

# Destination: DRO

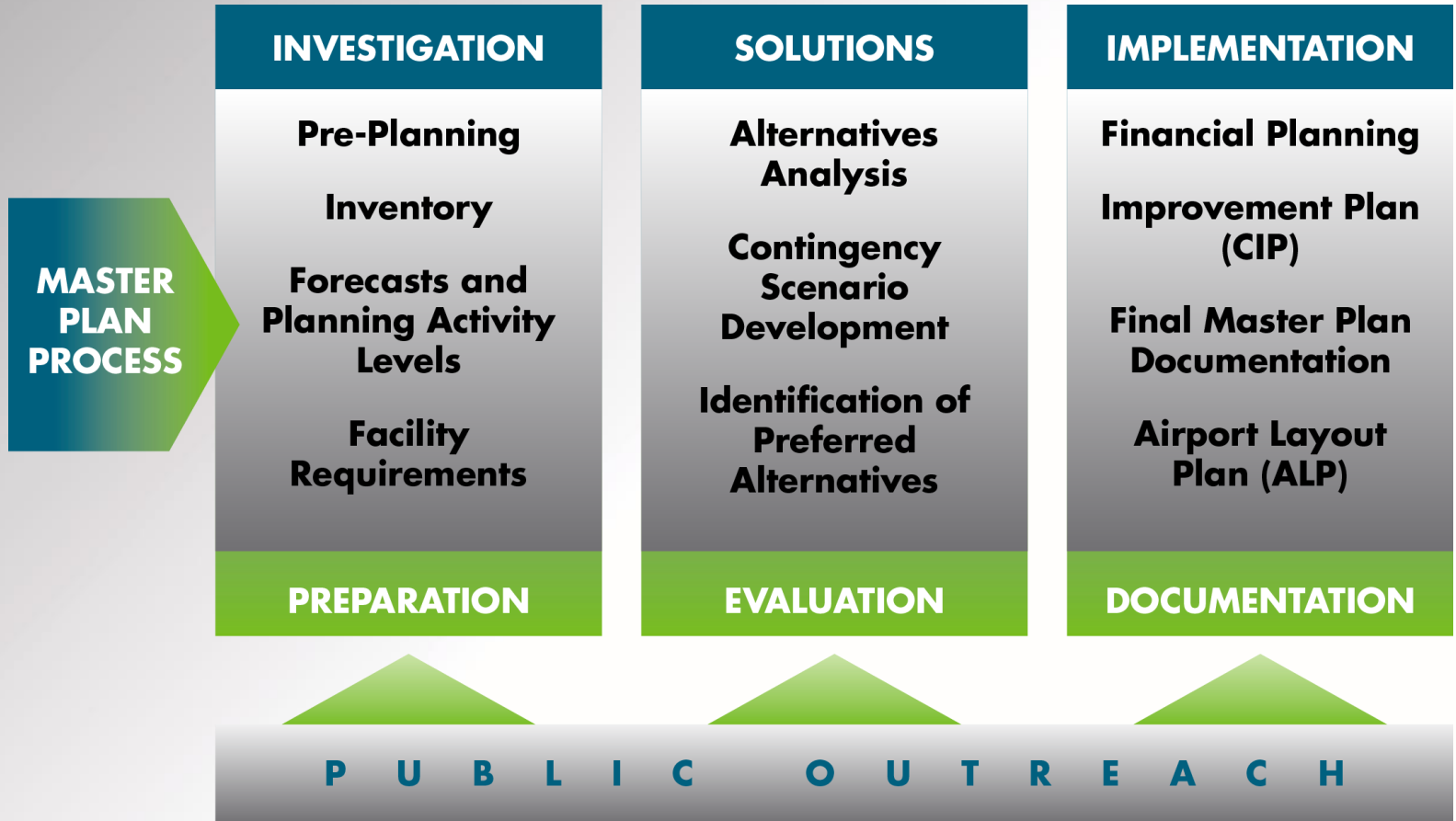


## Master Plan

Kip Turner, DRO Airport Manager  
Dave Nafie, Project Manager  
November 10, 2014



# Master Plan Process



# Public Outreach

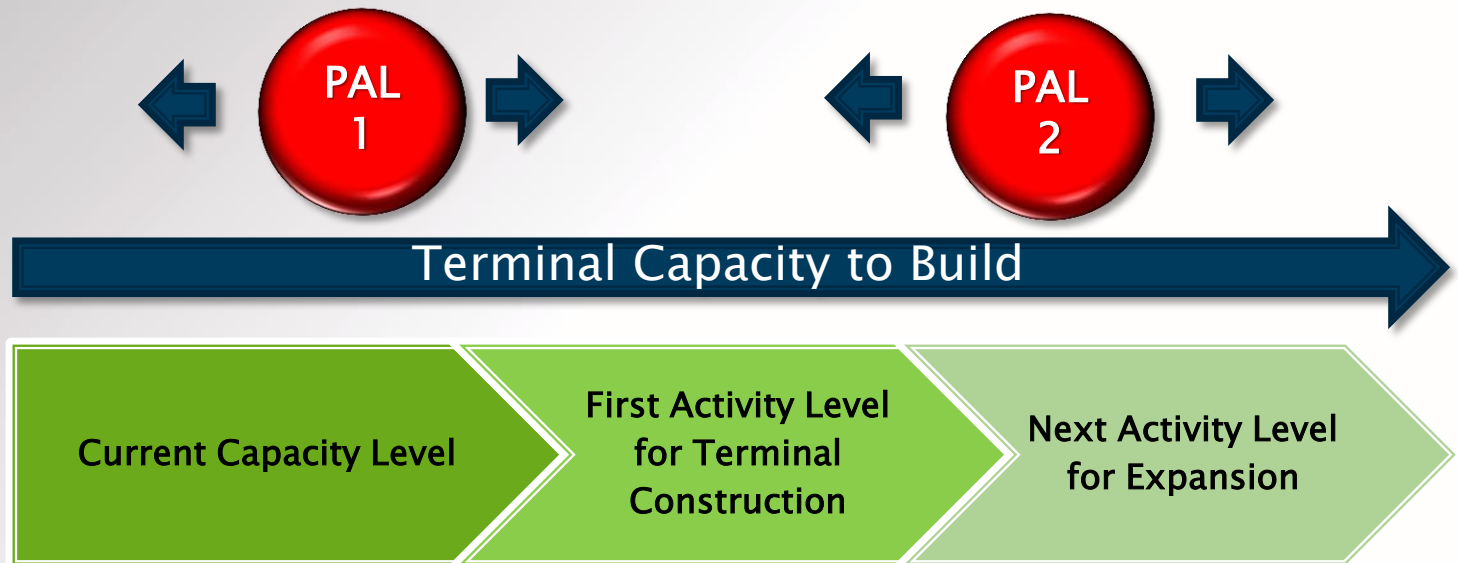


- ✓ Master Plan website up & running: [www.flydurango.com](http://www.flydurango.com)
- ✓ Planning Advisory Committee (PAC) established & meeting
- ✓ Briefings provided to City Council, County Commissioners & Airport Advisory Board
- ✓ Airport tours conducted for PAC and public
- ✓ Tenant, User & PAC surveys complete
- ✓ Community Open House held on September 18<sup>th</sup>
- ✓ Civic presentations underway
- ✓ Focus group meetings underway
- ✓ 1 video production complete, 2<sup>nd</sup> video production underway
- ✓ Utilizing social media for community input – Twitter, Facebook, Virtual City Hall



# Planning Activity Levels

- A Planning Activity Level is a trigger point on a line and can be selected later to balance with funding



**PAL 1** - The level of passenger enplanements expected by 2025

**PAL 2** - The level of passenger enplanements expected by 2035



# Terminal Building Requirements

Existing  
Condition

- 41,500 Square Feet (with tent)
- 263 Peak Hour Enplanements

Today's  
Needs

- 82,100 Square Feet
- 263 Peak Hour Enplanements

PAL 1

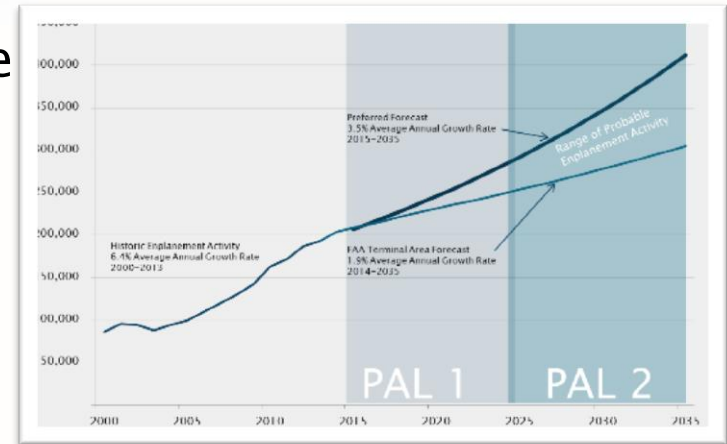
- 110,800 Square Feet
- 340 Peak Hour Enplanements

PAL 2

- 137,600 Square Feet
- 425 Peak Hour Enplanements

# Technical Observations Per Industry Standards:

- DRO is projected to add 1.9% to 3.5% additional passengers each year.
  - The facilities should expect to handle between 300,000 and 400,000 annual passengers by the end of the 20 year planning period
- There are no “low cost” approaches that will satisfy the needs for today.
  - None of the alternatives that satisfy today’s needs has a comparatively low cost
  - Expansions to meet future needs (PAL 2) do have wide differences in cost to consider



# Technical Observations Per Industry Standards:

- **The terminal building is undersized for the current demand.**
  - Corroborated by airlines (surveys & focus group)
  - Required today: 82,000 SF (existing is 37,000 SF)
  - **Plan to accommodate: 140,000 SF**
- **The parking system capacity is at failure today.**
  - Main and Credit Card lots are full most days
  - Unpaved Overflow lots are often filled even on off-peak days
  - Required spaces: 1,500 needed today (existing is 1,100 paved/unpaved combined)
  - **Plan to accommodate: 2,400 spaces**

# Technical Observations Per Industry Standards:

- **Additional aircraft apron is required with all obstruction clearances met.**
  - Per airline and aircraft manufacturer forecasts and orders, airlines are going to be flying *larger* regional aircraft placing a higher peak demand on the processing systems.
  - The size of the aircraft parking apron limits the number of aircraft to four simultaneously
  - DRO is hampered in its ability to recruit new airline service with overnight capability
  - Required today: 5 parking positions plus room to feasibly expand
  - **Plan to accommodate:** 7 parking positions plus two overnight



# Twenty Years of Growth at DRO



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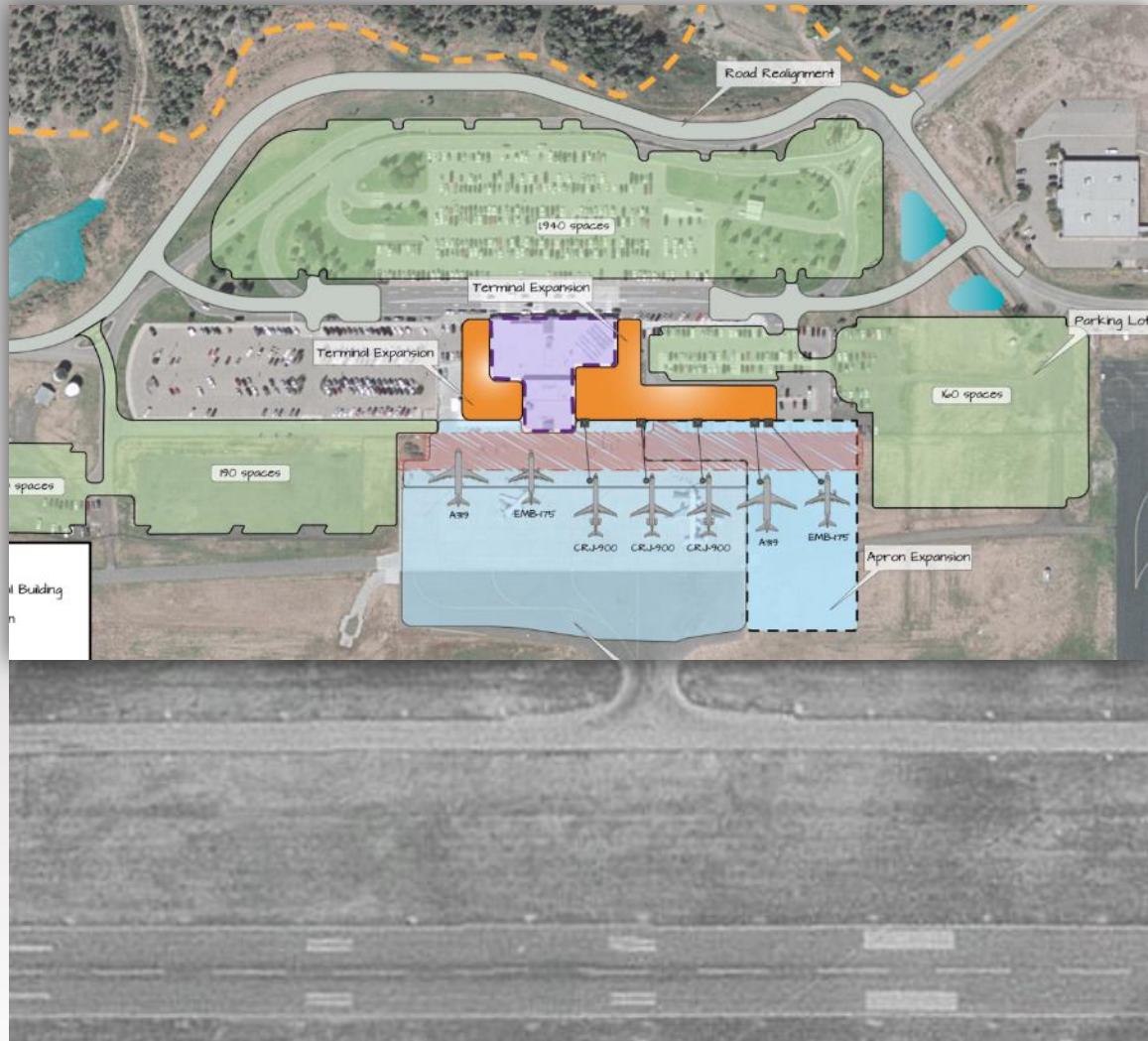


# Twenty Years of Growth at DRO





# Twenty Years of Growth at DRO



# Range of Alternatives Carried Forward for Detailed Study

➤ *Alternative One*

Renovate and expand the existing terminal

➤ *Alternative Two*

Construct a new terminal next to the existing and demolish the existing terminal

➤ *Alternative Three*

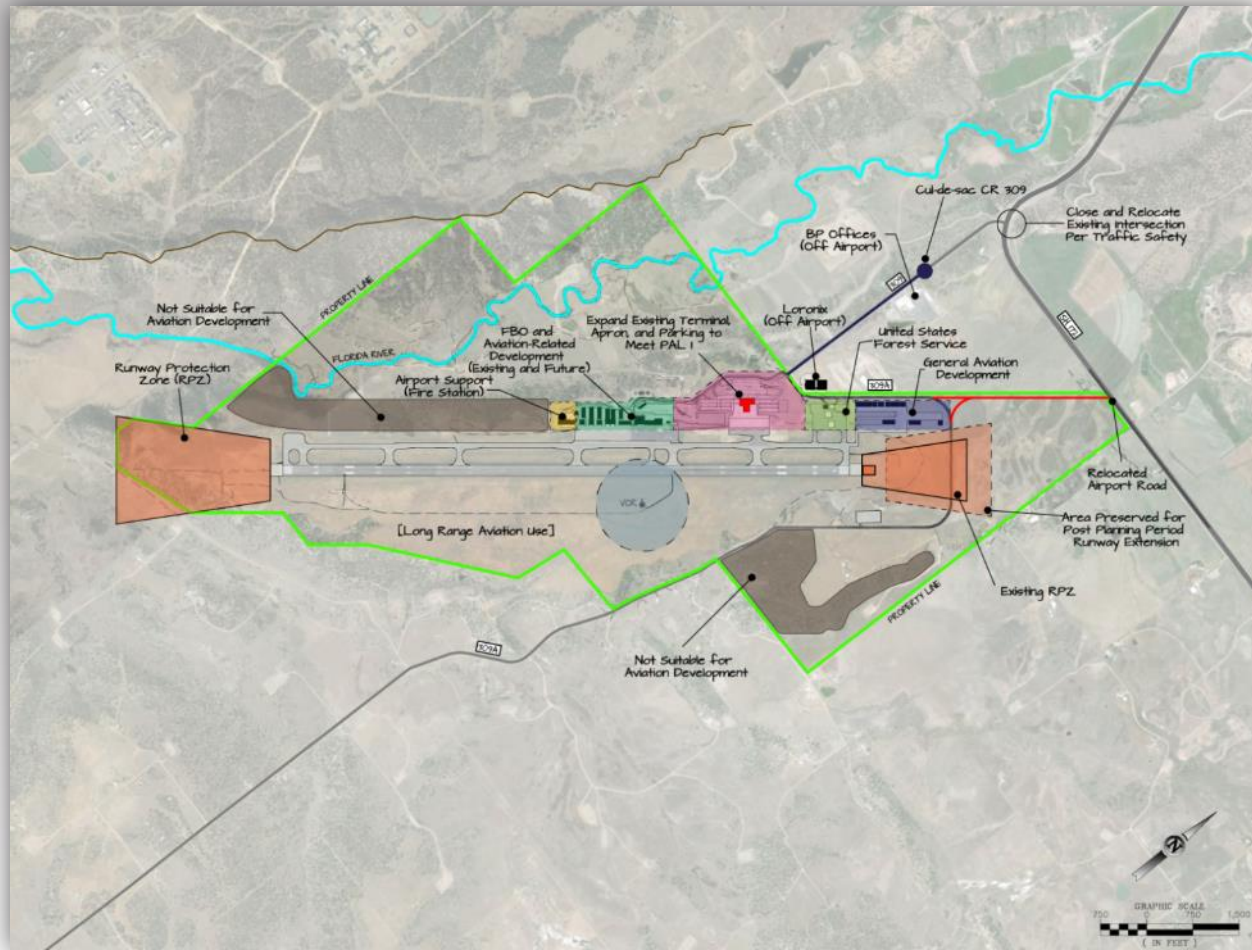
Construct a new terminal complex on the east side of the airfield

# Evaluation Matrix

	Alternative 1	Alternative 2	Alternative 3
<b>QUANTITATIVE</b>			
Complies with FAA safety and design standards			
Maximizes operational efficiency			
Meets the 20 year facility requirements as defined in the Master Plan, plus has room to grow			
Balances benefits with costs			
<b>QUALITATIVE</b>			
Promotes safety and efficiency of airport operations			
Enhances security of airport and airline operations			
Improves customer satisfaction/convenience			
Fosters Durango/Four Corners' Image			
Minimizes construction phasing impacts to tenants and users			
Incorporates sustainable design elements where appropriate			
Sensitive to environmental resources			

# Alternative One Planning Activity Level 1 – 2025

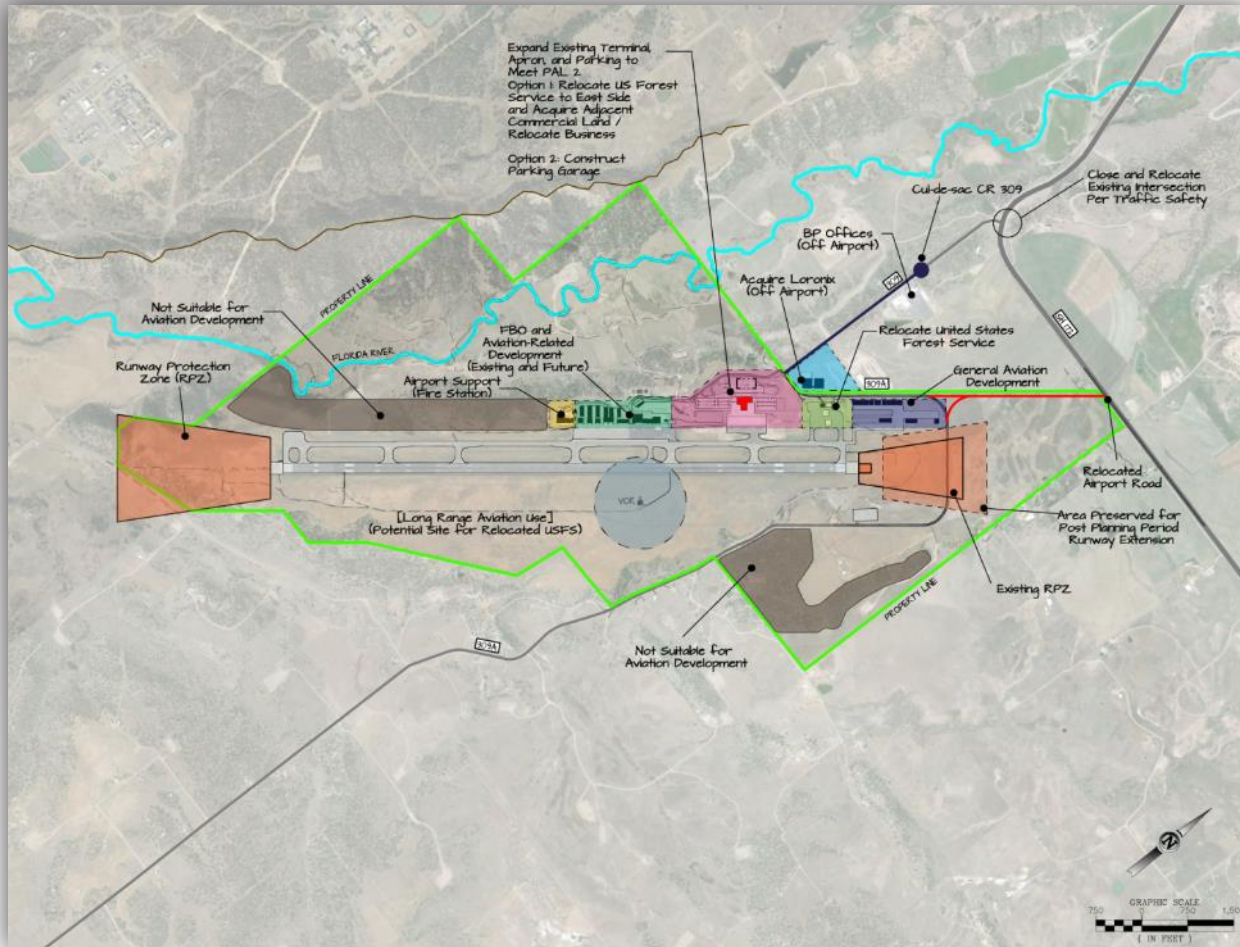
Renovate and expand existing terminal building





# Alternative One Planning Activity Level 2 – 2035

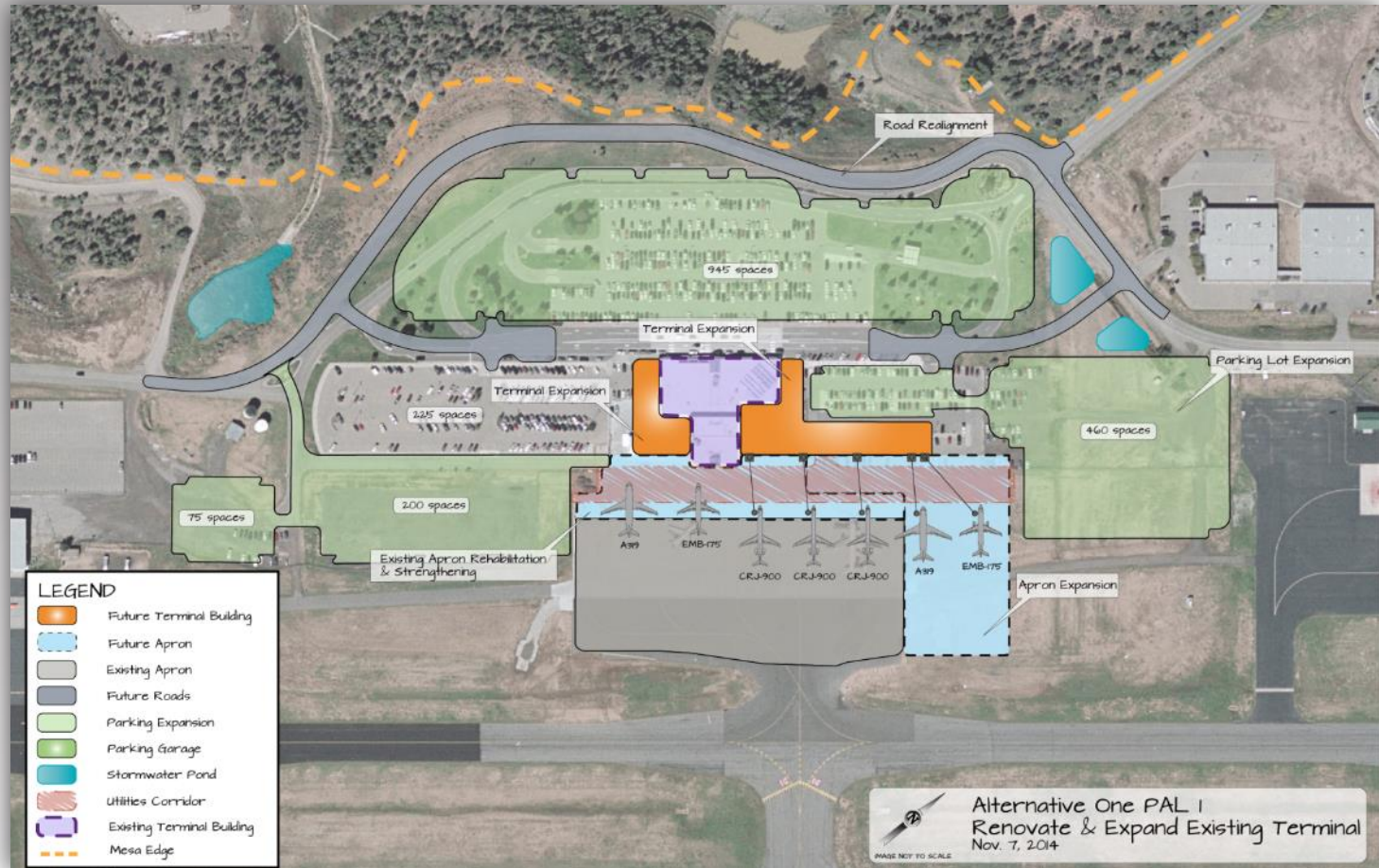
Renovate and expand existing terminal building





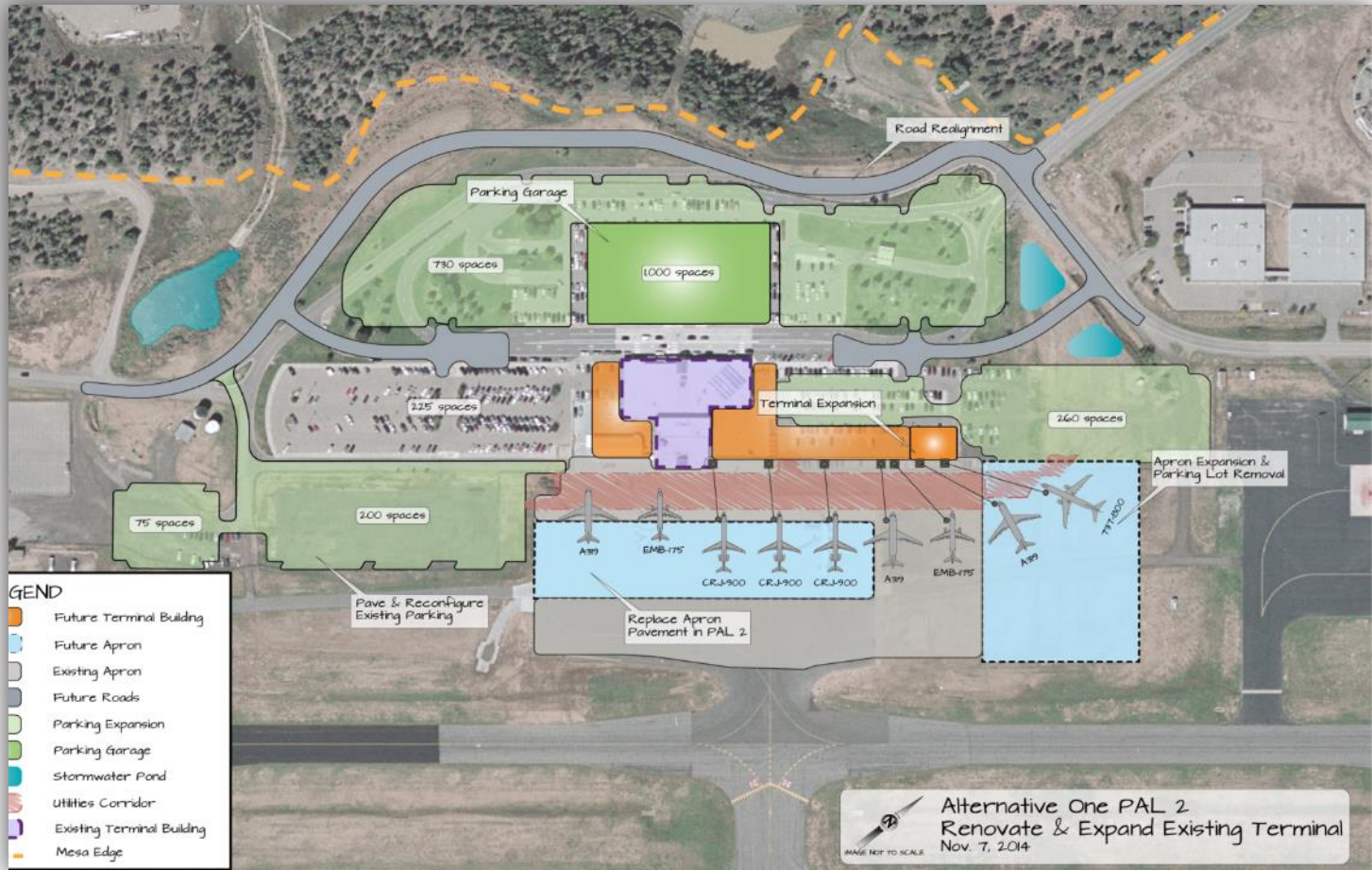
# Alternative One Planning Activity Level 1 - 2025

Renovate and expand existing terminal building



# Alternative One Planning Activity Level 2 - 2035

Renovate and expand existing terminal building





# Alternative One

## Rough Order Magnitude Cost Estimate

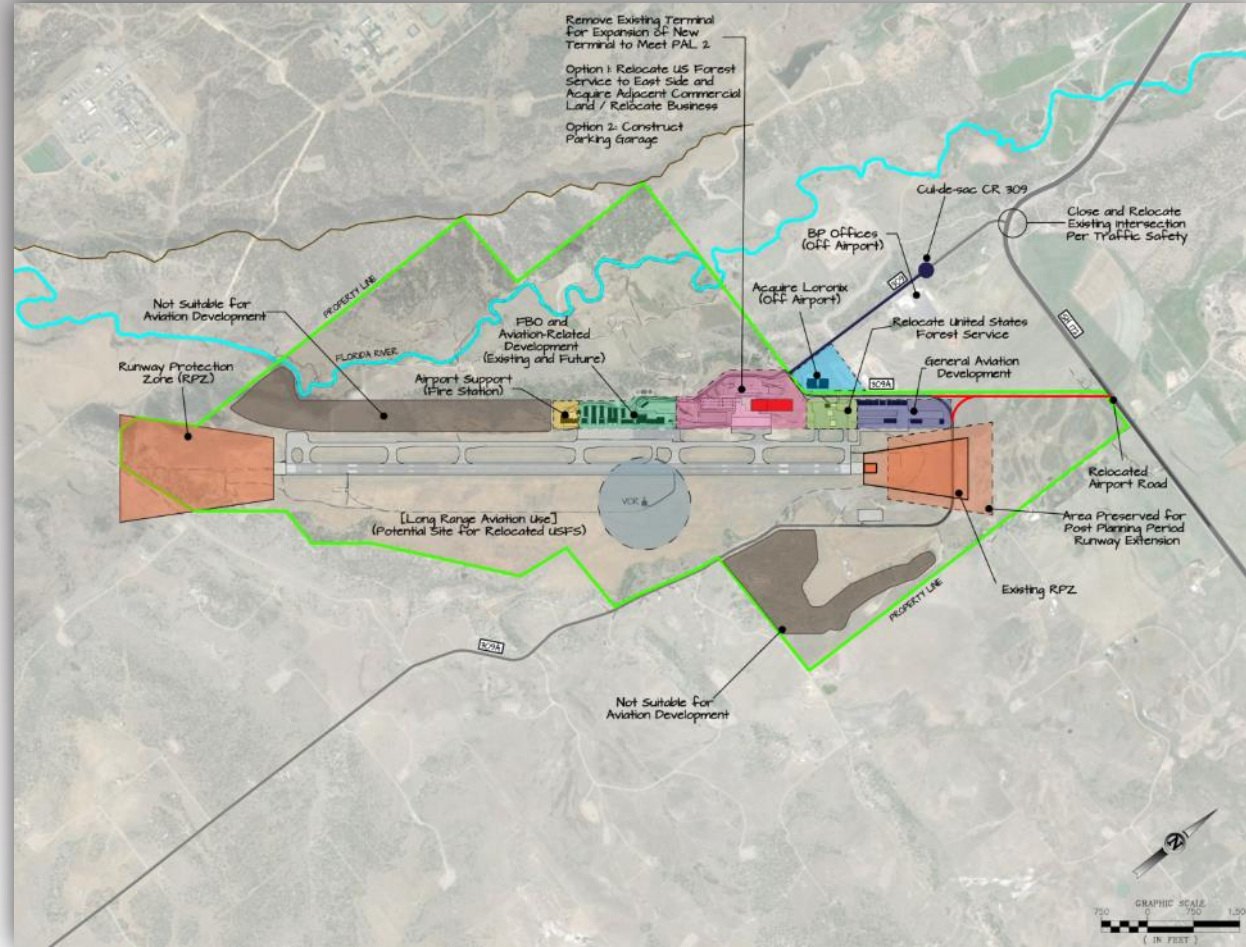
*Renovate and expand existing terminal building*

Terminal Building Costs		PAL 1	PAL 2
Renovate/Expand Terminal Building	\$	44,898,888	\$ 12,141,000
Passenger Boarding Bridges	\$	2,625,000	\$ 1,050,000
Site Costs			
Earthwork	\$	1,500,500	\$ 826,500
Utilities	\$	1,752,500	\$ 517,500
Apron Construction	\$	4,099,900	\$ 2,403,800
Apron Replacement	\$	-	\$ 3,263,900
Parking Lots	\$	5,442,100	\$ 298,500
Structured Parking	\$	-	\$ 25,000,000
Roadways / Access	\$	4,740,900	\$ -
<b>Total Construction Cost</b>	<b>\$</b>	<b>65,059,788</b>	<b>\$ 45,501,200</b>
Design and Program Management			
Program Management	\$	3,252,989	\$ 2,275,060
Design	\$	3,903,587	\$ 2,730,072
Construction Management	\$	4,554,185	\$ 3,185,084
Contingencies	\$	6,505,979	\$ 4,550,120
<b>Total ROM Cost - Alternative One</b>	<b>\$</b>	<b>83,276,528</b>	<b>\$ 58,241,536</b>
<b>Total ROM Cost - Alternative One Combined</b>	<b>\$</b>		<b>141,518,064</b>



# Alternative Two Planning Activity Level 2 - 2035

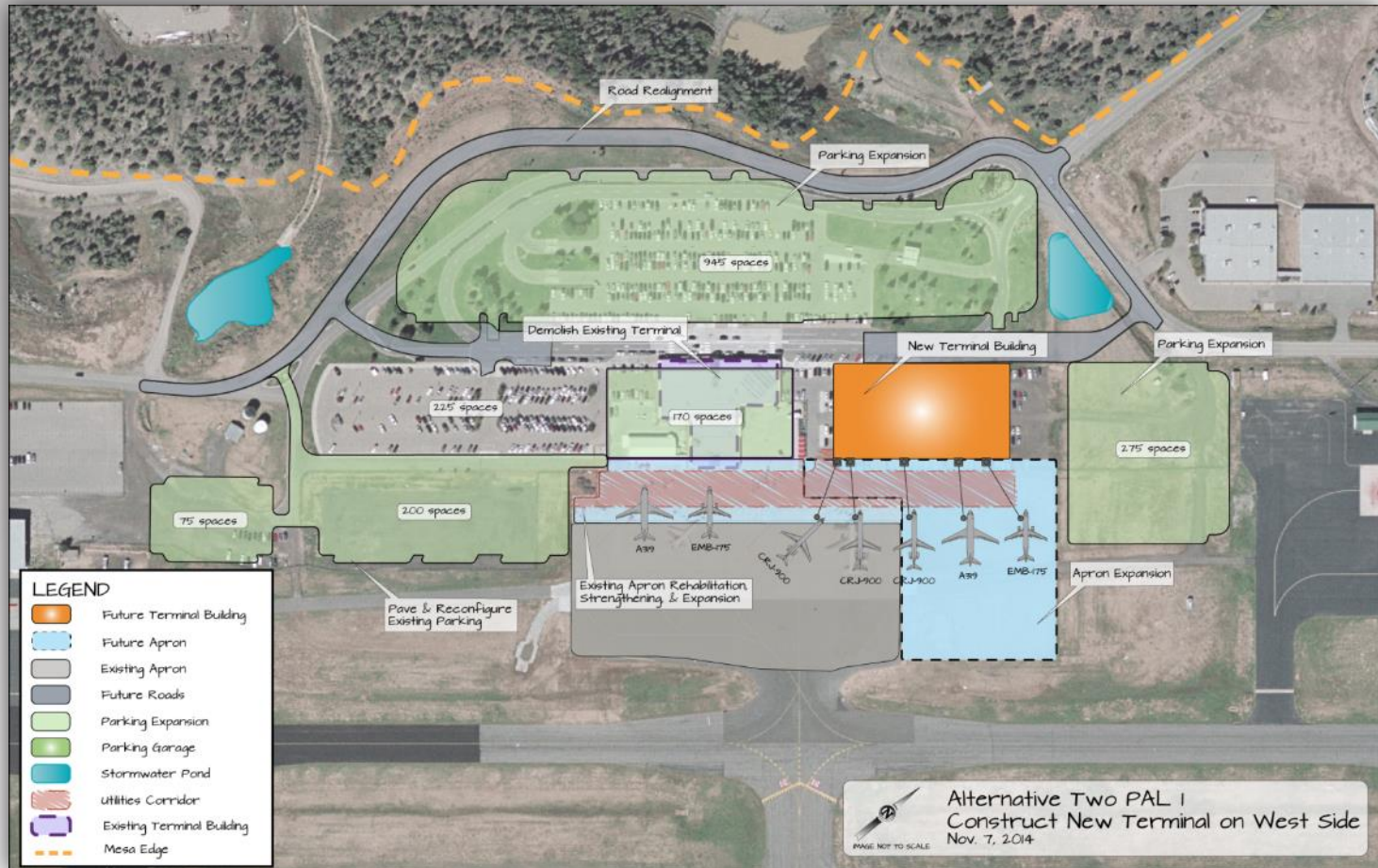
Construct new terminal building adjacent to existing and demolish





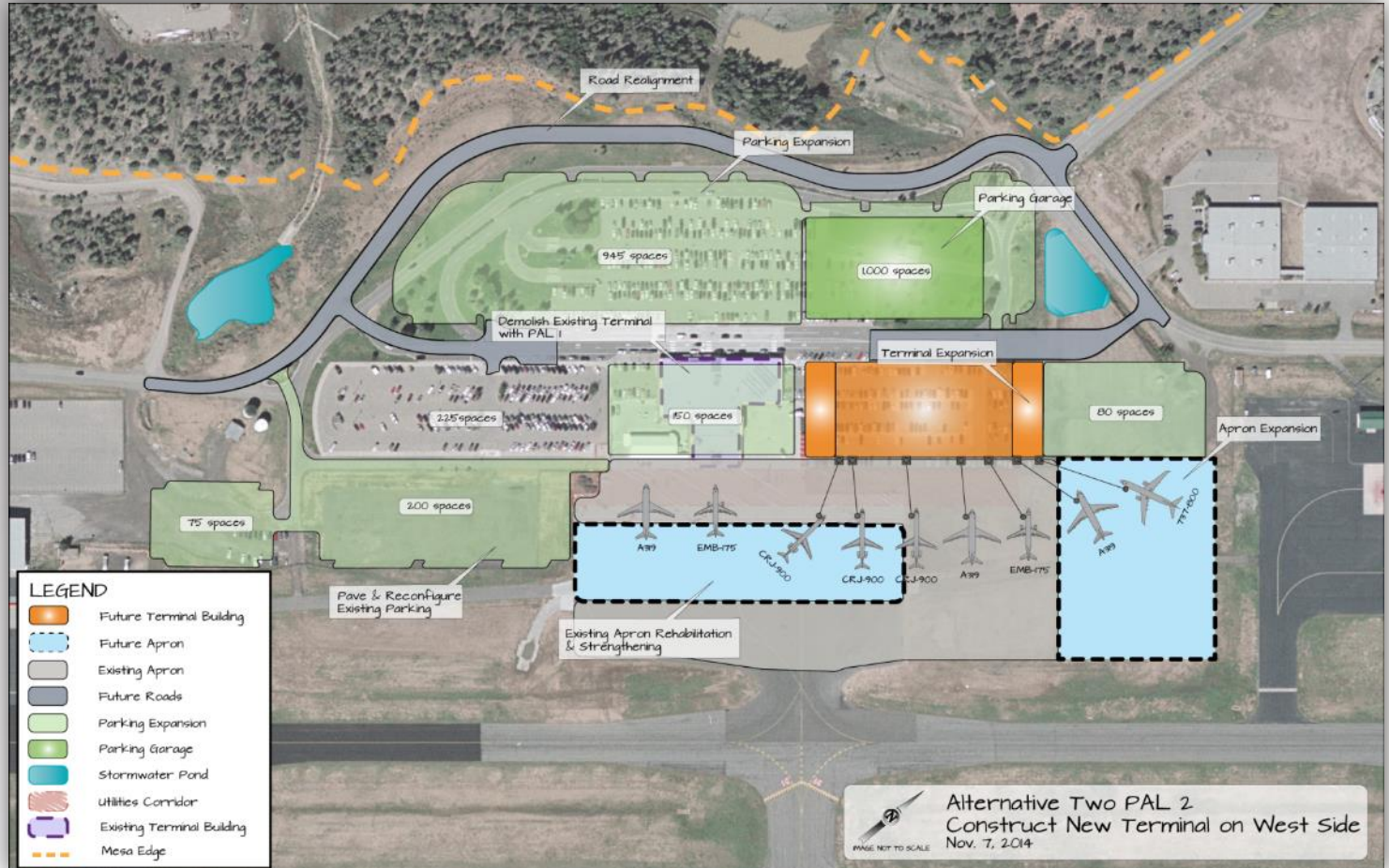
# Alternative Two Planning Activity Level 1 - 2025

Construct new terminal building adjacent to existing and demolish



# Alternative Two Planning Activity Level 2 - 2035

Construct new terminal building adjacent to existing and demolish





# Alternative Two

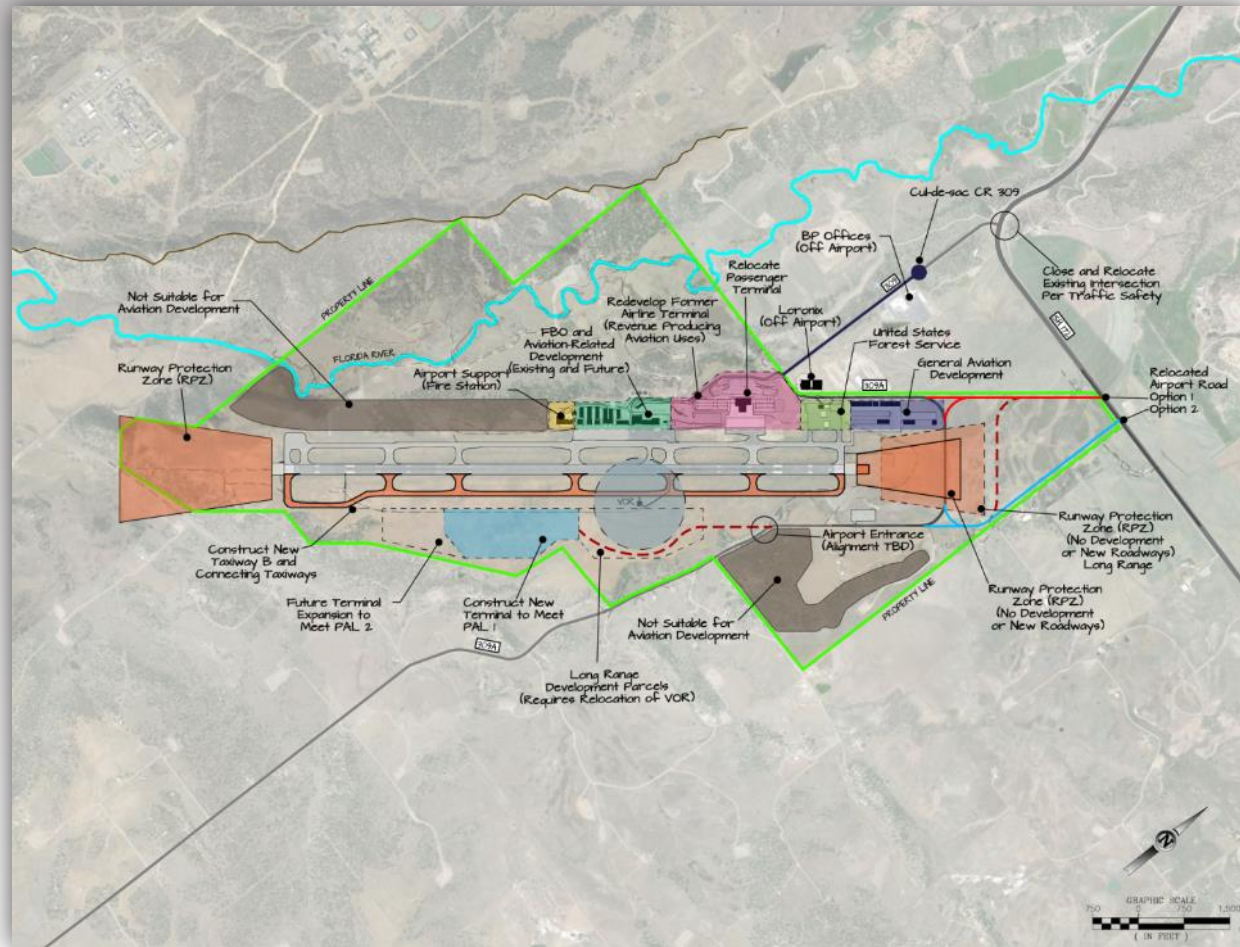
## Rough Order Magnitude Cost Estimate

*Construct new terminal building adjacent to existing and demolish*

Terminal Building Costs		PAL 1	PAL 2
Construct New Terminal	\$	39,235,665	\$ 9,490,215
Passenger Boarding Bridges	\$	2,625,000	\$ 1,050,000
Demolish Terminal	\$	231,000	
Site Costs			
Earthwork	\$	1,704,000	\$ 888,800
Utilities	\$	1,977,700	\$ 385,000
Apron Construction	\$	4,881,200	\$ 2,466,400
Apron Replacement	\$	-	\$ 3,263,900
Parking Lots	\$	5,519,100	\$ 274,300
Structured Parking	\$	-	\$ 25,000,000
Roadways /Access	\$	5,398,400	\$ -
<b>Total Construction Cost</b>	<b>\$</b>	<b>61,572,065</b>	<b>\$ 42,818,615</b>
Design and Program Management			
Program Management	\$	3,078,603	\$ 2,140,931
Design	\$	3,694,324	\$ 2,569,117
Construction Management	\$	4,310,045	\$ 2,997,303
Contingencies	\$	6,157,207	\$ 4,281,862
<b>Total ROM Cost – Alternative Two</b>	<b>\$</b>	<b>78,812,243</b>	<b>\$ 54,807,827</b>
<b>Total ROM Cost – Alternative Two Combined</b>	<b>\$</b>		<b>133,620,070</b>

# Alternative Three Planning Activity Level 1 - 2025

Construct new terminal building on the east side of the airfield

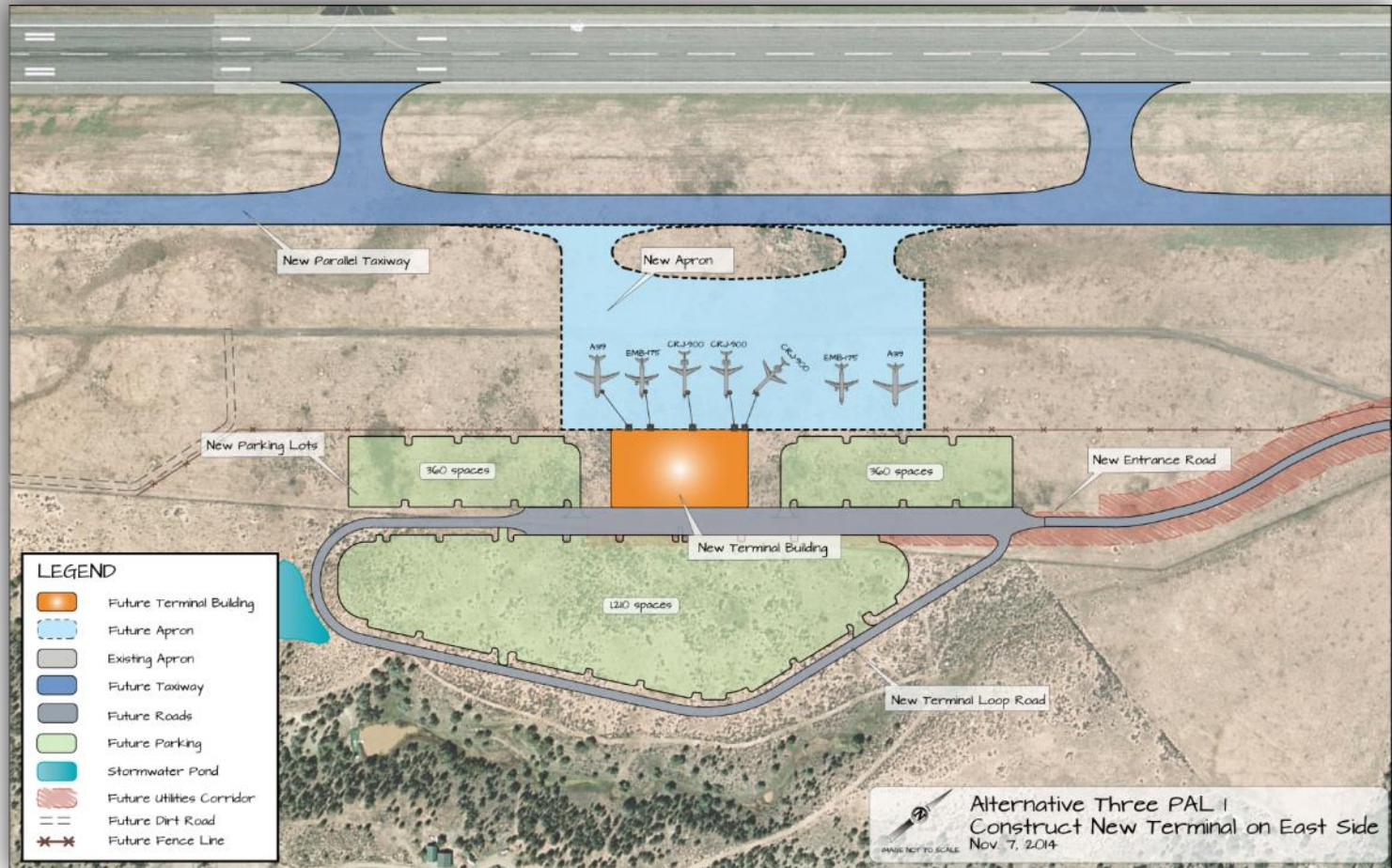






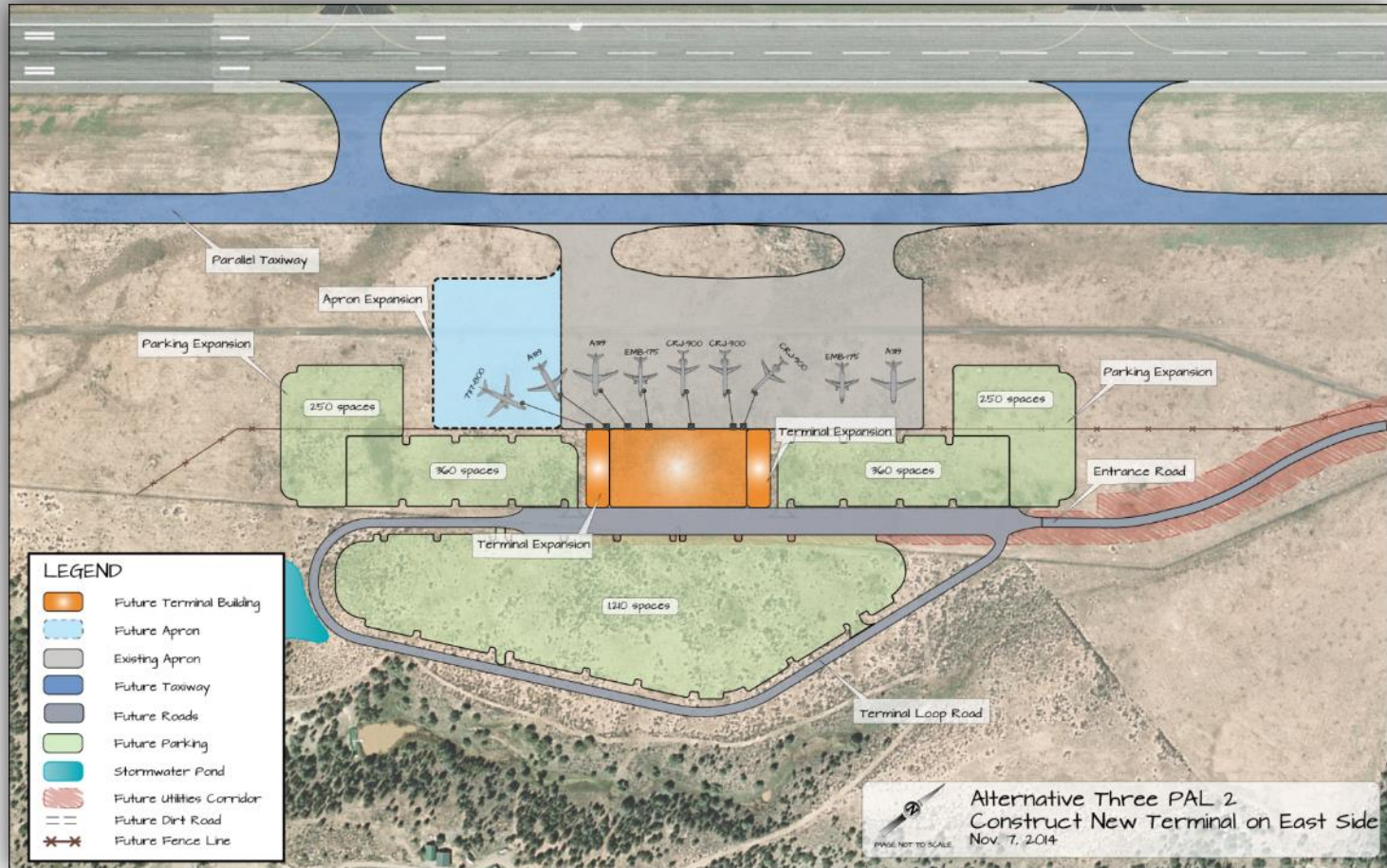
# Alternative Three Planning Activity Level 1 - 2025

Construct new terminal building adjacent to existing



# Alternative Three Planning Activity Level 2 - 2035

Construct new terminal building adjacent to existing





# Alternative Three

## Rough Order Magnitude Cost Estimate

*Construct new terminal complex on east side of airfield*

Terminal Building Costs	PAL 1	PAL 2
Construct New Terminal	\$ 37,367,300	\$ 9,490,215
Passenger Boarding Bridges	\$ 2,625,000	\$ 1,050,000
Site Costs		
Earthwork	\$ 6,164,500	\$ 838,500
Utilities	\$ 4,616,000	\$ 385,000
Apron Construction	\$ 9,773,100	\$ 2,231,200
Taxiway Construction	\$ 15,873,800	\$ -
Parking Lots	\$ 5,247,200	\$ 1,380,900
Structured Parking	\$ -	\$ -
Roadways / Access	\$ 7,957,000	\$ -
<b>Total Construction Cost</b>	<b>\$ 89,623,900</b>	<b>\$ 15,375,815</b>
Design and Program Management		
Program Management	\$ 4,481,195	\$ 768,791
Design	\$ 5,377,434	\$ 922,549
Construction Management	\$ 6,273,673	\$ 1,076,307
Contingencies	\$ 8,962,390	\$ 1,537,582
<b>Total ROM Cost – Alternative Three</b>	<b>\$ 114,718,592</b>	<b>\$ 19,681,043</b>
<b>Total ROM Cost – Alternative Three Combined</b>		<b>\$ 134,399,635</b>

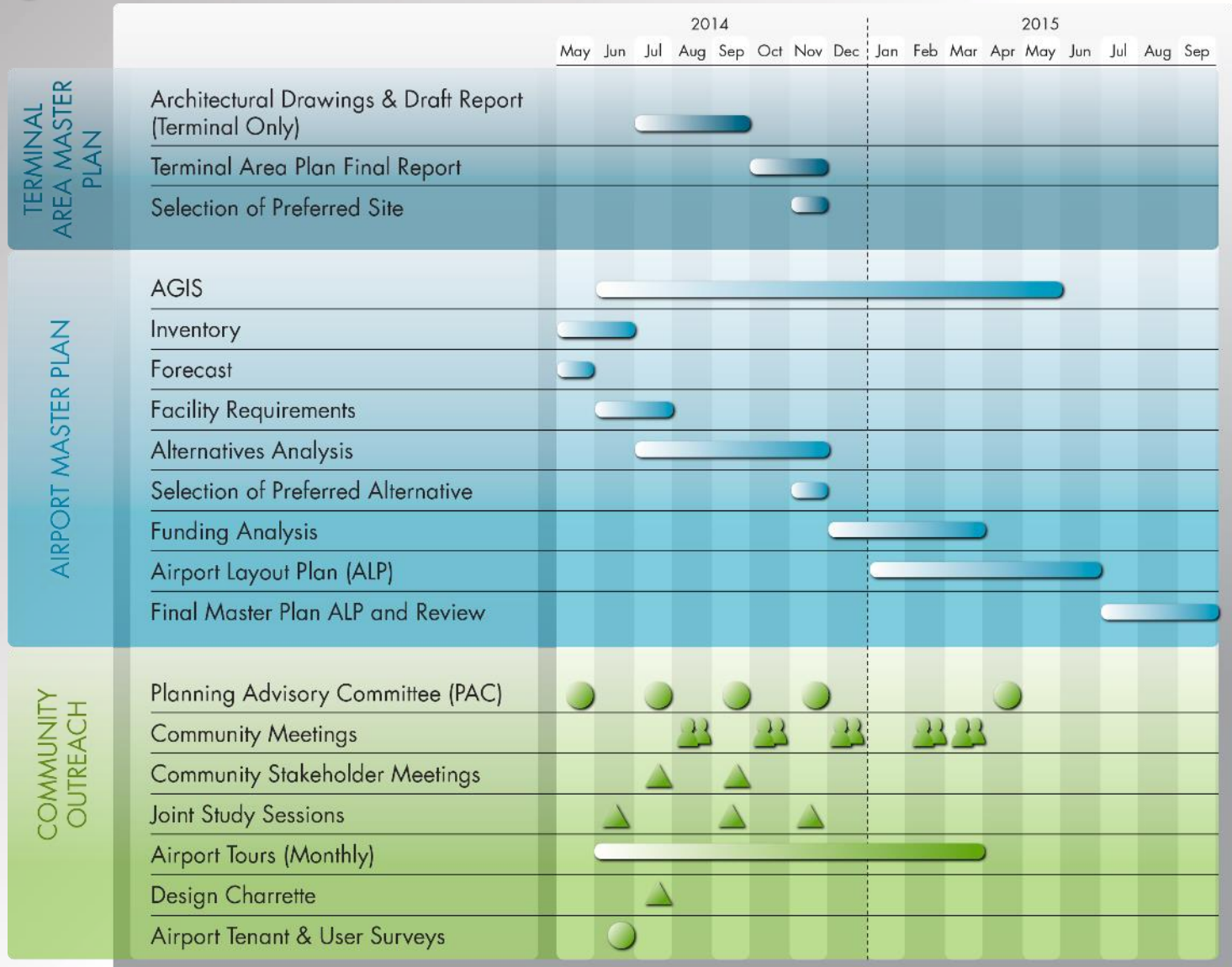


# Comparisons

## Rough Order Magnitude Cost Estimates

	PAL 1	PAL 2	Total
Alternative One- Renovate and Expand	\$ 83,276,528	\$ 58,241,536	\$ 141,518,064
Alternative Two- Construct New - West	\$ 78,812,243	\$ 54,807,827	\$ 133,620,070
Alternative Three- Construct New - East	\$ 114,718,592	\$ 19,681,043	\$ 134,399,635
Alt 1 vs. Alt 2	\$ 4,464,285	\$ (3,433,709)	\$ 7,897,994
Alt 1 vs. Alt 3	\$ (31,442,064)	\$ 38,560,493	\$ 7,118,429
Alt 2 vs. Alt 3	\$ (35,906,349)	\$ 35,126,784	\$ (779,565)

# Project Timeline



# Next Steps

- Continued public outreach
- November 20<sup>th</sup> PAC meeting to provide input on refined alternatives and briefing to Airport Advisory Board
- January 15<sup>th</sup> – Community Open House with identification of recommended alternative
- January – Joint Study Session to discuss recommended alternative





» Thank You!

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