass Tag 14748. These brooms will be twenty (20) years old at time of replacement and the chassis will be at life expectancy. These brooms have been rehabbed once before at a cost of \$200,000 and due to years on chassis, it is not recommended to do this again. The combination broom/plow enables a one unit type operation that allows one operator to handle both brooming and plowing at the same time. This operation will enable other equipment to be dispensed to different locations of the airfield and will allow more areas to be plowed at the same time. Two similar units are to be delivered in January 2006. These brooms can be purchased during a three (3) year span beginning 2009, 2010 and finish in 2011. The bid process for these three (3) brooms should take place in 2008, so that one (1) company can acquire the contract (versus attempting to bid each year and risk getting three (3) different pieces of equipment). Bidding for the three (3) brooms under one contract could also avail us the opportunity for better pricing due to the overall quantity of the purchase.  
*Alternatives Considered*      Continue using present brooms(114, 115, 116) that have been rehab once already  
*Pending Action*  
*Comments*      Schedule: Purchase 2009-2011. Project included in PFC #8 at 100% PFC funding.

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 10006 — ELEVATOR 7 (USO PASSENGER ELEVATOR) MODERNIZATION**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Full Control Modernization Elevator 7 - USO Passenger Elevator. New electronic door detection edges need installed, electronic line starters need installed to replace obsolete units and to reduce energy consumption by 25%, and full modernization updates need installed. Full modernization includes door operators, controller, pump/power unit, fixtures, and cab renovations.

*Justification* Dover Elevator Company installed this hydraulic passenger elevator in 1981, and it has reached the end of its useful life. It has all original equipment installed in it, with the exception of the pump valve. In order to assure long-term reliable operation, upgrades are necessary. Upgrades will extend the service life of this elevator approximately 20 years.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2004 dollars - Recommendations from the 2004 Gregory M. Davis and Assoc. Study

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**Project No. 10007 — ELEVATOR 10 (CONCOURSE B PASSENGER ELEVATOR) MODERNIZATION**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Full Control Modernization Elevator 10-Concourse B Passenger Elevator at the "T". New electronic door detection edges need installed, electronic line starters need installed to replace obsolete units and to reduce energy consumption by 25%, and full modernization updates need installed. Full modernization includes door operators, controller, pump/power unit, fixtures, and cab renovations.

*Justification* Dover Elevator Company installed this hydraulic passenger elevator in 1980, and it has reached the end of its useful life. It has all original equipment installed. In order to assure long-term reliable operation, upgrades are necessary. Upgrades will extend the service life of this elevator for approximately 20 years.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2004 dollars - Recommendations from the 2004 Gregory M. Davis and Assoc. Study

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 10009</b> — <b>DESKTOP COMPUTER UPGRADE</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>JIM BODI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      COMPUTER EQUIPMENT

*Project Type*      EQUIPMENT

*Description*      Purchase new CRAA standard desktop computers to meet existing processing needs and prepare for future software upgrades.

*Justification*      This request is to upgrade approximately 25% of the existing desktop computers which have had minor upgrades, such as memory, over the past few years to maintain a reasonable application processing speed while deferring the cost of new hardware. The systems being replaced are between 6 and 9 years old at the time of this request. A few will be redeployed as walk-up computers (kiosks) for the new computer maintenance management system.

*Alternatives Considered*

*Pending Action*

*Comments*      2010 increase approximately 3% over 2009 for inflation.

<b>Project No. 10012</b> — <b>Noise Berm/Wall (Grant Dependent)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>DAVE WALL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      REPLACEMENT RUNWAY

*Project Type*      NOISE

*Description*      The Columbus Regional Airport Authority (CRAA) has proposed the relocation of Runway 10R/28L 702 feet to the south of the existing runway. Due to the relocation of the runway, 35 homes along Thirteenth Avenue, east of Sterling Ave., will be removed to clear the Runway Protection Zone. The CRAA has acknowledged that removing these homes would alter the character of Thirteenth Avenue west of Sterling Road. In order to address this, this project will construct a noise berm/wall to help reduce noise and to minimize the visual impact of the removed homes. The berm/wall is anticipated to be 16 feet high approximately 2,000 feet in length.

*Justification*      This project is an approved element in the Noise Compatibility Program Update approved by the FAA in May 2008. Installation of noise berm/wall is in following with the CRAA General Business Plan for Environmental Responsibility and Leadership.

*Alternatives Considered*      CRAA considered not constructing the berm/wall and just installing chain-link fence. This was not considered desirable because it would not provide a noise and visual barrier from the airport. The community has the barrier now with the existing trees and homes along Thirteenth that will be removed for the RPZ.

*Pending Action*      Receipt of a favorable ROD on the EIS and an FAA noise grant to construct the berm/wall.

*Comments*      Study to be paid for by a portion of the proceeds for the sale of noise land at Rickenbacker.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 10016</b> — <b>STRATEGIC SECURITY ENHANCEMENTS-CCTV</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>RICHARD MORGAN</b>	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	SAFETY AND SECURITY UPGRADES
<i>Project Type</i>	SECURITY
<i>Description</i>	This project involves a series of purchases and installations designed to enhance the level of safety and security at Port Columbus, specifically in the areas of Closed Circuit television (CCTV) visual coverage, data storage, and virtual perimeter fencing. Needs have been prioritized over four years to invest first where the need is the greatest. Long term, the system is to include intelligent video capabilities which would alert the Comm Center of intrusions or unusual activity.
<i>Justification</i>	In order to defend against criminal and terrorist acts, we must take advantage of available technology to keep manpower costs down. Intelligent systems, based on well-placed CCTV cameras, facilitate efficient monitoring and response. Increased storage capacity is needed to allow CRAA to meet our stated data retention periods for video information. Enhancement of the Authority's CCTV system is one of the areas for improvement mentioned in the Security Master Plan report.
<i>Alternatives Considered</i>	Additional police officers, communications center staff, and security personnel.
<i>Pending Action</i>	Technology Steering Committee approval needed before project can be implemented. Storage system design to be done by IT staff once number of cameras, resolution, frame rates, and storage duration are determined.
<i>Comments</i>	Both the existing IT video storage servers and the CCTV system can be expanded to meet these needs when funds are approved.

<b>Project No. 10017</b> — <b>CONVERSION FROM 400MHZ TO 800 MHZ RADIOS</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>RICHARD MORGAN</b>	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	RADIOS
<i>Project Type</i>	EQUIPMENT
<i>Description</i>	Project to convert Ground Transportation, Building Services and Airfield Maintenance personnel at CMH from use of existing 400Mhz radios to 800Mhz. Our options are to buy new 400Mhz narrow-band radios and repeaters or to convert to 800Mhz. Cost of actual radio hardware is very comparable - \$1200 each for portables and \$1500 each for mobiles. 800 Mhz equipment and support hardware are on the City of Columbus/Motorola contract. 400 Mhz equipment is not. If we purchase new narrow-band 400 Mhz radios, we must also purchase four repeaters for about \$12,000 each. These repeaters must then be maintained annually. This solution will not provide communications very far from the airport and yields no interoperability with Public Safety forces. If we move to 800Mhz, we would utilize Franklin County's trunking system and pay a monthly fee of approximately \$12.00 per radio for use of the network. (This is the same arrangement we currently have with the City of Columbus for Public Safety 800 Mhz radios.) We would not need our own repeaters and the radios would be functional anywhere in Franklin County, affording interoperability between airports and with Public Safety forces.
<i>Justification</i>	Building services and airfield maintenance personnel currently use non-trunking 400Mhz Motorola radios for communication internally and with the Comm Center. The FCC has announced that on January 1, 2013 these radios can no longer be used. Narrow-banding regulations have already been enacted to allow more communications channels on existing radio spectrum. Our 400Mhz radios and repeaters will not meet the new specs. While this forces us to buy new radios, it also affords us the opportunity to enhance interoperability between these groups and public safety forces by moving to 800Mhz. Facilities and services radios can utilize Franklin County's 800 Mhz trunking system, expanding service area and relieving us of the need to maintain our 400Mhz repeaters.
<i>Alternatives Considered</i>	The preferred course is to convert all 400Mhz radios to 800Mhz at the same time to maintain communications between various groups, but it is possible to make the change by group (Ground Transportation, Building Maintenance, Custodial, CMH airfield) and to stretch this expense over multiple years.
<i>Pending Action</i>	Exact radio counts and needs are being collected at this time. Estimates are 150 radios (mix of mobiles and portables) for Bldg Services and AFM, and 56 radios (30 mobiles and 26 portables) for Ground Transportation.
<i>Comments</i>	This project is in response to CEO direction to create a plan for Authority radios, and the FCC's mandate to convert to narrow-band communications. The conversion must be complete by 12/31/2012.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 10018 — CONCOURSES A, B &amp; C HVAC MODIFICATION TO CENTRAL PLANT</b>	<b>Priority: 3</b>
<b>Project Manager BOB STROMBERG</b>	<b>Project Status: BEING REVIEWED</b>

*Program Name* EXISTING TERMINAL ENHANCEMENTS

*Project Type* TERMINAL

*Description* This project involves four main components that would be required to create a central plant configuration. 1.) Replace Concourse A chiller. This chiller is at the end of its life expectancy and we recommend replacing this existing 400 ton unit with a 600 ton unit. 2.) Add an equalization loop from Concourse B to Concourse C again as part of the cross connection required. 3.) Add an additional cooling tower to Concourse C. This cooling tower would supplement the system that is now undersized since the previous replacement of the Concourse B chillers. The structural supports are already in place on the Concourse C roof. 4.) Do additional cross connection for 6" heating loop connecting Concourses A, B, & C. The same would be done for the chilled water line with the only difference being that it would be an 8" line.

*Justification* Upon completion all three systems serving Concourses A, B, & C, would be tied together and capable of supporting one another in times of scheduled maintenance as well as if a piece of equipment were to fail. This would also be a more efficient system that should produce save saving over time, although at this time specific estimates are not available.

*Alternatives Considered* Other alternatives would be to keep the systems they way are and do individual modifications and deal with system downtimes as we have in the past.

*Pending Action*

*Comments* It should be noted that this project replaces projects: 09017 Concourse A Chiller Replacement; 10014 Equalization Loop between Concourses B & C; 11008 Concourse C Additional Cooling Tower; 12009 Concourses A, B, & C Cooling and Heating Circulation Loop. This does not include the C chiller replacement and that project would stay as scheduled.

<b>Project No. 11003 — PARKING SHUTTLE BUSES-(6) 14-PASSENGER BUSES</b>	<b>Priority: 1</b>
<b>Project Manager RANDY BUSH</b>	<b>Project Status: IN PROCESS</b>

*Program Name* PARKING SHUTTLE BUSES

*Project Type* EQUIPMENT

*Description* This project involves the purchase of ten shuttle buses. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheel chair lift; message sign; Heavy-duty heating and air conditioning; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.

*Justification* Provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 15 buses on the street at one time. Five additional buses are necessary for repairs and maintenance. This requires a fleet size of 20 buses. Under a consistent replacement program of every four years (life of a shuttle bus), five buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement.

*Alternatives Considered* Yes. Considered other manufacturers. Best has been selected.

*Pending Action*

*Comments*

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 11004 — DESKTOP COMPUTER UPGRADE**

**Priority: 2**

**Project Manager JIM BODI**

**Project Status: IN PROCESS**

*Program Name* COMPUTER EQUIPMENT

*Project Type* EQUIPMENT

*Description* Purchase new CRAA standard desktop computers to meet existing processing needs and prepare for future software upgrades.

*Justification* This request is to upgrade approximately 25% of the existing desktop computers which have had minor upgrades, such as memory, over the past few years to maintain a reasonable application processing speed while deferring the cost of new hardware. The systems being replaced are between 6 and 9 years old at the time of this request. A few will be redeployed as walk-up computers (kiosks) for the new computer maintenance management system.

*Alternatives Considered*

*Pending Action*

*Comments* 2011 increase approximately 3% over 2010 for inflation.

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**Project No. 11005 — INTERNATIONAL GATEWAY SWITCHOVER ROADWAY**

**Priority: 2**

**Project Manager BERNIE MELESKI**

**Project Status: IN PROCESS**

*Program Name* UNIT TERMINAL

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project constructs the switchover roadway, and phases the underground utilities between the Central Utility Plant and the terminal. The utility corridor will be constructed under the northern lanes and then under the southern lanes after the switchover.

*Justification* The design for the roadway system constructed in 2007-2008 ties back into the southern, eastbound lanes of International Gateway. The unit terminal concept requires the through road be tied into the northern, westbound lanes.

*Alternatives Considered*

*Pending Action*

*Comments* Cost estimates per the Baker Conceptual Terminal Planning Report, December 27, 2007.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>PORT COLUMBUS INTERNATIONAL AIRPORT</b>
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<b>Project No. 11007 — Four (4) Permanent Noise Monitoring Terminals (Grant Dep.)</b>	<b>Priority: 2</b>
<b>Project Manager DAN GRIFFIN</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NOISE & FLIGHT TRACK MONITORING SYSTEM

*Project Type* NOISE

*Description* This project involves the site selection and installation of four (4) permanent noise monitoring terminals in the community surrounding Port Columbus International Airport (CMH). The focus of the sites would be 2 sites east and 2 to the west, along the extended centerline of the replacement runway. The CRAA has an Airport Noise & Flight Track Monitoring System, which is located at CMH. This system provides aircraft flight tracks and noise monitor data (for noise monitors located at CMH and LCK) for all three airports managed by the CRAA (CMH, Rickenbacker International (LCK), and Bolton Field (TZR)). The system provides data that can be used by the CRAA noise office to monitor flight events, noise levels, and to assist in responding to noise complaints.

*Justification* This project is a result of implementing a portion of the approved Noise Compatibility Implementation Measure PM-4 in the 2008 Noise Compatibility Program Update. These additional permanent noise monitors would improve the ability of the CRAA to collect and analyze data for CMH, as a result of the south runway relocation. Installation of these permanent noise monitors is in following with the CRAA General Business Plan for Environmental responsibility and Leadership.

*Alternatives Considered* None. The permanent noise monitors are proprietary to Lochar and are the only viable means of continuously collecting noise data 24 hours per day, 365 days per year.

*Pending Action* Receipt of an FAA noise grant.

*Comments*

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<b>Project No. 12001 — RELOCATE UTILITY CORRIDOR (PFC DEP)</b>	<b>Priority: 2</b>
<b>Project Manager ALEX BEAVER</b>	<b>Project Status: IN PROCESS</b>

*Program Name* UTILITY INFRASTRUCTURE

*Project Type* TERMINAL

*Description* The current utility corridor located along International Gateway will need to be relocated prior to construction of the Terminal Curbfront. The utility corridor could be relocated during the same time frame as the Roadway Loop construction begins. Work involves a planning study then design for the best locations for coordination and planning of the New Central Plant criteria. After the planning, work involves the physical relocation of the identified utilities in two phases.

*Justification* Meet program requirements for New Terminal needs.

*Alternatives Considered*

*Pending Action*

*Comments* Cost estimates per Baker conceptual terminal planning report, 12/27/07.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 12002</b> — <b>PARKING SHUTTLE BUSES-(7) 14 PASSENGER</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>RANDY BUSH</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      PARKING SHUTTLE BUSES

*Project Type*      EQUIPMENT

*Description*      Purchase of five shuttle buses on an annual basis. Each bus will be equipped with the capacity to transport 14 passengers and one driver. Each bus will also be equipped with the following: wheel chair lift; message sign; HD heating and air conditioning; 40 inch doorways; E450 chassis; luggage racks; all required safety equipment and decals; upgraded interiors (seat fabrics and flooring); aluminum side and rear panels; driver mirror upgrades; vehicle radios and other equipment.

*Justification*      Provide a high level of customer service. Annual usage of a shuttle bus ranges between 45,000 to 50,000 miles each year. The life of a shuttle bus with this amount of use is 4 years before the electrical systems and interiors become very poor. Our current schedule requires 15 buses on the street at one time. Five additional buses are necessary for repairs and maintenance. This requires a fleet size of 20 buses. Under a consistent replacement program of every four years (life of a shuttle bus), five buses must be purchased each year in order to maintain an adequate fleet size that can be properly maintained. John Bumgartner has reviewed this replacement program and is in agreement.

*Alternatives Considered*      Yes

*Pending Action*

*Comments*

<b>Project No. 12003</b> — <b>DESKTOP COMPUTER UPGRADE</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>JIM BODI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      COMPUTER EQUIPMENT

*Project Type*      EQUIPMENT

*Description*      Purchase new CRAA standard desktop computers to meet existing processing needs and prepare for future software upgrades.

*Justification*      This request is to upgrade approximately 25% of the existing desktop computers which have had minor upgrades, such as memory, over the past few years to maintain a reasonable application processing speed while deferring the cost of new hardware. The systems being replaced are between 6 and 9 years old at the time of this request. A few will be redeployed as walk-up computers (kiosks) for the new computer maintenance management system.

*Alternatives Considered*

*Pending Action*

*Comments*      2012 increase approximately 3% over 2011 for inflation.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 12004</b> — BLUE PARKING LOT EASTERN DEMOLITION	<b>Priority: 2</b>
<b>Project Manager</b> BERNIE MELESKI	<b>Project Status: IN PROCESS</b>

*Program Name* UNIT TERMINAL  
*Project Type* LANDSIDE  
*Description* After the western expansion of the Blue Lot is completed, the majority of the eastern portion will need to be removed so that the underground utility work and foundation work can begin for the new terminal and landside curbside bridges.  
*Justification* This demolition is required as part of the construction of the new terminal.  
*Alternatives Considered*  
*Pending Action*  
*Comments* Cost estimates per Baker Conceptual Terminal Planning Report, December 27, 2007.

<b>Project No. 12005</b> — BLUE PARKING LOT WESTERN EXPANSION	<b>Priority: 2</b>
<b>Project Manager</b> BERNIE MELESKI	<b>Project Status: IN PROCESS</b>

*Program Name* UNIT TERMINAL  
*Project Type* LANDSIDE  
*Description* The Blue Lot will be expanded to the west to replace parking that will be lost when construction of the new terminal begins. This project will construct a surface parking lot with approximately 830 parking spaces.  
*Justification* This expansion is required to replace spaces lost from the eastern side of the Blue Lot when it is demolished in 2012, in preparation for the new terminal construction.  
*Alternatives Considered*  
*Pending Action*  
*Comments* Cost estimates per Baker Conceptual Terminal Planning Report, December 27, 2007.

<b>Project No. 12012</b> — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2012/13 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* AIRFIELD - MISC. PROJECTS  
*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.  
*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2009/2010.  
*Alternatives Considered* None.  
*Pending Action* None.  
*Comments* None.

# Columbus Regional Airport Authority

## Project Description / Justification Report by Project Number

### PORT COLUMBUS INTERNATIONAL AIRPORT

<b>Project No. 13000</b> — Port Columbus Noise Exposure Map Update (Grant Dependent)	<b>Priority: 2</b>
<b>Project Manager</b> DAVE WALL	<b>Project Status:</b> IN PROCESS

<i>Program Name</i>	NOISE EXPOSURE MAP
<i>Project Type</i>	NOISE
<i>Description</i>	This project involves an update to the Noise Exposure Maps (NEMs) for Port Columbus International Airport. The NEMs should be updated every two to three years to consider changes in operating levels and patterns, as well as updates of the noise modeling software. In addition, the NEMs should be updated in accordance with the Federal Aviation Administration's (FAA's) guidelines for determining what constitutes a potentially significant increase in operations.
<i>Justification</i>	This project is an approved element in the Noise Compatibility Program Update approved by the FAA in May 2008. Due to the proposed replacement runway, the NEM should be updated at a minimum 18 to 20 months after the opening of the proposed runway.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	Receipt of an FAA Noise grant
<i>Comments</i>	

<b>Project No. 13001</b> — INT'L GATEWAY ROADWAY LOOP SYSTEM (PFC 8)	<b>Priority: 2</b>
<b>Project Manager</b> BART POWELL	<b>Project Status:</b> IN PROCESS

<i>Program Name</i>	INTERNATIONAL GATEWAY
<i>Project Type</i>	LANDSIDE
<i>Description</i>	This project consists of the initial stage in the construction of the landside loop road system. Work to be completed by the project includes the rerouting of westbound International Gateway north along Sawyer Rd. and then west to meet the construction of the interchange project (9910). Included in this project is the access to the Blue Lot, employee lot, old Airnet facility, and Avis. The roadway signage east of Sawyer Rd. will also be replaced with this project. This project will be split in 2 phases.  Phase 1 consists of the construction of the bridge over the relocated International Gateway in 2006. the bridge will provide access from westbound International Gateway to the future terminal complex.
<i>Justification</i>	Phase 2 consists of all the associated roadway and signage work to relocate westbound International Gateway. The project schedule, originally to occur immediately before the unit terminal construction, is proposed to be accelerated to coincide with the Stelzer Road / International Gateway Interchange (#9910) construction, scheduled for 2007. There are several benefits to the proposed schedule including:  <ol style="list-style-type: none"> <li>1. Customer Service: The project will eliminate all traffic signals on airport property, providing free flow of passengers to the terminal.</li> <li>2. Safety: The project will eliminate left turns from the employee lot area onto International Gateway and other turning movements across conflicting traffic patterns.</li> <li>3. Costs: Completing the project in 2007 will minimize the amount of throw away pavement on the Interchange project. Capital costs in 2007 will be less than if completed in later years.</li> <li>4. Future Considerations: The completion of the project in 2007 will allow the Authority greater flexibility when planning utility relocations and enabling projects for the new unit terminal.</li> </ol>
<i>Alternatives Considered</i>	Initial alternatives were presented as part of the Unit Terminal Planning during the Peer Review and documented in the June 2 & 3, 2003, Airport Planning Peer Review. Alternatives were revised and presented to the CRAA Board of Directors in October 2004.
<i>Pending Action</i>	This an enabling project required for the unit terminal.
<i>Comments</i>	Schedule:  Phase 1: Design: 2006 Construction: 2006  Phase 2: Design: 2006 Construction: 2007

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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**Project No. 13004 — ELEVATOR 13 (CONCOURSE A FREIGHT ELEVATOR) MODERNIZATION**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Full Control Modernization Elevator 13 - Concourse A Freight Elevator. Electronic line starters need installed to replace obsolete units and to reduce energy consumption by 25% and full modernization updates need installed. Full modernization includes door operators, controller, pump/power unit, fixtures, and cab renovations

*Justification* Schindler Elevator Corporation installed this hydraulic freight elevator in 1989, and it has reached the end of its useful life. Full modernization plans for this unit's controls have been accelerated as the controller is obsolete and parts are difficult to procure. In order to assure long-term reliable operation, upgrades are necessary. Upgrades will extend the service life of this elevator approximately 20 years.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2004 dollars-Recommendations from the 2004 Gregory M. Davis and Assoc. Study

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**Project No. 13005 — ELEVATOR 6 (CUSTOMS FREIGHT ELEVATOR) MODERNIZATION**

**Priority: 2**

**Project Manager DALE RAUN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* Full Control Modernization Elevator 6 (Customs Freight Elevator). The original pump valve needs replaced, electronic line starters need installed to replace obsolete units and to reduce energy consumption by 25%, and full modernization updates need installed. Full modernization includes door operators, controller, pump/power unit, fixtures, and cab renovations.

*Justification* Dover Elevator Company installed this hydraulic freight elevator in 1981, and it has reached the end of its useful life. It has all original equipment installed. In order to assure long-term reliable operation, upgrades are necessary. Upgrades will extend the service life of this elevator approximately 20 years.

*Alternatives Considered*

*Pending Action*

*Comments* Costs are 2004 dollars-Recommendations from the 2004 Gregory M. Davis and Assoc. Study

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 14001</b> — <b>ELEVATED CURBFRONT FOR NEW TERMINAL (PFC DEP)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>BERNIE MELESKI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      LANDSIDE

*Description*      This project consists of constructing the terminal curbside and associated connections to complete the initial stage of the landside roadway system. The terminal curbside stage includes construction of the lower level arrival roadway, upper level departure roadway, flyover bridge connecting the terminal roadway to the exit road, parking garage access roads, and minor connections to existing developments.

*Justification*      The construction of the new terminal and associated facilities will require a new roadway system to serve the landside facilities. The roadway system will be constructed in phases to minimize disruption to airport operations.

*Alternatives Considered*

*Pending Action*      This an enabling project required for the unit terminal.

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

<b>Project No. 14002</b> — <b>CENTRAL UTILITY PLANT (PFC DEP)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>BERNIE MELESKI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      LANDSIDE

*Description*      This project is the initial design and construction of the Central Utility Plant in its permanent location. The Plant will serve utility needs of the first phase of the Unit Terminal. Close coordination is required with the relocated east and west consolidated utility corridors.

*Justification*      The construction of the Unit Terminal and associated facilities will require a Central Utility Plant for mechanical operations.

*Alternatives Considered*

*Pending Action*      This is an enabling project required for the Unit Terminal.

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

<b>Project No. 14003</b> — <b>UNIT TERMINAL APRON (PFC DEP)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>BERNIE MELESKI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      AIRFIELD

*Description*      This project involves the design and construction of new airside apron to serve the first phase of Unit Terminal. The new apron will tie into the previously completed crossover taxiway and relocated Taxiway C.

*Justification*      This includes \$21.5 million for glycol collection, including pumps, pipes & tanks.  
The construction of the Unit Terminal and associated facilities will require the construction of the apron for a functional airfield.

*Alternatives Considered*

*Pending Action*      This is an enabling project required for the initial build of the Unit Terminal.

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 14005</b> — <b>NEW PARKING GARAGE</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>BERNIE MELESKI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      LANDSIDE

*Description*      This project consists of designing and constructing a parking garage to serve the Unit Terminal. This initial phase of the construction of the garage will accommodate 2,700 parking stalls. The garage will be expanded during subsequent phases of the unit terminal construction.

*Justification*      The construction of the Unit Terminal and associated facilities will require a parking garage to serve the Unit Terminal.

*Alternatives Considered*

*Pending Action*      This is an enabling project required for the unit terminal.

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

<b>Project No. 14007</b> — <b>NEW UNIT TERMINAL (PFC DEP)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>BERNIE MELESKI</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      TERMINAL

*Description*      This project will include the design, construction and program management of a new first phase multi-level terminal. Work will include landside functions, such as ticketing, security, concessions, baggage claim devices, circulation and offices. The first phase construction will also include an airside component housing baggage make-up, departure lounges for 10 aircraft, concessions and circulation. Terminal Support Facilities and Systems include: Concessions/Receiving Facility (w/storage racks), Outbound Baggage System, Inbound Baggage Claim Devices, Passenger Boarding Bridges, FIDS/BIDS, Telecommunications/Security.

*Justification*      Meet program requirements for passenger demand.

*Alternatives Considered*

*Pending Action*

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

<b>Project No. 14008</b> — <b>RTR C SITE RELOCATION</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      UNIT TERMINAL

*Project Type*      AIRFIELD

*Description*      This project involves the relocation of the FAA's Remote Transmitter & Receiver (RTR) C Site. The C Site is located on the west side of Goshen Lane directly north of the Hertz Rental Car facility.

*Justification*      Relocation will be necessary in preparation for the new Terminal.

*Alternatives Considered*

*Pending Action*      Environmental assessment of the potential or proposed new locations .

*Comments*      Cost estimates per Baker conceptual terminal planning report, 12/27/07.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 14009</b> — CONCURSE C CHILLER REPLACEMENT	<b>Priority: 2</b>
<b>Project Manager</b> RON NEWLAND	<b>Project Status: IN PROCESS</b>

*Program Name* EXISTING TERMINAL ENHANCEMENTS  
*Project Type* TERMINAL - MISC. PROJECTS  
*Description* This project replaces the existing chiller unit in concourse C.  
*Justification* The age of the existing equipment and the continued maintenance requires the replacement of the unit.  
*Alternatives Considered*  
*Pending Action*  
*Comments* Costs were \$500K in 2006, escalated by 2% each year to 2008.

<b>Project No. 15000</b> — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2015/16 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* AIRFIELD - MISC. PROJECTS  
*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.  
*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2012/2013.  
*Alternatives Considered* None.  
*Pending Action* None.  
*Comments* None.

<b>Project No. 18002</b> — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2018/19 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* AIRFIELD - MISC. PROJECTS  
*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.  
*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.  
*Alternatives Considered* None.  
*Pending Action* None.  
*Comments* None.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 22000</b> — Red Parking Lot South Addition	<b>Priority: 2</b>
<b>Project Manager</b> BERNIE MELESKI	<b>Project Status: IN PROCESS</b>

*Program Name* CONSOLIDATED RENTAL CAR FACILITY  
*Project Type* LANDSIDE  
*Description* Following the relocation of Runway 10R-28L, approximately 27 acres south of the existing Red Lot will be converted to surface parking. The site will provide space for approximately 2,425 vehicles and bring the total capacity of the Red Lot to 5,136 public parking spaces.  
*Justification* Approximately 3,600 public parking spaces will be demolished in the Blue Lot to make room for construction of the first phase of the Unit Terminal. The Red Parking Lot South Addition will provide for replacement parking.  
*Alternatives Considered*  
*Pending Action* Relocation of the south runway and increased parking demand.  
*Comments* Cost estimates are from the June 2005 PMT Report. Costs shown reflect original PMT costs, escalated by 10% to bring them to 2008 costs.

<b>Project No. 9803</b> — Crossover Taxiway (LOI)(PFC 8)	<b>Priority: 1</b>
<b>Project Manager</b> BART POWELL	<b>Project Status: IN PROCESS</b>

*Program Name* CROSSOVER TAXIWAY  
*Project Type* AIRFIELD  
*Description* This project consists of construction of a Group V North-South taxiway between existing Taxiways E and C west of the proposed unit terminal and spans over the relocated International Gateway. Affected utilities will be located, supported or relocated to permit construction of the taxiway. The airfield perimeter road will be extended through the length of the project.  
Phase 1 of the project consists of construction north of existing International Gateway including the construction of the bridges which will carry the taxiway and perimeter road over the relocated International Gateway.  
Phase 2 of the project consists of construction of the southern half of the project after International Gateway has been relocated to the north.  
*Justification* The crossover taxiway will provide a shorter route for taxing aircraft, increase airport capacity, eliminate congestion on the existing terminal apron, and facilitates the construction of the proposed unit terminal.  
*Alternatives Considered* Funding identified in Resolution 31-03.  
The construction of the t/w needs to be scheduled around the Int'l Gateway Interchange Project 9910. The cross-over bridge will be constructed prior to the relocation of Int'l Gateway (to save money and avoid detours on a newly built road),  
*Pending Action* but the pavement for the t/w can not be completed until after Int'l Gateway is relocated. This construction sequence is necessary to maintain access to the terminal from Stelzer Rd. 9910 is scheduled for construction in 2007 & 2008. Therefore, the bridge must be completed prior to 2007 and the pavement can't be built until 2009. "The local share for this project will be funded by a future PFC application, not the 2004 application."  
*Comments* Phase 1 Schedule: Design: 2004-2005, Construction: 2006-2007  
Phase 2 Schedule: Design: 2004-2007, Construction: 2008

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**PORT COLUMBUS INTERNATIONAL AIRPORT**

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<b>Project No. 9910</b>	<b>— STELZER ROAD - INTERNATIONAL GATEWAY INTERCHANGE (PFC 8)</b>	<b>Priority: 1</b>
<b>Project Manager</b>	<b>BART POWELL</b>	<b>Project Status: IN PROCESS</b>

*Program Name* INTERNATIONAL GATEWAY

*Project Type* LANDSIDE

*Description* This project involves the construction of a grade separated interchange at the intersection of Stelzer Road and I-670/International Gateway. The ramps from I-670 will cross over Stelzer Road. The roadway becomes International Gateway just east of Stelzer Road and will cross under the newly built structure for the Crossover Taxiway (9803). Various ramps from the mainline will provide direct access to the Red Lot from I-670 and access to and from Stelzer Road. Additionally, the Red Lot Access Road will be built to provide access from the Terminal to the Red Lot without requiring a light on International Gateway.

Phase 1: International Gateway will be realigned to its northern location during this phase. Additionally, the ramps to and from Stelzer Road will be built along with the widening of Stelzer Road along with the Red Lot Access Road.

Phase 2: The mainline ramps from I-670 over Stelzer Road will be built in addition to the ramp to the Red Lot from I-670.

*Justification* Improved access into the airport is needed to adequately handle the increased passenger traffic.

*Alternatives Considered* A single point interchange was also considered, but the current layout was preferred.

*Pending Action*

*Comments* ODOT has taken the lead on the project. TRAC is anticipated to fund \$20,500,000 of the construction.

PH 1 Schedule: Design: '03-'06 Construction: '07-'08

PH 2 Schedule: Design: '03-'07 Construction: '08-'09

5/2/08: Per G. Yoder, cost for Red Lot Ramp Const. will be funded @ 100% w/ Capital Rsrv.

7/11/08: Construction & Inspection #'s adjusted to reflect current pay schedules to ODOT.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 9911</b>	<b>— Consolidated Rental Car Facility</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>STACEY HEATON</b>	<b>Project Status: IN PROCESS</b>

*Program Name* CONSOLIDATED RENTAL CAR FACILITY

*Project Type* LANDSIDE

*Description* This project involves construction of a remote consolidated rental car facility (CRCF) north of 17th Ave. & west of Stelzer Rd. to house the maintenance facilities and automobile storage functions of various rental car companies. The remote consolidated rental car facility would consist of a paved rental car parking lot with a customer processing terminal, ready/return area, and various rental car maintenance facilities located in different areas within this facility.

*Justification* Rental car facilities will be relocated into the new Consolidated Rental Car Facility and required by forecasted increased parking demand.

*Alternatives Considered* Potential locations were evaluated in a 2007-2008 CRCF study.

*Pending Action* 2/14/05: Per Capital Comm., this project was split into 2 projects. Costs in 2005, 2006 & prior will stay in 9911 and be funded by Capital Reserves. Project 9911A will be all costs from 2007 on, and will be funded under "Other Grants -CFC".

*Comments* Stormwater Prof. Svcs. being pd. under element 100.

Added add'l \$65k for RAC Study rqst. Land Acq. (500 & 501) to be funded with Cap. Rsrvs.

Environmental mitigation costs were moved to new CIP 08047 in March 2008.

Separated replacement parking into new CIP's.

October 2008 - Due to reduced impacts USACE is not the lead NEPA Agency; FAA is lead.

<b>Project No. 9918A</b>	<b>— BRIDGEWAY AVENUE RELOCATION</b>	<b>Priority: 3</b>
<b>Project Manager</b>	<b>ERIC HENSLEY</b>	<b>Project Status: ON HOLD</b>

*Program Name* NONE

*Project Type* LANDSIDE

*Description* This project will complete the design and construction for project 9918. Approximately 5,000 ft. of Bridgeway Ave. between NetJets and the Glycol Collection System AST's will be relocated to the north, along the I-270 right-of-way (ROW). Additionally, a sanitary sewer line, a water line, telephone lines, a gas line, and electric/power lines will be relocated from the existing Bridgeway Ave. ROW to the relocated Bridgeway Ave. ROW.

*Justification* In order to provide for adequate landspace for Airside development on the north side of the airport, Bridgeway Ave. and associated utilities need to be relocated to the north.

*Alternatives Considered*

*Pending Action* The project will not be enacted until needed for prospective tenants on the north airfield.

*Comments* Project continues as a placeholder to complete the design and construction for the project. Utility relocation drawings are completed and roadway drawings are at 60%.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**PORT COLUMBUS INTERNATIONAL AIRPORT**

<b>Project No. 9937</b> — Sawyer Road Improvements	<b>Priority: 0</b>
<b>Project Manager</b> GLEN YODER	<b>Project Status: ON HOLD</b>

*Program Name* NONE

*Project Type* LANDSIDE

*Description* Due to the new construction of the Hilton Garden Inn and to provide for a safer flow of traffic through the area, Sawyer Road will be widened between International Gateway and the Hilton Garden Inn. An additional lane will be added to both the northbound and southbound lanes to allow for safer left and right turns from Sawyer Road. Additionally, the entrance/exit to/from McDonald's from Sawyer Road will be modified. The existing entrance/exit will be changed to a right-turn in, right-turn out only drive and a new entrance/exit will be installed at the northeast corner of McDonald's lot to provide for safer left turns into McDonald's.

*Justification*

*Alternatives Considered*

*Pending Action*

*Comments*

<b>Project No. 06079</b> — NORTH CAMPUS EXPANSION-PROPERTY ACQUISITION (PORT & ROHR RD.)	<b>Priority: 1</b>
<b>Project Manager</b> ROBIN HOLDERMAN	<b>Project Status: IN PROCESS</b>

*Program Name* INDUSTRIAL SITE DEVELOPMENT

*Project Type* LANDSIDE

*Description* This project involves the acquisition of approximately 49.22 acres (8 parcels) located at the corner of Port Road and the south side of Rohr Road. This property has been designated as the North Campus Expansion of the Rickenbacker Global Logistics Park .

*Justification* Multiple structures/bldgs. along the south side of Rohr Rd. will be abated for hazardous materials, demolished, back-filled, graded & seeded.  
 The purchase of this property is part of the contractual obligation as required by the Master Development Agreement with Duke Realty/Corp/Capital Square Limited for the Rickenbacker Global Logistics Park.  
 Demolition of the bldgs./structures is also the responsibility of CRAA.

*Alternatives Considered* Not applicable.

*Pending Action*

*Comments* \$40,000 of earnest money is to be paid in Sept. 2006.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**GLOBAL LOGISTICS PARK**

<b>Project No. 06083</b> — HAMILTON SOUTH ELEMENTARY LAND ACQUISITION	<b>Priority: 1</b>
<b>Project Manager</b> ROBIN HOLDERMAN	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	INDUSTRIAL SITE DEVELOPMENT
<i>Project Type</i>	LANDSIDE
<i>Description</i>	Hamilton South Elementary Land Acquisition.
<i>Justification</i>	To receive Tax Abatement for the Rickenbacker Global Logistics Park, CRAA must purchase this property for approximately \$1.3 million.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	Closing to occur second quarter 2007.
<i>Comments</i>	Cost to be approximately \$1.3 million to be funded through Capital Reserves. 10 acres of land at the corner of Shook Road and State Route 317 to be purchased in the second quarter of 2007.

<b>Project No. 07049</b> — STAMBAUGH LAND PURCHASE	<b>Priority: 1</b>
<b>Project Manager</b> ROBIN HOLDERMAN	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	INDUSTRIAL SITE DEVELOPMENT
<i>Project Type</i>	LANDSIDE
<i>Description</i>	Acquisition of 144± acres north of Rickenbacker Global Logistics Pk. The Stambaugh property is situated between Toy Rd. on the North, Alum Creek Dr. on the West & Rohr Rd. on the South.
	Approx. 14 structures/bldgs. along the South side of Toy Rd., East & West of Alum Creek Dr., will be abated for hazardous materials, demolished, back-filled, graded & seeded.
<i>Justification</i>	Expansion of Rickenbacker Global Logistics Park In accordance with the agreement with Duke Realty, all structures must be removed to develop the property.
<i>Alternatives Considered</i>	Alternative considerations are not applicable. Bldgs./structures & other associated infrastructure must be removed for the property to be developed.
<i>Pending Action</i>	Offer to purchase Real Estate submitted.
<i>Comments</i>	Contingent on CRAA Board approval.

<b>Project No. 07062</b> — CASSELL PROPERTY ACQUISITION	<b>Priority: 2</b>
<b>Project Manager</b> ROBIN HOLDERMAN	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	INDUSTRIAL SITE DEVELOPMENT
<i>Project Type</i>	LANDSIDE - MISC. PROJECTS
<i>Description</i>	This project involves the purchase of a 1.420 acre tract of land identified as parcel number 180-000640-00 located on the north side of Rohr Road, east of Alum Creek Drive and abutting the Stambaugh property in Franklin County, Ohio.
<i>Justification</i>	The Cassell property is located directly across Rohr Road from the North Campus of the Rickenbacker Global Logistics Park and abuts the Stambaugh property recently acquired by the Columbus Regional Airport Authority. The purchase of the Cassell property will accommodate access to Rohr Road from the Stambaugh property and provide a second means of ingress and egress for any buildings developed on the Stambaugh property.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	Resolution submitted
<i>Comments</i>	

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**GLOBAL LOGISTICS PARK**

<b>Project No. 08046</b> — <b>PONTIUS ROAD PROPERTY ACQUISITION</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>ROBIN HOLDERMAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      INDUSTRIAL SITE DEVELOPMENT  
*Project Type*      LANDSIDE  
*Description*      This project involves the purchase of two parcels of land totaling approximately 148 acres identified as parcel numbers 180-000078 and 180-000079 located on the west side of Pontius Road in Franklin County, Ohio.  
*Justification*      The Pontius Road property is strategically located directly east and south of the Air Cargo Campus of the Rickenbacker Global Logistics Park and can accommodate the construction of 2,500,000-3,000,000 square feet of warehouse/distribution facilities. The Pontius Road property is a logical extension of the Air Cargo Campus and provides excellent access to Pontius Road which will eventually be a component of the traffic circulation pattern around the southeast end of the airfield.  
*Alternatives Considered*  
*Pending Action*  
*Comments*

<b>Project No. 08068</b> — <b>Relocate Stream in Rail Campus</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>PAUL RYAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      INDUSTRIAL SITE DEVELOPMENT  
*Project Type*      LANDSIDE - MISC. PROJECTS  
*Description*      The existing ditch/stream through the Rail Campus in the GLP must be relocated within the Rail Campus in order to provide for planned development by Duke Realty/Capital Square. The relocated ditch/stream will be approximately 3.700 feet. The CRAA is responsible for the entire cost (\$167,800) of the eastern portion (previously designated Central Campus) and one-half of the cost (\$387,500) of the western portion (previously designated Canal/Vause Campus).  
*Justification*      The relocation must be in accordance with the Army Corps of Engineers mitigation permit.  
*Alternatives Considered*      Off-site conservation easement on the Big Darby Creek was considered. This option was more expensive than relocating on site.  
*Pending Action*      None  
*Comments*      Environmental Assessment already performed, which included relocating the stream. Cost estimates were provided by Duke Realty on 7/15/08.

<b>Project No. 09024</b> — <b>ASHVILLE PIKE OVERLAY</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>ROBIN V. HOLDERMAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      INDUSTRIAL SITE DEVELOPMENT  
*Project Type*      LANDSIDE  
*Description*      This project involves an asphalt overlay on Ashville Pike in order to support Container Yard Operations. The overlay would begin at the intersection of Rickenbacker Parkway and run south on Ashville Pike for approximately 500 feet.  
*Justification*      An asphalt overlay is required to allow container traffic on Ashville Pike. In order to support the weight of containers moving between the intermodal and the container yards, an asphalt overlay needs to be added to existing Ashville Pike.  
*Alternatives Considered*      New road between container yard and terminal.  
*Pending Action*      The project needs to be review and approved by the Pickaway County Engineer's office.  
*Comments*      This work may be done by the Container Yard operator as part of their overall construction.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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#### RICKENBACKER INTERNATIONAL AIRPORT

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**Project No. 03048 — CARGO RAMP #3 RECONSTRUCTION (PH 1-3)**

**Priority: 2**

**Project Manager ERIC HENSLEY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project consists of demolition of existing failed pavement & associated infrastructure & construction of approx. 95,000 SY of 16-inch concrete pavement. The project also includes construction of approx. 6,300 SY of 10-inch concrete pavement adjoining Air Cargo Term. #4 & Hangar 1001. An asphalt taxilane will connect Hangar 1001 w/ Ramp #3.

*Justification* Pavement is currently failed & unuseable for aircraft operations. This new pavement will be used to supplement current air cargo activity & anticipated increases associated w/ the construction of adjacent Air Cargo Terminal #4.

*Alternatives Considered* Asphalt was considered too flexible to support heavy static load aircraft.

*Pending Action*

*Comments* The Fuel Hydrant Loop Extension project (#05056) was constructed concurrently w/ Ramp #3, Phase 3.

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**Project No. 03049 — MASTER PLAN UPDATE (GRANT DEPENDENT)**

**Priority: 2**

**Project Manager MARK KELBY**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The Master Plan update project will assess the current physical and operational conditions of the airport, the airport's operational impact on the Central Ohio area, and clearly define the future role of Rickenbacker International Airport. Also included in this project is a wetlands delineation. The wetlands delineation project is intended to take existing wetlands data and combine it with site inspections to produce a delineation report.

*Justification* The last master plan update was approved in 1997. Periodic review and update of the Airport Master Plan are required to ensure that demand and capacity issues are resolved and facility requirements are adequately identified and planned. The CRAA Planning and Engineering department has identified the need for a wetlands delineation as a priority issue in preparation for airport development at Rickenbacker. Currently, there is no comprehensive wetland delineation report for the airport.

*Alternatives Considered*

*Pending Action*

*Comments* Changes per Rod Borden 8/18/03

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>RICKENBACKER INTERNATIONAL AIRPORT</b>
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**Project No. 03049 — MASTER PLAN UPDATE (GRANT DEPENDENT)**

**Priority: 2**

**Project Manager MARK KELBY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The Master Plan update project will assess the current physical and operational conditions of the airport, the airport's operational impact on the Central Ohio area, and clearly define the future role of Rickenbacker International Airport. Also included in this project is a wetlands delineation. The wetlands delineation project is intended to take existing wetlands data and combine it with site inspections to produce a delineation report.

*Justification* The last master plan update was approved in 1997. Periodic review and update of the Airport Master Plan are required to ensure that demand and capacity issues are resolved and facility requirements are adequately identified and planned. The CRAA Planning and Engineering department has identified the need for a wetlands delineation as a priority issue in preparation for airport development at Rickenbacker. Currently, there is no comprehensive wetland delineation report for the airport.

*Alternatives Considered*

*Pending Action*

*Comments* Changes per Rod Borden 8/18/03

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**Project No. 03053 — R/W 5R/23L PVMT & LIGHTING REHAB. (PH 1)**

**Priority: 1**

**Project Manager PAUL RYAN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD

*Description* PH 1 Pavement Rehab. includes the 1st 1,500 ft. (approx. 33,000 s.y.) of the 5R end. This concrete surface will have the top approx. 6 to 9 inches of concrete removed & replaced w/ asphalt in multiple lifts. Light cans for centerline and touchdown zone lights and airfield guidance signs will be replaced within the construction limits. Asphalt would be constructed to transition to existing pavement and a mill and replace of the outer 25 ft of asphalt on both sides of the runway will be accomplished with Phase 1. Five ILS aboveground control cable Demarc boxes within the Runway Safety Area (RSA) will be removed.

*Justification* A 6 inch bonded concrete overlay, that was placed on the existing 21 inches of concrete pavement in the early 1980's by the Air Force, is deteriorating and needs to be replaced. PCI's obtained in October 2006 range from 30-66. The minimum PCI for this type of pavement is 65. Regulators for the lighting systems are old and reliability and parts availability is an issue. The FAA prepared a memo dated Sept 8, 2000 identifying the Demarc boxes as an obstruction within the RSA. To use FAA grants for the pavement rehab, these must be removed from the RSA. Existing guidance signs were installed in 1990 and relocated in 1994. Due to their age, they have become a maintenance problem.

*Alternatives Considered* Selective concrete panel replacements or applying lithium nitrate to retard Alkali-Silica Reaction (ASR) were considered. Selective panel replacement had been performed in previous years, but was considered more expensive and less cost effective than performing a rehabilitation that would correct the pavement for a longer, more permanent time.

*Pending Action*

*Comments* See the Crawford, Murphy & Tilly study/report and recommendation letter, dated June 2003 and January 2005, for reference to potential pavement rehabilitation options. FAA confirmed on May 6, 2006 that the Demarc boxes must be removed from the RSA.

Project will require the Runway 5R threshold to be temporarily relocated to facilitate use of remaining useable runway.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 04038</b> — NORTH AIRFIELD DEICING CONTAINMENT SYSTEM(GRANT DEPENDENT)	<b>Priority: 3</b>
<b>Project Manager</b> PAUL KENNEDY	<b>Project Status: ON HOLD</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The scope of work will include rerouting Mann's Run outfall to the Walnut Creek outfall and providing structural/operational controls on the cargo aprons such as catch basin mats/inserts and sewer plugs for block and pump deicer collection.

*Justification* This project was initiated as a result of a study, "Development and Evaluation of Conceptual Deicer Capture Alternatives" at Rickenbacker, performed by Camp, Dresser, and McKee (CDM). This study suggested an alternative that is considered within the project description to contain and/or reroute planned deicer runoff to a larger body of water for the north airfield.

*Alternatives Considered* The CDM study identified 8 alternative solutions, of which one was considered feasible for the north airfield.

*Pending Action* Ohio EPA and other environmental regulations may dictate mitigation options. Project was carried over from RPA's CIP and should be carried as a legitimate project.

*Comments* However, it could be considered 3rd party, client driven. Significant utilization of Ramp #1 and the proposed Ramp #3 reconstruction may necessitate implementation of this project.

<b>Project No. 05013</b> — T/W A OBJECT FREE AREA REHAB. (GRANT DEP)	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* This project would include the rehabilitation (3 inch mill and overlay) of approximately 68,000 square yards of asphalt pavement north of Taxiway A and south of the Ohio Air National Guard apron. Pavment marking would also be included in the scope of work.

*Justification* This pavement is deteriorating quickly and representing a significant FOD hazard, primarily to the KC-135R military air refueling aircraft parked on the adjacent ramp. PCI values in the 2003/04 Pavement Management Program ranged from 20-51. Minimum PCI values for this type of pavement is 55.

*Alternatives Considered*

*Pending Action* Suggest soliciting the Ohio Air National Guard for money to do this work, since they ultimately will benefit from the rehabilitation. Charlie Goodwin and Eric Hensley are pursuing the Guard.

*Comments* Changes per Rod B. 8/18/03 CRAA anticipates DOD will fund 100% of total project costs. The estimated costs were updated in Jan. 2007 using an estimate provided by the Air National Guard, dated June 14, 2006.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 05048</b> — HANGAR IMPROVEMENTS	<b>Priority: 1</b>
<b>Project Manager</b> PAUL RYAN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE

*Description* The project will improve Building/Hangar 1001 (Old Navy Hangar). Improvements included are hangar door replacement, installation of a fire suppression system, and improvements of HVAC, electric, and plumbing systems. The roof will also be replaced and new parking lots and access roads will be constructed. Demolition of several buildings & structures is also necessary to develop the property.

*Justification* Building/Hangar 1001 was recently received by CRAA from the Navy. Improving the hangar will allow CRAA to market and lease the hangar to prospective tenants. Improvements are necessary to comply with current building codes and life safety measures.

*Alternatives Considered* A small extension to the center of the hangar was accepted over a larger extension. Additionally, consideration was given to demolishing the entire hangar and constructing a new one. Various alternatives for the fire suppression system were also considered during design.

*Pending Action* Area is under long term lease through the Dept. of Defense. Legal is coordinating property transfer.

*Comments* The construction cost includes a larger building build-out, in order to accommodate two BAE-200 aircraft in the hangar, at a cost of \$1 mil. This cost will be funded by capital reserves and only be expended if a proposed tenant will agree to pay for it.

<b>Project No. 05056</b> — FUEL HYDRANT LOOP SYSTEM ON RAMP #3	<b>Priority: 2</b>
<b>Project Manager</b> PAUL RYAN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project will include the installation approximately 2,800 ft. of a 12-inch jet fuel loop extending from Ramp #2 into Ramp #3 and include 3 fuel hydrant locations in existing concrete constructed during Phase 1 of the ramp 3 Reconstruction, 03048, and 1 hydrant location to be constructed in Phase 3 of the Ramp 3 Reconstruction. This project will provide for a fuel service to 1 aircraft parking position on the airside of the proposed Air Cargo Terminal #4, 05020. Project will also include cathodic protection.

*Justification* There is an on-going demand to fuel large wide-body aircraft utilizing the jet fuel hydrant loop on Ramp #2. Since this is a preferential use ramp by FedEx, there are limited fueling pit locations currently available. Additionally, this fuel loop extension will spur new cargo aircraft activity at the airport. A large wide-body aircraft (B747, MD11, etc.) could take 20,000 to 30,000 gallons of jet fuel requiring multiple trips to the fuel farm by the average 8,000-gallon fuel truck, causing aircraft delays.

*Alternatives Considered* In Jan. 2007 an in-house report was accomplished and presented. It considered 5 options to provide fuel to Ramp 3. On Jan. 29, 2007, option 1 was selected. Option 1 is described above.

*Pending Action*

*Comments* The cost for the 2008 MAP application (\$17,947) will be funded 100% from Capital Reserves.

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**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

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**RICKENBACKER INTERNATIONAL AIRPORT**

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**Project No. 06015 — T/W G SOUTH REHAB. (GRANT DEPENDENT)**

**Priority: 3**

**Project Manager ERIC HENSLEY**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* This project involves the rehabilitation of Taxiway G South and includes a 3 inch asphalt mill and overlay of approximately 8,000 square yards of pavement and pavement markings.

*Justification* The last rehabilitation in 1996 was expected to have a 10 year life. This pavement is anticipated to deteriorate and spall causing a FOD problem in the near future.

*Alternatives Considered* The Pavement Mgmt. program update in 2006 reflected a PCI of 77. The minimum PCI service level for taxiways is 60. It is anticipated that the actual PCI will be below this threshold by 2012.

Complete reconstruction (full depth repair) may need to be re-evaluated pending the results of the pavement management plan update.

*Pending Action*

*Comments* Project was originally carried as a reconstruction with the RPA. The assessment report submitted by R.W. Armstrong during the merger/integration suggested changing this to a rehabilitation project.

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**Project No. 06039 — PARKING LOT FOR TRUCK TRAILERS ACCESSING AIRPORT CARGO FACILITIES ( Priority: 3**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* LANDSIDE

*Description* The proposed project would create a new staging area for semi-trailers serving the all-cargo aircraft parking area and adjacent sortation facility on Cargo Ramp #2. Project components include a new parking area, drainage, lighting, and pavement markings.

*Justification* Eliminates avoidable aircraft apron area truck traffic thereby reducing potential safety and security exposures. The proposed area would be developed outside of the current Air Operations Area (AOA) thereby substantially reducing potential security and safety related liabilities associated with the current operation. Additionally, the relocation of the cargo trailers from the AOA would free up valuable aircraft parking areas as well as provide additional access to the Airport's hydrant fueling system for wide-body aircraft.

*Alternatives Considered* Previous consideration was given to erecting a fence across the apron. It was determined that the fence, while meeting certain objectives would create a permanent obstruction to the most efficient use of the aircraft parking apron. Additionally, the fence erection would place elements of the current hydrant fuelling system in a less secure area thereby creating safety, security and fuel quality concerns.

*Pending Action* Need to perform a cost/benefit analysis before this project can be taken off "Hold" status.

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 06048</b> — ENVIRONMENTAL REMEDIATION	<b>Priority: 2</b>
<b>Project Manager</b> PAUL KENNEDY	<b>Project Status: IN PROCESS</b>

*Program Name* INDUSTRIAL SITE DEVELOPMENT  
*Project Type* LANDSIDE - MISC. PROJECTS  
*Description* This project involves studies and remediation of contaminated property, if encountered, during the planning, design or construction phases of the intermodal facility, roadway or industrial development projects.  
*Justification* This project is a placeholder project that will be activated if contamination is found in project areas. It is necessary to ensure a well planned facility that is capable of accommodating the expected growth in industrial and related development at the airport.  
*Alternatives Considered*  
*Pending Action*  
*Comments* Studies to be funded by CRAA from capital reserves. Funding for remediation of environmentally contaminated sites is anticipated from the U.S. Army Corps of Engineers.

<b>Project No. 06050</b> — ADMINISTRATIVE OFFICES EMERGENCY GENERATOR	<b>Priority: 2</b>
<b>Project Manager</b> CHARLIE GOODWIN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* EQUIPMENT  
*Description* This project includes the procurement and installation of an emergency generator for the CRAA administrative offices building at Rickenbacker.  
*Justification* Several ice storms last winter shut down power to the airport and negatively impacted the operation of the airport due to a lack of back-up power at the administrative offices. Additionally, the current administrative office building serves as the airport's Emergency Operations Center (EOC) during mass emergency response activities.  
*Alternatives Considered* Consideration will be given to rehabilitating an existing generator that was salvaged from a previous demolition project.  
*Pending Action*  
*Comments*

<b>Project No. 06052</b> — BUILDING 441 IMPROVEMENTS	<b>Priority: 2</b>
<b>Project Manager</b> CHARLIE GOODWIN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* LANDSIDE - MISC. PROJECTS  
*Description* As of 12/15/06, this project will replace the roof only.  
*Justification* The building is a 1950's vintage old Air Force structure and is currently leased to several tenants. Roof replacement will make the facility more marketable.  
*Alternatives Considered* Additional improvements may include electrical, HVAC, and plumbing renovations, office space reconfiguration, and replacement of drywall doors, windows, carpet/flooring and ceilings. These items are not funded as of 12/15/06.  
*Pending Action* An environmental assessment needs to be conducted to determine if hazardous materials (asbestos, lead paint, PCB's, etc.) exist.  
*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 06067</b> — STREET LIGHT ACQUISITION	<b>Priority: 2</b>
<b>Project Manager</b> CHARLIE GOODWIN	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* The Airport Authority currently pays South Central Power (SCP) for ownership and maintenance expenses, including the costs of electricity for 138 street lights along Alum Creek Drive, Port Road and Cargo Road. This project is intended to acquire these lights and, at the appropriate time, transfer responsibility to other municipal jurisdictions.

*Justification* The current costs paid to SCP for the use of these lights is less economical than outright ownership, particularly when the ownership can be transferred to another municipal entity. The initial phase of this project includes 42 of the 138 lights. This initial phase is expected to cost approximately \$60,000 while the purchase/modification of the remaining lights is estimated to cost an additional \$140,000. Based upon preliminary reviews, the Airport Authority could see a return on it's investment in as little as 2.5 years for the initial phase while the project for the remaining lights will take over 3 years to recover our investment.

*Alternatives Considered* Alternatives considered include leaving the current agreement with SCP in place, which results in higher operating expenses for LCK at a time where reduced deficits is a high priority.

Another alternative considered was eliminating the street lights altogether. However, due to the extensive efforts currently underway to develop a high quality Global Logistics Park on and adjacent to LCK, combined with our desire to maintain adequate safety and security standards for the area, this alternative was rejected.

It is hoped that ultimately, all street lights poles along dedicated roadways can be transferred to the respective and responsible municipality.

*Pending Action*

*Comments*

<b>Project No. 06078</b> — INTERMODAL CAMPUS STORMWATER IMPROVEMENTS (PH. 1)	<b>Priority: 1</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* INDUSTRIAL SITE DEVELOPMENT

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* PH 1 will construct approx. 2,700 ft. Storm Sewer & ditch improvements to accomodate development of approx. 110 acres on the western end of the Intermodal campus within the Rickenbacker Global Logistics Pk. The drainage improvements will extend from an existing culvert under the Norfolk Southern railroad tracks, East to the intersection of Ashville Pike & Rickenbacker Pkwy.

*Justification* Per the Master Agreement with Duke, CRAA is to provide storm water outlets for the properties to be developed.

*Alternatives Considered* Consideration was given to run sewer through the IMF, but could not be done due to planned elevations and structures within the IMF and the needed/required pipe elevations for the sewer.

*Pending Action* Approvals from Pickaway County Engineer.

*Comments* 100% design documents will be handed over to Duke & improvements will be made when development occurs. CRAA will reimburse Duke for these costs in accordance with the master agreement.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 06082</b> — <b>FORMER AIR FORCE LANDFILL REDEVELOPMENT</b>	<b>Priority: 3</b>
<b>Project Manager</b> ALLEN NEDERVELD	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	INDUSTRIAL SITE DEVELOPMENT
<i>Project Type</i>	LANDSIDE - MISC. PROJECTS
<i>Description</i>	This project involves the planning for and actual remediation and redevelopment of the former Air Force landfill at LCK for productive use by intermodal and Global Logistics Park users and revenue generation by CRAA. CRAA staff intends to develop a master plan for the redevelopment of this 170 plus acre area, including preparation of a pro forma that will determine best overall use in conjunction with the future operations of the intermodal facility and the Global Logistics Park, including potential container storage, commercial development and recreational green space.
<i>Justification</i>	Given: 1) increasing property values in the area; 2) anticipated future demand from area distribution facilities and intermodal facility users; and 3) the US Army Corp of Engineers' legal responsibility to fund the remediation, CRAA staff believe that there both will be significant demand for use of this property and that the property can be more quickly developed by CRAA in a cost efficient manner (utilizing USACE resources) that will produce long-term net revenue for the CRAA and provide important services to users of the areas future facilities (warehouses and intermodal facility).  Capital funds will initially be used to pay consultants to assist with the development of a pro forma, negotiation of an agreement with the Army Corp for an accelerated cleanup of the landfill that incorporates CRAA's planned use of the remediated landfill property, exploration of opportunities for public funding assistance and master planning the 170 acre site for development integrated into the global logistics park.
<i>Alternatives Considered</i>	The only alternative is to allow the US Army Corp of Engineers to proceed solely on its own schedule for landfill remediation, at which point upon completion of the USACE's remediation CRAA could proceed to redevelop the site. That could very likely be too late for CRAA. Currently the USACE has no immediate plan to remediate the landfill and, once plans are developed, the USACE will not complete those plans for many years and perhaps will do so without incorporating CRAA's plans for reuse. As a result, CRAA could miss a revenue opportunity and fail to provide land for important services that will help make the intermodal facility and Global Logistics Park competitive and successful.
<i>Pending Action</i>	CRAA staff has received an initial scope of services from Metcalf & Eddy, an environmental consultant experienced in brownfield redevelopment and working with the USACE to cleanup sites, to assist with development of an initial pro forma (along with some assistance from TranSystems, CRAA's consultant on the intermodal facility). After pro forma completion, CRAA will be able to determine the next steps, including commencing negotiations with the USACE for a CRAA led
<i>Comments</i>	(and significantly USACE funded) accelerated landfill remediation, incorporating CRAA's redevelopment plan, and to the extent funding gaps may need to be filled, exploring public funding opportunities for brownfield redevelopment.

<b>Project No. 07023</b> — <b>UPDATE EXHIBIT 'A' PROPERTY MAP &amp; BOUNDARY SURVEY</b>	<b>Priority: 2</b>
<b>Project Manager</b> MARK KELBY	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS
<i>Description</i>	This project involves an update to the Exhibit "A" Property Map and Boundary Survey for Rickenbacker International Airport.
<i>Justification</i>	The last update of the LCK property map and boundary survey was completed in 1997. This project is necessary in order to reflect all CRAA property interests and easements, and to maintain an accurate up-to-date document.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	
<i>Comments</i>	FAA funding anticipated with FY06 entitlements under FY07 grant application for the Exhibit A portion of this project. The boundary survey portion of the project will be funded with capital reserves.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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#### RICKENBACKER INTERNATIONAL AIRPORT

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**Project No. 07027 — GLOBAL LOGISTICS PARK PLANNING**

**Priority: 1**

**Project Manager MARK KELBY**

**Project Status: IN PROCESS**

*Program Name* INDUSTRIAL SITE DEVELOPMENT

*Project Type* LANDSIDE

*Description* This project involves the ongoing project management, planning services and studies by TranSystems Corporation and others for roadway and industrial development planning of the Rickenbacker Global Logistics Park.

*Justification* Ongoing project management, planning services and studies are necessary to ensure a well planned global logistics park that is capable of accommodating the expected growth in industrial and related development at the airport.

*Alternatives Considered* None.

*Pending Action* None.

*Comments* All costs associated with the original contract (element 800) will be completed by the end of February 2009. Element 802 has been added to this project for air cargo campus studies in support of the NEPA documentation, 404/401 permitting and FAA land release for this area. All portions of the contracts for these services will be funded with CRAA capital reserves.

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**Project No. 07031 — BUILDING 1000/1002 RENOVATION**

**Priority: 2**

**Project Manager CHARLIE GOODWIN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project will renovate two buildings (1000 & 1002) located on the former site of the Naval Air Reserve Center as well as to perform misc. site/pavement improvements in the immediate vicinity.

*Justification* The current MAP funding earmarked for the Hangar located on the former Navy site does not include the renovation of the administrative facilities that are expected to serve the hangar facility. Accordingly, to position this site for maximum benefit to the CRAA, it is necessary to improve the referenced buildings/site.

Improvements to the facility have not been fully identified due to the delay in the site transitioning to CRAA ownership; however, likely improvements include roof repair, HVAC repair/replacement, electrical upgrades, interior renovations to restore the space to useable condition which will include, but may not be limited to restrooms upgrades, interior finishes such as painting, carpeting, ceiling & tile repair/replacement as well as certain exterior improvements such as pavement repairs/overlays.

*Alternatives Considered*

*Pending Action*

*Comments* Finishing build-out (\$487,500) will be tenant dependent. Mold & asbestos abatement will proceed independent of tenant.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 07043</b> — <b>NOISE &amp; FLIGHT TRACK MONITORING SYSTEM ENHANCEMENTS</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>DAVE WALL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NOISE & FLIGHT TRACK MONITORING SYSTEM

*Project Type*      NOISE

*Description*      This project will provide enhancements to the CRAA's existing noise and flight track monitoring system. The enhancements will include: 1) purchase and installation of an ATCT voice recording system, and 2) purchase and installation of three permanent noise monitors in the communities surrounding Rickenbacker Int'l. Airport. 2 of 3 noise monitors are replacing noise monitors loaned to CRAA by Lochard.

*Justification*      Enhancements to the noise & flight track monitoring system are necessary to better monitor aircraft operations & noise levels at Rickenbacker. Also, the current system does not allow ATCT communications at Rickenbacker to be recorded. This also makes it difficult to research noise complaints at the airport. Finally, there are two permanent noise monitors installed in the vicinity of Rickenbacker. Adding additional monitors will allow the CRAA to monitor aircraft noise levels in more communities. Expansion and enhancement of the noise and flight track monitoring system is a Program Management Measure in the current Draft FAR Part 150 Noise Compatibility Program Update. Approval of the Part 150 Study is anticipated in mid-2007.

*Alternatives Considered*

*Pending Action*      Gwen Langston & Dave Wall are tracking funds remaining from proceeds of noise land released.

*Comments*      This project to be funded at 95% by the net proceeds of the noise land released as part of the Intermodal site development. These funds are from the CRAA capital reserve.

<b>Project No. 07050</b> — <b>WETLAND &amp; STREAM MITIGATION</b>	<b>Priority: 1</b>
<b>Project Manager</b> <b>MARK KELBY/PAUL RYAN</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      INDUSTRIAL SITE DEVELOPMENT

*Project Type*      LANDSIDE

*Description*      This project involves mitigation of wetland & stream impacts associated with the development of the Global Logistics Park. It includes the central & Canal/Vause (Rail), Intermodal & Air Cargo Campuses. Wetland mitigation & stream mitigation is proposed at the Mackey Ford Wildlife Area (elements 200, 600, 900 & 901), the Little Scioto Mitigation Bank (element 900), & other locations to be determined (element 903). Mitigation at the Mackey Ford Wildlife Area involves creation of a depressional forested wetland complex to replace wetland habitats impacted by GLP. Mitigation at the Little Scioto Mitigation Bank will be accomplished by purchasing wetland mitigation credits.

*Justification*      Element 903 consists of wetland & stream mitigation for the Air Cargo Campus. \$3.2 million involves off-site mitigation for 3.83 acres of wetlands & 9,833 feet of streams. Mitigation of wetland and stream impacts is required pursuant to provisions of the Clean Water Act and Executive Order 11990, regarding Protection of Wetlands.

*Alternatives Considered*      Various wetland and stream mitigation alternatives are being considered to mitigate impacts from the GLP.

*Pending Action*

*Comments*      \$100,000 has been added to element 900 for removal of the emergency interceptor near the landfill. This project will mitigate stream impacts in central campus. The anticipated date for this project is 2011.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>RICKENBACKER INTERNATIONAL AIRPORT</b>
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**Project No. 07051 — NORTH/EAST WATERSHEDS STORM WATER MGMT. PLAN**

**Priority: 1**

**Project Manager ERIC HENSLEY**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* In order to provide for a comprehensive and coordinated approach to storm water management in the northern watersheds of the airport, a Storm Water Management Plan has been identified. The plan would address storm water management for existing and future development, addressing detention, de-icing, and spill control requirements, techniques, and technologies.

*Justification* Currently, there is not a comprehensive storm water management or master plan for the northern watersheds of the airport. In order to satisfy NPDES storm water regulations and provide for a comprehensive and coordinated approach to storm water management in these watersheds, a Storm Water Management Plan will identify the best means to manage storm water in the northern portions of the airport.

*Alternatives Considered*

*Pending Action*

*Comments* This Management Plan will be coordinated with the Storm Water Management Study performed by EMH&T for Duke Realty for the Global Logistics Park in the southern watersheds of the airport.

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**Project No. 08018 — RICKENBACKER PARKWAY PH 2 (ADDITIONAL 2 LANES)**

**Priority: 2**

**Project Manager ERIC HENSLEY**

**Project Status: IN PROCESS**

*Program Name* ROADWAY

*Project Type* LANDSIDE

*Description* This project will add two additional curb and gutter lanes to the Phase I project, thereby providing for two new southbound lanes. It will also construct an upgrade of the intersection of Alum Creek Dr. and SR 317 to create needed additional lanes and will construct a roundabout or traditional intersection at Alum Creek Dr. and Port Rd. Also, street lights, landscaping & an irrigation system will be installed.

*Justification* IMF and GLP truck activity is expected to grow to the point where two additional lanes are needed to handle the traffic.

*Alternatives Considered*

*Pending Action* \$8.25 mill of TRAC ODOT/FHWA funds in State FY2011 (7/1/10-6/30/11) and \$8.0 mill of MORPC/STP funds (State, FY2010) have been identified for funding. The balance of funds, approx. \$2,000,000, are anticipated to be from other public funding sources. (Franklin Co., City of Cols., & State)

*Comments* Costs shown are projected 2011 costs per Transystems report dated 7/13/08.

Schedule: Design 2009 Construction 2010-2011

CRAA will fund 100% of design from Capital Reserves.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 08031</b> — <b>NEW AIR TRAFFIC CONTROL TOWER(GRANT DEP)</b>	<b>Priority: 2</b>
<b>Project Manager CHARLIE GOODWIN</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* Project development for a new LCK ATCT. This will include creation of marketing materials to promote the construction of a new ATCT, feasibility studies, and FAA AFTIL lab services. The AFTIL lab will prepare panoramic photo studies, field verify the airport and ALP, and develop a computer model for tower siting and simulation. A facility assessment/inspection will be performed and a report will be generated that highlights facility deficiencies and expected life.

*Justification* The existing ATCT was constructed in 1951 and is in a condition of disrepair. The base building does not meet applicable codes. Consensus by stakeholders on the construction of a new ATCT is necessary before it can be built. Project development will assist in achieving this goal. A facility assessment/inspection is necessary to validate existing conditions and problems.

*Alternatives Considered* A siting study was conducted that evaluated several locations of a new ATCT. The recommended site is located immediately north of the old ARFF building. Alternative sites evaluated include a site on Ramp #1 immediately north of the Ohio Air National Guard apron, a site south of existing of Air Cargo Terminal II, and a site on the south airfield.

*Pending Action* FAA approval of the ALP Update and concurrence regarding the siting study recommendations.

*Comments* The ATCT Project Development costs (element 800) will be funded by 100% Capital Reserves.

<b>Project No. 08035</b> — <b>AUTOMATED WEATHER OBSERVATION SERVICE (AWOS) UPGRADE</b>	<b>Priority: 2</b>
<b>Project Manager MARK RAWLINGS</b>	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* AWOS Replacement

*Justification* CRAA received written notice from Vaisala stating that they plan to stop service and support of the airport's current AWOS 3PT-VB processor system on December 31, 2008 because advances in technology have made service and support more difficult in the past few years- the AWOS VB model was introduced in 1987. Vaisala and ASMI (airport's navaid maintenance contractor) were both contacted and asked to provide estimates on upgrading/replacing parts. Both offered similar recommendations. Vaisala recommended replacing the entire system, in which they would use the existing foundations/ cable links and stated that purchasing the new AWOS would be cheaper than replacing all parts individually overtime. There are two estimate options listed from Vaisala- one for the processor upgrade only at \$13,580 and the other a complete AWOS upgrade at \$45,231.

*Alternatives Considered* ASMI also provided a quote and at minimum, recommended purchasing a processor and ceilometer. The estimated costs for those items are \$18,000 and \$20,000 respectively, and the communication interface would cost \$3000. ASMI also recommends an ultrasonic wind sensor, which should prevent frozen sensors which occurred this past winter. Cost of the sensor is estimated at \$5,500. Installing a new AWOS system would require 4 days at \$1,000 per day, including the required FAA inspection.

*Pending Action*

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

**Project No. 08037 — (3) CX 20 PULL TYPE ROTARY CUTTERS**

**Priority: 2**

**Project Manager CHARLIE GOODWIN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* EQUIPMENT

*Description*

*Justification*

*Alternatives*

*Considered*

*Pending Action*

*Comments*

**Project No. 08038 — TWO 6715 FOUR WHEEL DRIVE JOHN DEERE TRACTORS**

**Priority: 2**

**Project Manager CHARLIE GOODWIN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* Two John Deere 6715 Tractors, 105 Horsepower, 4 Wheel Drive

*Justification* To replace two current thirteen year old 6300 series tractors used for mowing the Rickenbacker Airfield. Existing tractors are costing approximately \$6000.00 annually to maintain these units. Due to age, other potential component failures could cost as much as \$30,000-40,000 per unit to repair. These units will be coupled with larger mower decks to reduce time spent mowing the airfield and thereby increasing utility of LCK maintenance personnel.

*Alternatives*

*Considered*

*Pending Action*

*Comments* Due to the age of the tractor and amount of hours on the engine, the repair costs will continue to grow.

7/15/08: Tractors are already ordered.

**Project No. 08039 — JOHN DEERE 6715 TRACTOR W/20 FOOT BOOM MOWER**

**Priority: 2**

**Project Manager CHARLIE GOODWIN**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* Purchase John Deere 6715 Tractor w/20 ft. Boom Mower.

*Justification* To mow new ditch lines developed around airport as a part of Rickenbacker Parkway project. Ditch sides are too steep for existing LCK mowers and the center of gravity on the CMH boom mower is too high for the LCK ditches. This Tractor will also be used to pull one of the new 20' bat-wing mower decks.

*Alternatives Considered* Considered using CMH's equipment; however, we believe the Center of Gravity on that equipment is too high for the relative steep grade of the existing ditches and would present a potential roll-over hazard for personnel operating the equipment.

*Pending Action*

*Comments* There is no existing equipment capable of mowing the additional ditch lines on Rickenbacker Parkway.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 08060</b>	<b>— NOISE LAND INVENTORY &amp; REUSE PLAN</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>MARK KELBY</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	NOISE	
<i>Description</i>	This project involves the mapping of all LCK owned land acquired under airport noise compatibility programs using Airport Improvement Program (AIP) Funds in accordance with Grant Assurance 31. The project will require the development of a Noise Land Inventory including both the relevant parcel data and AIP grant information, specific photographs taken of each site, and other FAA requirements. A Reuse Plan will also be completed as a part of this project, one part of which deals with parcels that are being retained, another dealing with parcels which are to be disposed of through other means. Relevant grant, market, land use, and appraisal information will be used to compile a Reuse Plan for applicable parcels within established FAA standards.	
<i>Justification</i>	Necessary to meet the requirements outlined in Grant Assurance 31.	
<i>Alternatives Considered</i>		
<i>Pending Action</i>	Reviewing qualifications from prospective consultants.  Consultant selection is underway.	
<i>Comments</i>		

<b>Project No. 08069</b>	<b>— Air Cargo Terminals Lease up PREP. (TENANT DEPENDENT)</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>CONNIE TURSIK</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	LANDSIDE - MISC. PROJECTS	
<i>Description</i>	This project involves preparing LCK Air Cargo Terminals 1, 2, 3, & 4 for lease. Existing office area may require removal of existing walls or perhaps additional office area built out; Remove existing carpet and replace with new carpet/tile; Existing wall repair and paint, office and warehouse; New Lighting; New mini blinds; Additional cabinetry; Additional electrical service, outlets and/or new phone line conduits run; Additional light fixtures in the warehouse; Dock covers; Space planning, architectural drawings and permits. In the case of Air Cargo 4, this building is a shell and we will need to create office area and prepare the warehouse area for any new suite/tenants, everything will need to be provided, walls, restrooms, electrical, lighting, plumbing, HVAC. As the projections reflect, the initial lease build out is very expensive.	
<i>Justification</i>	In order to maximize revenue at LCK, we will need to make tenant improvements and work with the local brokerage community when necessary to fill the available suites in the Air Cargo Terminals.	
<i>Alternatives Considered</i>	We really do not have alternatives if we desire to prepare the space and lease them to new/existing tenants for optimum revenue generation.	
<i>Pending Action</i>	A tenant is needed before this project will move forward.	
<i>Comments</i>	Although we cannot be certain exactly which spaces and when they will lease up or what the exact tenant improvement and lease up expenses will be; it has been requested by John Byrum, that we place monies in the 2009 capital improvement projects as a placeholder for these expenses. The information provided is the best estimate of our potential revenue generation and expenses. Estimates for project costs are based on recent lease renewals and associated expenditures required.	

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 08073</b> — NORFOLK SOUTHERN LAND SWAP STRUCTURE REMOVAL	<b>Priority: 2</b>
<b>Project Manager</b> DAVE GOTSCHALL	<b>Project Status: IN PROCESS</b>

*Program Name* INTERMODAL FACILITY INFRASTRUCTURE  
*Project Type* LANDSIDE - MISC. PROJECTS  
*Description* Property will be swapped with Norfolk Southern Railroad (NS). The swap will give the CRAA residential properties along the western side of Ashville Pk and give NS property for the northern portion of the Intermodal Terminal. The CRAA will obtain 9 properties in the swap. Removal of the structures will take place one property at a time as residents vacate each property.  
*Justification* The removal of the structures will allow for the development of the property by the CRAA.  
*Alternatives Considered*  
*Pending Action* For the swap to take place. For the residents to vacate the properties.  
*Comments* NS is under agreement to reimburse the CRAA as the structures are removed. Funding from NS to be shown as "Other Grants", per John Byrum's direction on 8/11/08.

<b>Project No. 08075</b> — INTERMODAL CAMPUS STORM WATER IMPROVEMENTS (PH 2)	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* INDUSTRIAL SITE DEVELOPMENT  
*Project Type* LANDSIDE - MISC. PROJECTS  
*Description* Phase 2 will construct approximately 3,200 feet of ditch improvements to accommodate development of approximately 145 acres of the Intermodal Campus within the Rickenbacker Global Logistics Park. The location originates near the Southeast corner of the Intermodal Campus, and extends along the north or south side of Airbase Road, to an unnamed tributary of Walnut Creek that runs south through the Golf Course.  
*Justification* Per the Master Agreement with Duke Realty, CRAA is obligated to provide storm water outlets for the properties to be developed.  
*Alternatives Considered* Consideration was given to further down stream improvements of the unnamed tributary that runs south through and out of the Golf Course. This was determined to be too costly and required more time to negotiate the improvements with property owners, Pickaway County Engineer, OEPA, and the ACOE than was acceptable for the schedule to develop the Intermodal Campus.  
*Pending Action* Approvals from Pickaway County Engineer. CRAA Legal Dept. is working to determine on which side (north or south) of Airbase Road the improvements will be constructed. Appropriate easements may also have to be negotiated.  
*Comments* 100% design documents will be handed over to Duke and improvements will be made concurrently when development occurs. CRAA will reimburse Duke for these costs in accordance with the Master Agreement. Per Mark Kelby's conversation with Katy Jones on 8/15/07, no NEPA review required after land release.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 08076</b> — RWY 5R/23L PVMT & Lighting Rehab.(PH. 2) (Grant Dep.)	<b>Priority: 1</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* Phase 2 pavement rehabilitation includes the first 1,800 feet (approximately 40,000 SY) of the 23L end. This concrete surface will have the top approximately 6 to 9 inches of concrete removed and replaced with asphalt in multiple lifts. Centerline and runway edge lights, including transformers and regulators will also be replaced as required and lighting control cable may be replaced. Adjacent airport guidance signs will also be replaced as needed. New asphalt surface course will be grooved and marked in accordance with standards for a precision runway. Pending availability of funds, adjacent pavements (Taxiway G South, overrun/blast pad, etc.) may also be rehabilitated.

*Justification* The 6-inch concrete overlay on approximately 21 inches of concrete was completed in the early 1980's by the Air Force and is now deteriorating rapidly. PCI's obtained in October 2006 range from 22-59. The minimum recommended PCI for runway pavements is 65. Regulators for the lighting systems are old and reliability and parts supply is becoming a problem. Finally, airfield guidance signs, originally installed in 1990, and relocated in 1994 are faded and are requiring increased maintenance due to their age.

*Alternatives Considered* Full depth reconstruction of selective concrete panels or applying lithium nitrate to retard Alkali-Silica Reaction (ASR) were considered, but proved to be cost prohibitive or ineffective to solving long-term problems.

*Pending Action*

*Comments* Project will require the runway 23L threshold to be temporarily relocated to facilitate aircraft use of remaining useable runway.

<b>Project No. 08077</b> — RWY 5R/23L PMT & Lighting Rehab. (Ph. 3) (Grant Dep.)	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* Phase 3 pavement rehabilitation (approximately 147,000 SY) includes the center 150 feet width between the old concrete ends (Phase 1 and 2), or approximately 8,800 feet in length. This asphalt surface will have the top approximately 3 inches of asphalt removed and replaced with asphalt in multiple lifts. Centerline and runway edge lights, including transformers and regulators will also be replaced as required and lighting control cable may be replaced. Adjacent airport guidance signs will also be replaced as needed. New asphalt surface course will be grooved and marked in accordance with standards for a precision runway. "Scan" pavement sensor system pucks will also be replaced.

*Justification* An approximately 3-inch asphalt mill and overlay of the asphalt surface course was completed in phases from 1997 through 1999 and is now deteriorating. PCI's obtained in October 2006 range from 42-76. The minimum recommended PCI for runway pavements is 65. An update to the Pavement Management Program (PMP) is planned for 2009, at which time PCI's will be revised to reflect current conditions, which is expected to be below minimum service levels. Regulators for the lighting systems are old and reliability and parts supply is becoming a problem. Finally, airfield guidance signs, originally installed in 1990, and relocated in 1994 are faded and are requiring increased maintenance due to their age.

*Alternatives Considered* Full depth reconstruction was analyzed, but considered cost prohibitive and unnecessary at this point in the pavement life cycle.

*Pending Action*

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 08078</b> — AIRPORT JET FUEL SYSTEM UPGRADES	<b>Priority: 1</b>
<b>Project Manager</b> TONY KYER	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The project consists of several work elements that are necessary to meet CRAA, Local, State and Federal criteria applicable to the proper operation of Aviation Fuel Storage Systems. Specific elements of the project include the installation of hydrant pit seals, automatic fuel control valves, roof service hatches and rework of the drain infrastructure (storm and sanitary) serving the Fuel Storage Facility, including the installation of an overhead canopy at the fuel loading racks.

*Justification* The LCK Fuel System at Rickenbacker requires a number of improvements to maintain compliance with environmental, operational and petroleum industry standards. Ranging from fuel quality assurance to environmental compliance to safety and security enhancement, the completion of this project will have a broad range of benefit to the CRAA.

*Alternatives Considered* No Action: The no action alternative was considered and rejected due to the inability to meet regulatory or industry requirements with a no work scenario. Other options considered to address the need to meet new fuel industry requirements required the replacement of the filter separator system and increased the costs by an additional \$200,000.

*Pending Action*

*Comments* Per CRAA Engineering procedures, the construction elements have a 25% contingency added to them until the project can be developed further.

<b>Project No. 08079</b> — Unitary Infrared Heating System	<b>Priority: 2</b>
<b>Project Manager</b> RICK ROBERTS	<b>Project Status: IN PROCESS</b>

*Program Name* UTILITY INFRASTRUCTURE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project involves the installation of Infrared Heating System at the Snow Removal Equipment Building and Fleet Maintenance Building.

*Justification* To lower monthly utility costs by going to much more efficient heat source. The efficiency of the infrared heating system is far greater than the current forced air system now installed. Even though the thermostat is set at 55 degrees it virtually never shuts off in the winter. As a result of the forced air system never shutting off in the Snow Removal Equipment Building, end results for gas utility expenses have been \$40,231.00 in 2007 and as of June, 2008, YTD expenses were \$16,623.00. Likewise, gas utility costs the Fleet Maintenance building for 2007 was \$18,431.00 while the 2008 YTD thru June expense for gas is \$14,862.00. The budgeted 2008 amounts for gas service to these two facilities exceed \$100,000. Additionally, electric service for the blowers on the forced air units add an estimated additional annual expense of more than \$10,000 which is expected to be eliminated by the installation of the infrared heat units.

Based upon the budgetary estimate provided by a vendor, gas usage for the areas served is expected to be lowered by as much as 50%. Accordingly, based upon the estimated costs to install (\$200k) and combination of budgeted/actual gas expenses as well as the electric savings, projected payback could occur in as little as 5 years. If, due to variables beyond the control of the CRAA or vendor estimates are overly optimistic, it takes longer than the 5 years to recover initial cash outlay, there's little question they will ultimately pay for themselves and result in long term savings to the CRAA.

*Alternatives Considered* To continue heating with the existing forced air system was considered however, will result in much higher utility expenses over the life of the facility.

*Pending Action*

*Comments*

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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#### RICKENBACKER INTERNATIONAL AIRPORT

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**Project No. 08082 — ACT 1 - K & N TENANT IMPROVEMENTS**

**Priority: 2**

**Project Manager CONNIE TURSIK**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project involves preparing Air Cargo Terminal 1, Suites C&D for leasing to K&N. Improvements include: new carpet and tile in the existing and new office areas; paint the existing and new office areas; renovate the two existing offices and provide an 8 to 9 foot countertop surface in the existing break room; construct a small drywall vestibule; construct two new offices, each approximately 12 feet by 11 feet, within the large open office area; removal of the existing double door entry from the warehouse into the large open office area; and, adding a door to the hall area immediately south of the reception area.

*Justification* In order to maximize revenue at LCK, CRAA has entered into a Lease Agreement with Kuehne and Nagel (K&N) for 9,600 SF of office warehouse space in Air Cargo Terminal 1. In exchange for their willingness to lease the space, CRAA needs to make improvements to the existing suite to accommodate K&N's use of the suite.

*Alternatives Considered* None. Suite must be prepared for lease.

*Pending Action*

*Comments* K&N is a very large international company. CRAA is fortunate to have them locate their Columbus Office in our Air Cargo Facilities at Rickenbacker. In addition to the revenue generated from the leasing of an Air Cargo facility, CRAA has the potential of additional revenues being realized in the future from K&N's use of the Rickenbacker airfield.

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**Project No. 09016 — UPDATE PAVEMENT MANAGEMENT (PMP) 2009/10**

**Priority: 2**

**Project Manager TIM MENDEL**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2006/07.

*Alternatives Considered*

*Pending Action*

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 09020</b> — AIR CARGO DRIVE & UTILITIES EXTENSION	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* ROADWAY  
*Project Type* LANDSIDE  
*Description* This project will continue a four lane curb and gutter road northeast from the eastern terminus of Phase 1A to the northeast edge of air cargo campus. This project also includes extension of utilities to serve the air cargo campus. Project will also include street lighting & landscaping.  
*Justification* This extension is necessary to provide access to and develop the air cargo campus of the global logistics park. This project is a component of the loop road that is intended to completely surround the airport and provide access to developable land.  
*Alternatives Considered* An alternatives analysis will be conducted during the project development process for Rickenbacker Pkwy. Phase 3.  
*Pending Action*  
*Comments* NEPA documentation for this project will be prepared in conjunction with the NEPA documentation for Air Cargo Campus in CIP project 07027.

<b>Project No. 09022</b> — RICKENBACKER MILITARY FRONT ENTRANCE	<b>Priority: 1</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE  
*Project Type* SECURITY  
*Description* This project involves the construction of a new 250 square foot Main Entrance Facility along Second Street to facilitate access security to all military entities within the Rickenbacker cantonment area. The facility shall have a concrete foundation, masonry wall with structural steel members, and standing seam metal roofing, HVAC, and all site work to include vehicle pull-off, visitor parking, and contractors/vendors inspection stations. Project will also include new concrete barriers and hydraulic systems to deter and stop vehicles. New security fencing will fully enclose the military areas. Demolition of existing Air National Guard Gate House and all existing barriers will occur following commissioning of new Main Entrance.  
*Justification* Existing Gate House does not fully encompass all the military entities at Rickenbacker. Additionally, the planned location is on current CRAA land, so in order for the Guard to utilize programmed funding, it is anticipated that a Military Construction Cooperative Agreement (MCCA) will be executed with the CRAA to facilitate construction and possibly design.  
*Alternatives Considered* Two locations along Second Street were considered for the new consolidated main entrance, but the chosen location provides for better overall security for the military and CRAA.  
*Pending Action* Execution of a long term lease agreement.  
*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 10002</b> — RICKENBACKER PARKWAY PH III	<b>Priority: 3</b>
<b>Project Manager</b> MARK KELBY	<b>Project Status: IN PROCESS</b>

*Program Name* ROADWAY  
*Project Type* LANDSIDE  
*Description* This project involves construction of a two lane curb and gutter roadway Northeast from the Eastern terminus of Air Cargo Drive to SR 317. The goal of this project is to develop a loop road around the airport providing better access for future development.  
*Justification* This project is necessary to support the development of the South Airfield and surrounding property. This phase of the project is an extension to previous phases of Rickenbacker Pkwy. and Air Cargo Dr. It could be considered a business strategy because it is intended to provide a loop road around the airport for better access to undeveloped airport property. If the project is not implemented, this portion of the airport is not developable.  
*Alternatives Considered* Conceptual alternative roadway solutions were developed during the "studies" phase of this project. Further assessment of these alternatives will be conducted as the "studies" phase continues.  
*Pending Action*  
*Comments* Construction funding (\$30,716,815), as well as design (\$4,378,850) and test & inspection (\$3,071,682) are anticipated from public funding sources. Land acquisition (\$3,290,000) and studies (\$767,775) will be funded by CRAA from capital reserves.  
 Environmental assessments and FAA land releases need to take place.  
 Schedule: Studies 2007-2008, 2012  
 Land Acquisition 2014-2015  
 Design 2013-2015  
 Construction 2017-2018

<b>Project No. 10010</b> — TACAN RELOCATION OR REPLACEMENT	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: ON HOLD</b>

*Program Name* INDUSTRIAL SITE DEVELOPMENT  
*Project Type* AIRFIELD  
*Description* This project will either relocate the existing TACAN (Tactical Air Navigation) antenna and equipment or replace it with a new VORTAC (VHF Omni-Directional Range/Tactical Air Navigation). A relocated TACAN would move the existing equipment and consist of new civil/site/electrical items. It is anticipated that a new VORTAC would consist of a "Terminal" standard service volume and include civil/site work, electrical conduit and wiring, and antenna arrays.  
*Justification* The existing TACAN radiation pattern will be impacted by future Global Logistics Park development in the Air Cargo Campus area. The existing facility will also need to be relocated or replaced to construct a future full-length parallel taxiway that would serve the Air Cargo Campus area. The existing TACAN (military use only) is very old and difficult for the military to maintain due to limited parts. Replacing it with a new VORTAC would provide CRAA with a civilian use NAVAID providing non-precision approaches to all runway ends, including Runway 23R, which currently only has an ILS side-step procedure approach.  
*Alternatives Considered* Existing equipment relocation or new VORTAC, or VOR/DME equipment.  
*Pending Action* A study must take place to consider potential locations for the relocation of the existing equipment or new VORTAC equipment in order to assure that the relocated or new equipment will not interfere with existing or other future development. The Air National Guard currently owns and maintains the existing TACAN. Discussion with the Guard needs to take place to understand if the TACAN continues to be critical to their mission and to obtain their concurrence as to a relocation or new equipment.  
*Comments* Costs shown are based upon the relocation of the existing equipment. Additional costs to construct a new VOTAC would add approximately \$250,000 to the overall project.

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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#### RICKENBACKER INTERNATIONAL AIRPORT

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**Project No. 10011 — Cargo Ramp #3 Reconstruction (Ph. 4) (Grant Dependent)**

**Priority: 2**

**Project Manager ERIC HENSLEY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project consists of demolition of existing failed pavement and associated infrastructure and construction of an approximately 15,000 SY of 16-inch concrete pavement. Project also includes installation of approximately 550 feet of storm water trench drain/pipe and construction of a glycol/deicing system. The deicing system components includes inlets, misc. gates and valves and underground piping capable of collecting discharged glycol/deicing fluid.

*Justification* Pavement is currently failed and unusable for aircraft operations. This new pavement will be used to supplement current air cargo activity and anticipated increases associated with the construction of adjacent Air Cargo Terminal #4. The glycol/deicing component will be used to comply with potential effluent restrictions that may be mandated by OEPA and to facilitate tenant airline deicing operations.

*Alternatives Considered* Asphalt was considered too flexible to support heavy static load aircraft. Apron wide glycol/deicer collection was also considered, but determined to be cost prohibitive.

*Pending Action*

*Comments* Glycol/deicing system primarily serves as collection, with a small percentage of storage capability. A separate project will need to be created to address longer term, large storage capacity at the "end of pipe".

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**Project No. 10013 — Twy A, Twy E & G North, & Rwy 23R Concrete Joint Replacement (Grant Dependent)**

**Priority: 2**

**Project Manager ERIC HENSLEY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* Project will include the removal of deteriorated joint material, joint cleaning and preparation, followed by the installation of new silicone based joint sealant material. Crack routing, cleaning, and sealing will also be performed as needed, along with partial depth concrete repairs.

*Justification* The existing joint sealant is over 10 years old, lost much of its flexibility and is separating from the joint surfaces, resulting in the intrusion of moisture and incompressible debris. Additionally, joint spalling is evident throughout pavements limits, resulting in a FOD hazard. The 2006/2007 Pavement Management Program Update identified the need for replacement of the joint material.

*Alternatives Considered* A self-leveling silicone joint material will be compared against the traditional "gun grade" silicone sealant in the design phase.

*Pending Action* Condition of the adjacent taxiway and runway shoulders will be documented during design and a pavement rejuvenator for these surfaces may be included in the project.

*Comments*

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>RICKENBACKER INTERNATIONAL AIRPORT</b>
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<b>Project No. 10015 — PARKING &amp; REVENUE CONTROL SYSTEM</b>		<b>Priority: 2</b>
<b>Project Manager</b>	<b>TRACEY POMEROY</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	EQUIPMENT	
<i>Description</i>	To begin the process to develop a specification and RFP to put out for bid for new Parking and Revenue Control Equipment for LCK. This process will include specification and RFP development and evaluation and construction needed for installation/implementation. The RFP is planned to bid, test and award in 2009 with the installation/implementation to occur in 2010. The project will include a new parking file server and software, new power pads, ticket spitters, gate boxes, gate arms, credit card exit verifiers, pay on foot machines, AVI readers, training of all personnel IE: maintenance and training of all reports to be generated from the database. This installation/implementation will involve operating dual systems to avoid any interruption or inconvenience to our customers.	
<i>Justification</i>	As parking is the number one revenue source, it is imperative to update our current equipment as some of the equipment was purchased in 1996 and 2000. The current system in place is outdated, unreliable and expensive to maintain due to the many different moving parts required to process a transaction. The reporting capabilities in the current system are limited compared to other systems available on the market today. The current database is unable to handle multiple tasks at the same time and therefore inconveniencing our customers as they exit the facility. The credit card processing of this system is frequently down and since this form of payment is 65% of the revenues collected, it must process the transaction quickly. The pay on foot technology at Rickenbacker will enhance customer service and reduce the expense currently incurred when sending cashiers from CMH to Rickenbacker.	
<i>Alternatives Considered</i>	Other alternative software and hardware will be evaluated through RFP process.	
<i>Pending Action</i>	None.	
<i>Comments</i>	Carl Walker Company is familiar with the operation and equipment used at CMH. They were hired in 2007 to determine if pay on foot technology would be a cost effective and customer service enhancement to their parking experience. It was determined at this time that this would be a cost effective and a customer service enhancement to LCK. We are planning to use them in the development of the specifications for the RFP and then coordinating with procurement on the details of the contract documents.	

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<b>Project No. 11006 — Cargo Ramp #3 Reconstruction (Ph. 5) (Grant Dependent)</b>		<b>Priority: 2</b>
<b>Project Manager</b>	<b>ERIC HENSLEY</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	AIRFIELD	
<i>Description</i>	The project consists of demolition of existing failed pavement and associated infrastructure and construction of an approximately 11,200 SY of 16-inch concrete pavement. Project also includes installation of approximately 250 feet of storm water trench drain/pipe.	
<i>Justification</i>	Pavement is currently failed and unusable for aircraft operations. This new pavement will be used to supplement current air cargo activity and anticipated increases associated with the construction of adjacent Air Cargo Terminal #4.	
<i>Alternatives Considered</i>	Asphalt was considered too flexible to support heavy static load aircraft.	
<i>Pending Action</i>		
<i>Comments</i>		

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 12006</b> — T/W A (FROM T/W B TO D) & T/W B NORTH REHAB.	<b>Priority: 3</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* This project will include the rehabilitation (mill and overlay) of taxiway and shoulder asphalt pavement, replacement of airfield guidance signs in the vicinity of improvements, and pavement markings.

*Justification* This pavement is deteriorating with the 2006 Pavement Management Program update identifying joint reflective cracking, alligator cracking, longitudinal and transverse cracking, as well as pavement swelling. PCI values ranged from 70 (Taxiway A), to 76 (Taxiway B North) in 2006, down from 81 and 83 in 2003. It is anticipated that the PCI's will be around 50 to 60 by 2012. The minimum PCI service level for this pavement is 60. A more costly reconstruction project may be required in future years if a rehabilitative project is not completed to extend the life of the pavement. Existing airfield guidance signs were installed in 1990 and relocated in 1994. Due to their age, they have become difficult to maintain and need replaced.

*Alternatives Considered* Reconstruction of the pavement was considered, but determined unnecessary if a rehabilitative project is performed in accordance with the Pavement Management Program.

*Pending Action*

*Comments*

<b>Project No. 12007</b> — Cargo Ramp #3 Reconstruction (Ph. 6) (Grant Dependent)	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD

*Description* The project consists of demolition of existing failed pavement and associated infrastructure and construction of an approximately 13,800 SY of 16-inch concrete pavement. Project also includes installation of approximately 250 feet of storm water trench drain/pipe and an extension of the jet fuel hydrant loop. The 12-inch jet fuel hydrant loop will be extended approximately 250 feet and includes an additional aircraft refueling location with two hydrant pits.

*Justification* Pavement is currently failed and unusable for aircraft operations. This new pavement will be used to supplement current air cargo activity and anticipated increases associated with the construction of adjacent Air Cargo Terminal #4. The additional aircraft refueling pits will facilitate expeditious refueling of aircraft utilizing Air Cargo Terminal #4.

*Alternatives Considered* Asphalt was considered too flexible to support heavy static load aircraft.

*Pending Action*

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**RICKENBACKER INTERNATIONAL AIRPORT**

<b>Project No. 12008</b> — Pavement Management Program Update 2012/13 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> ERIC HENSLEY	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The Pavement Management Program is a computerized system/database (MicroPaver) used to document existing conditions of both airside and landside pavements. This update to the program will include visual pavement inspections and data collection, which will be input into MicroPaver, producing a pavement maintenance and rehabilitation program. Training will also be provided on the current edition of Micropaver software.

*Justification* The FAA requires a Pavement Management Program in order to receive grant funds and recommends that it be updated every three years. The last update was in 2009/10.

*Alternatives Considered* No alternatives were identified during project development.

*Pending Action*

*Comments*

<b>Project No. 15002</b> — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2015/16 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2012/2013.

*Alternatives Considered* None.

*Pending Action* None.

*Comments* None.

<b>Project No. 18000</b> — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2018/19 (GRANT DEP.)	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.

*Alternatives Considered* None.

*Pending Action* None.

*Comments* None.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

<b>Project No. 02011</b>	<b>— T-HANGAR EXPANSION</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>MARK MULCHAEY</b>	<b>Project Status: ON HOLD</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	AIRFIELD	
<i>Description</i>	Design and construct additional T-Hangar facilities at Bolton Field to accomodate existing and future types/sizes of GA aircraft, including very light jets (VLJs).	
	Schedule: Design: 2010, Construction: 2011	
<i>Justification</i>	Capacity preservation; achieve CRAA mission. Development Recommendation in 2002 Master Plan Update.	
<i>Alternatives Considered</i>	Final configuration, size and number of units to be determined based upon further engineering & market research.	
<i>Pending Action</i>	Design concepts narrowed to four; financial/ROI analysis being conducted for each; Market demand for t-hangar and small private hangar facilities is being researched and quantified. In keeping with the updated Airport Master Plan and Strategic Business Plan, construction of these t-hangars will serve general aviation community needs while preserving capacity at Port Columbus and Rickenbacker.	
<i>Comments</i>	Dec. 4, 2004 cost data from Edwards & Kelcey Alt. B layout is used.	

<b>Project No. 03035</b>	<b>— Noise EXPOSURE MAPS Update</b>	<b>Priority: 3</b>
<b>Project Manager</b>	<b>DAVE WALL</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NOISE EXPOSURE MAP	
<i>Project Type</i>	NOISE	
<i>Description</i>	This project involves the update to the Part 150 Noise Compatibility Program Update performed in 1991. This project will evaluate the noise effects of aircraft operations at Bolton Field on the surrounding community and identify mitigation measures to minimize the effects of aircraft noise.	
<i>Justification</i>		
<i>Alternatives Considered</i>		
<i>Pending Action</i>		
<i>Comments</i>	Schedule: Studies 2011	

<b>Project No. 05024</b>	<b>— APPROACH OBSTRUCTION IDENTIFICATION &amp; REMOVAL</b>	<b>Priority: 2</b>
<b>Project Manager</b>	<b>TIM MENTEL</b>	<b>Project Status: IN PROCESS</b>
<i>Program Name</i>	NONE	
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS	
<i>Description</i>	Perform FAA required obstruction survey and remediate any obstructions in order to establish a GPS based approach to R/W 22 (no approach currently authorized).	
<i>Justification</i>	This was a recommendation of 2005 TZR MP Update. A GPS approach would enhance the utility of the airport for a wide range of existing and future operators at Bolton Field. The survey and obstruction remediation are required by the FAA as part of the approach study.	
<i>Alternatives Considered</i>		
<i>Pending Action</i>	FAA has begun approach analysis. A 405 survey must be completed before the approach analysis can be completed. CRAA will apply for grant funds for the survey and obstruction remediation costs.	
<i>Comments</i>		

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

<b>Project No. 05027</b> — CORPORATE HANGAR SITE DEVELOPMENT	<b>Priority: 3</b>
<b>Project Manager</b> MARK MULCHAEY	<b>Project Status: ON HOLD</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	LANDSIDE - MISC. PROJECTS
<i>Description</i>	Additional corporate hanger facilities will be needed to support large G.A. aircraft operations at Bolton (as described in 2002 TZR M.P. Update). Site development will need to occur prior to actual hanger construction.
<i>Justification</i>	Based upon forecast requirements, demand will support site development of corporate hangar sites.
<i>Alternatives Considered</i>	None available due to physical size of larger G.A./Corporate aircraft. Can't be served by existing hanger facilities.
<i>Pending Action</i>	Project placed on hold list pending market demand for specific facilities.
<i>Comments</i>	Market demand being monitored. Project will proceed as demand and business model develop.

<b>Project No. 07014</b> — ADDITIONAL TRANSIENT RAMP (GRANT DEPENDENT)	<b>Priority: 3</b>
<b>Project Manager</b> MARK MULCHAEY	<b>Project Status: ON HOLD</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD
<i>Description</i>	Construct additional transient ramp to accomodate additional transient traffic as well as to facilitate additional hangar/ramp development south of terminal.
<i>Justification</i>	Additional revenue-general aviation businesses & activity could warrant the investment in this project.
<i>Alternatives Considered</i>	Specific alternatives will be identified during design. Based upon the 2002 TZR M.P. Update, siting of this ramp was determined best land/reserve use.
<i>Pending Action</i>	On-hold pending additional demand & growth.
<i>Comments</i>	This project is demand/market driven. Conditions will be monitored to determine need to begin this project.

<b>Project No. 07015</b> — ENCLOSE TERMINAL PATIO	<b>Priority: 3</b>
<b>Project Manager</b> MARK MULCHAEY	<b>Project Status: ON HOLD</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	TERMINAL - MISC. PROJECTS
<i>Description</i>	Enclose rear terminal patio to gain additional square footage that can be leased for revenue generation.
<i>Justification</i>	2002 TZR M.P. Update identified enclosing terminal patio as cost effective means of gaining additional terminal/office/tenant space.
<i>Alternatives Considered</i>	Specific means to achieve goal to be determined during initial design. Alternatives will be identified at that time.
<i>Pending Action</i>	On-hold pending need/demand.
<i>Comments</i>	

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## Columbus Regional Airport Authority

### Project Description / Justification Report by Project Number

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<b>BOLTON FIELD AIRPORT</b>
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**Project No. 08011 — TERMINAL BUILDING FACELIFT**

**Priority: 3**

**Project Manager MARK MULCHAEY**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* TERMINAL - MISC. PROJECTS

*Description* general remodeling & updating of terminal building finishes & amenities.

*Justification* Terminal building was originally constructed in 1970. General maintenance has been performed, however, time and the elements have taken toll on the structure and its systems and components. Structure is not ADA compliant; this project would correct deficiencies and bring into compliance. Structure is not energy efficient (single pane glazing); this project would upgrade energy efficiency and reduce energy consumption needs. Major systems and components would be upgraded or replaced.

*Alternatives Considered* Specific alternatives will be identified during design.

*Pending Action* On-hold until Bolton financial performance can support project cost. Maintenance & observation will continue until project can proceed.

*Comments*

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**Project No. 08016 — MULTI-PURPOSE SRE EQUIPMENT**

**Priority: 3**

**Project Manager MARK MULCHAEY**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* EQUIPMENT

*Description* Bolton Field has several pieces of equipment that are "task specific". The equipment purchase proposed for this project will invest in a "multi-purpose platform" tractor that is more versatile, and can be used throughout the year. Included in this purchase maybe attachments that are compatible with the primary platform and can perform a wide variety of maintenance requirements and functions (i.e. grass cutting, snow removal, sweeping, etc.) at Bolton in a more cost and time effective manner.

*Justification* Multiple pieces of older equipment that were re-assigned to Bolton in the past are approaching the end of their useful life. Some will surpass the point of diminishing return on investment because of escalating maintenance and operating costs. Replace out-of-date, task specific equipment with more efficient, versatile equipment that will save the Authority time, money, and staff resources in the accomplishment of the Mission.

*Alternatives Considered* Continue using old, inefficient equipment.

*Pending Action* Exact equipment needs and configurations being researched and determined.

Monitoring condition of existing equipment assets to determine appropriate time frame in which to move ahead with this project.

*Comments*

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

<b>Project No. 08032</b> — AIRPORT LAYOUT PLAN UPDATE (GRANT DEPENDENT)	<b>Priority: 2</b>
<b>Project Manager</b> MARK KELBY	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS
<i>Description</i>	This project involves an update to the ALP to reflect changes to facilities that have occurred since the last update.
<i>Justification</i>	The last update to the Bolton Field Airport Layout Plan occurred in 2003 and FAA approval was received in 2004. This project will update the ALP to reflect existing facilities (fencing, AWOS relocation, etc.) that have been constructed on the airport since 2003.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	Receipt of AIP grant in FY10.
<i>Comments</i>	

<b>Project No. 08061</b> — AIRFIELD/NAVAID EMERGENCY GENERATOR REPLACEMENT	<b>Priority: 1</b>
<b>Project Manager</b> MARK MULCHAEY	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS
<i>Description</i>	This project involves replacing the existing emergency generator which has reached the end of useful life.
<i>Justification</i>	The existing emergency generator is becoming more difficult and costly to maintain, find parts & support for, and occasionally unreliable for the present day electrical load it is required to support. The circuits supported by this generator include runway and taxiway lighting, airfield guidance signage, Instrument Landing System components, and air traffic control equipment.
<i>Alternatives Considered</i>	Maintain existing generator - determined not a viable long-term option, as OEM parts and support for the existing 1960s/1970s generator are becoming more difficult and costly to procure.
<i>Pending Action</i>	Carter Burgess completed a report documenting the current condition and limitations of the existing unit. Engineering recommendations and estimates are included in the report and have been reviewed by staff as part of a formal recommendation on course of action to take with respect to this unit's replacement.  Cost estimates for design, test & inspection, & construction is based upon Carter Burgess report dated 3/8/08.
<i>Comments</i>	No project graphic/diagram needed.

<b>Project No. 09015</b> — UPDATE PAVEMENT MANAGEMENT PROGRAM (PMP) 2009/10	<b>Priority: 2</b>
<b>Project Manager</b> TIM MENDEL	<b>Project Status: IN PROCESS</b>

<i>Program Name</i>	NONE
<i>Project Type</i>	AIRFIELD - MISC. PROJECTS
<i>Description</i>	The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.
<i>Justification</i>	The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2006/07.
<i>Alternatives Considered</i>	
<i>Pending Action</i>	
<i>Comments</i>	

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

<b>Project No. 11009</b> — <b>AWOS UPGRADES, GROUND COMMUNICATIONS OUTLET/ATIS (GRANT DEP.)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>MARK MULCHAEY</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      EQUIPMENT

*Description*      This project involves upgrading the existing AWOS processor, and installing new Ground Communications Outlet (GCO) and Automated Terminal Information Service (ATIS) equipment at Bolton Field Airport.

*Justification*      Support and parts for the existing AWOS main processing computer are being discontinued by the manufacturer; upgrade to new version of main processing unit and a compatible ceilometer are needed to keep Bolton AWOS functional. Purchase of GCO and ATIS equipment encourages a safer operating environment by providing additional tools to flight crews to access weather information and communicate with ATC and Flight Service.

*Alternatives Considered*      Not performing AWOS upgrade is deemed not feasible due to critical nature of that equipment for Part 121/135 operators. Not purchasing GCO and/or ATIS equipment is feasible, however deemed important to meet customer needs and enhance safety.

*Pending Action*      Project is being reviewed.

*Comments*      Cost estimates based on 2008 information: AWOS upgrade kit anticipated at approximately \$50,000; GCO equipment estimated at approximately \$10,000; ATIS equipment estimated at approximately \$10,000.

<b>Project No. 11010</b> — <b>"B" APRON REHABILITATION (GRANT DEP.)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>M. MULCHAEY</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      AIRFIELD

*Description*      Rehabilitation of pavement and sub-surface courses for existing pavement known as "B" Apron

*Justification*      Project will be completed in on-going support of CRAA Pavement Management Program guidelines for maintaining airfield pavements.

*Alternatives Considered*      Alternatives will be considered during design phase of project. Alternatives could range from slurry seal to full-depth reconstruction, depending upon PCI numbers.

*Pending Action*      PCI update will be completed by State of Ohio DOT/Aviation staff in 2009; data will be input to CRAA PMP, and decision on project timing can be made once new PCI numbers are known.

*Comments*      Mulchaey is project sponsor. Cost elements and amounts are estimates until actual data are obtained during the PCI update and PMP updates in 2009.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

<b>Project No. 12010</b> — <b>Airfield Lighting LED Conversion (GRANT DEP.)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>MARK MULCHAEY</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      AIRFIELD - MISC. PROJECTS

*Description*      This project involves replacing the existing incandescent airfield lighting (runway, taxiway, obstruction, misc., etc.) with LED technology type light fixtures.

*Justification*      Quantifiable energy savings can be realized with the LED technology style light fixtures. Maintenance costs are reduced due to 100,000 hour LED life. Fixtures are FAA approved.

*Alternatives Considered*      Use existing fixtures and continue to use more electricity and traditional maintenance costs.

*Pending Action*      Project is identified for the 2012 timeframe, and is in the current ACIP submittals to FAA. Funding is planned from GA Entitlement monies from FAA.

*Comments*      Cost estimate based on 2008 published pricing from fixture manufacturers. Approximately 325 fixtures for various airfield lighting uses will be needed (runway lights, taxiway lights, obstruction lights, etc. - light style is essentially the same for all, with the color of the "globe" being the differentiating factor - white, red, blue, white/yellow split, red/green split, etc.) Estimate approximately \$200 per fixture x 325 fixtures = \$65,000. Utility cost savings being calculated, and will be updated at a later date using current electricity rates, and cost savings calculators.

<b>Project No. 12011</b> — <b>UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2012/13 (GRANT DEP.)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      AIRFIELD - MISC. PROJECTS

*Description*      The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification*      The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2009/2010.

*Alternatives Considered*      None.

*Pending Action*      None.

*Comments*      None.

<b>Project No. 15001</b> — <b>UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2015/16 (GRANT DEP.)</b>	<b>Priority: 2</b>
<b>Project Manager</b> <b>TIM MENDEL</b>	<b>Project Status: IN PROCESS</b>

*Program Name*      NONE

*Project Type*      AIRFIELD - MISC. PROJECTS

*Description*      The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification*      The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2012/2013.

*Alternatives Considered*      None.

*Pending Action*      None.

*Comments*      None.

**Columbus Regional Airport Authority**  
**Project Description / Justification Report by Project Number**

**BOLTON FIELD AIRPORT**

**Project No. 18001 — UPDATE PAVEMENT MGMT. PROGRAM (PMP) 2018/19 (GRANT DEP.)**

**Priority: 2**

**Project Manager TIM MENDEL**

**Project Status: IN PROCESS**

*Program Name* NONE

*Project Type* AIRFIELD - MISC. PROJECTS

*Description* The PMP is a computerized system/database used to manage both airside and landside pavements. The Authority is currently using MicroPAVER software. The PMP allows the Authority to track pavement condition and to plan and budget for maintenance, rehabilitation, and reconstruction projects.

*Justification* The FAA requires a PMP in order to receive grant funds and recommends that it be updated every three years. The last update was in 2015/2016.

*Alternatives Considered* None.

*Pending Action* None.

*Comments* None.

**Project No. 9842 — Auto Parking Expansion**

**Priority: 3**

**Project Manager MARK MULCHAEY**

**Project Status: ON HOLD**

*Program Name* NONE

*Project Type* LANDSIDE - MISC. PROJECTS

*Description* This project involves the construction of additional auto parking spaces along Airport Entrance Road, just southwest of the T-hangars. This parking would benefit tenants and FBO customers. In association with the auto parking, construction of a vehicle/pedestrian bridge across the drainage ditch to the north of the proposed auto parking area is required to facilitate access from the proposed parking area to the t-hangar complex.

*Justification* The construction of the auto parking spaces was included in the 2002 Master Plan Update and is recommended for controlling access, reducing congestion and enhancing security in the hangar area, maximizing separation between aircraft and vehicles, and increasing overall safety and security on the airfield.

*Alternatives Considered* Various configurations of actual size and layout to be considered at time of design.

*Pending Action*

*Comments* Project status is listed as on hold due to lack of demand at this time. Project is demand driven. Market demand & other drivers for this project will be monitored.