

H. Implementation Plan

The long-term program for development within the terminal area at Grand Junction Regional Airport is presented in this chapter and is intended to establish a prudent implementation plan. Because many of the projects in this program will be implemented on an as needed basis and only when potential funding sources have been identified, the projects are not organized into a typical year by year Capital Improvement Program (CIP) format. However, many of the projects in this chapter may later be incorporated into the Airport's CIP and/or the FAA's CIP to be used for programming of funding. It is also important to note that there is no financial commitment on the part of the federal government or the Airport Sponsor to provide funding for any of these projects.

The potential improvements necessary to accommodate the future terminal area needs of Grand Junction Regional Airport have been placed into four phases: Phase I, Phase II, Phase III and Phase IV. These four phases are included in the refined Conceptual Development Plan (CDP) for the Grand Junction Regional Airport Terminal Area.

Implementation Schedule and Project List

Using the documentation previously presented regarding anticipated facility demands, a list of capital improvement projects specifically for the terminal area has been assembled. The projects are assembled into four logical phases. The details of the Implementation Plan have been formulated in consideration of comments received from the Airport Board, Airport Staff, the FAA, and the Study Committee.

Cost Estimates

Cost estimates for individual projects, based on current construction unit costs, have been prepared for the improvement projects that have been identified as potentially being needed within the terminal area during the 20-year planning period. The improvement cost estimates do not include an escalation factor and are all listed in 2011 dollars. These estimates are intended to be used for planning purposes only and should not be construed as construction cost

estimates, which can only be compiled following the preparation of detailed engineering design documents.

Table H1
DEVELOPMENT PROGRAM PROJECT COSTS

	Total Estimated Cost
PHASE I	
1 Terminal Building Expansion Phase I - Airport Administration Building Access and Parking Improvements	\$1,700,000
2 Terminal Building Expansion Phase I- Construct Airport Administration Building (approximately 13,000 SF)	\$3,250,000
3 Construct Rental Car Facilities (Phase III Building and Surface Parking)	\$3,500,000
Sub-Total/Phase I Projects	\$8,450,000
PHASE II	
4 Remove Existing Air Cargo Facilities and Construct Replace Air Cargo Apron, Vehicle Parking and Vehicle Access	\$6,305,000
5 Terminal Air Carrier Apron (ASR Phase III)	\$7,264,000
6 Terminal Surface Parking Expansion	\$1,900,000
7 Terminal Building Expansion Phase I - Expand Airport Administration Building (approximately 26,000 SF)	\$6,500,000
8 Terminal Building Expansion Phase II - Construct Replacement Terminal/Concourse (approximately 52,000 SF)	\$26,260,000
9 Construct Rental Car Facilities (Phase IV Surface Parking)	\$600,000
10 Deicing Pad Expansion	\$3,500,000
Sub-Total/Phase II Projects	\$52,329,000
PHASE III	
11 Demolish/Remove Existing Terminal Building	\$302,000
12 Surface Parking Expansion	\$900,000
13 Terminal Building Expansion Phase III (Baggage Claim and Concourse Expansion (approximately 15,000 SF)	\$8,125,000
Sub-Total/Phase III Projects	\$9,327,000
PHASE IV	
14 Terminal Building Expansion Phase IV (Baggage Claim and Concourse Expansion (approximately 15,000 SF)	\$8,125,000
15 Construct Rental Car Facilities (Phase V)	\$400,000
16 Relocate Bus Stop	\$275,000
17 Construct Vehicle Parking Structure (900 spaces)	\$19,800,000
Sub-Total/Phase IV Projects	\$28,600,000
TOTAL	\$98,706,000

Notes: All Cost Estimates in 2011 Dollars.

Summary – Implementation Plan

If aviation demands continue to indicate that improvements are needed, and if the proposed improvements prove to be environmentally acceptable, the capital improvement financial implications are likely to be acceptable for the FAA and the Grand Junction Regional Airport Authority. However, it must be recognized that this is only a programming analysis and not a commitment on the part of the FAA or the Airport Sponsor. If the cost of an improvement project is not financially feasible, it will not be pursued at that time.

