

Runway 07/25 was last overlaid in 2004. The latest pavement condition inventory shows a pavement condition index number of 68 for the runway, which is an indication that rehabilitation is necessary to restore the runway to a good condition. The project includes rehabilitation of Runway 7/25 pavement, including the adjacent blast pads.

The taxiway edge lighting systems cross underneath the pavement along each taxiway (adjacent to RW 07/25). The runway and taxiway lighting systems have exceeded their 10-year useful life. Rehabilitation limits will extend from the runway to 10 feet into each entrance/exit taxiway to allow for edge lighting improvements. This work will be performed concurrently with the runway rehabilitation project to increase safety, decrease construction costs, and mitigate future impacts to newly installed pavement. New runway lights will be the LED type, reducing maintenance efforts with extended lamp life.

A fiber optic communications link is used to operate the Airport Lighting Control & Monitoring System (ALCMS). The ALCMS has exceeded its useful life, has reportedly caused problems for the ATCT, and is in need of replacement. The ALCS consists of the control panel in the vault and the touchscreen PC at the ATCT; the fiber optics are a piece of the overall system.

The rotating beacon was originally installed in 2002 and has been a maintenance-heavy item for several years. The beacon is an older style of construction that includes a gearbox mechanism for rotation. The project plans to replace the rotating beacon with a modern unit that includes belt-driven rotation and LED lamps.