COLORADO
Department of Transportation
Division of Aeronautics

REQUEST FOR QUALIFICATIONS

For consultants providing

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SERVICES

RFQ SUMMARY

The Colorado Department of Transportation Division of Aeronautics (Division) is soliciting statements of qualifications from professional consulting firms interested in providing Statewide Airfield Pavement Management Services for calendar years 2026 through 2030. Anticipated work would include updating and improving the Division's existing Pavement Management System.

All of the proposed studies must conform to Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5380-6C (latest edition), any other relevant federal regulations, directives, or circulars, and the Scope of Work outlined herein. The Division reserves the right to cancel or postpone the project, or amend the Scope of Work as State funds or needs warrant.

Interested firms must submit information and documentation to the Division of Aeronautics, describing specialized capabilities and experience in the type of work required, as well as the ability to utilize and integrate with the Division's existing Pavement Management System. The submittal should include a listing of project personnel, the qualifications of the individuals who would be responsible for the work, and references from three (3) recently completed projects of a similar nature. The submittal must also include the interested firm's approach to accomplishing all aspects defined in the Scope of Work.

OVERVIEW:

The Division is looking to continue our evaluation of airfield pavements at eligible Colorado public-use airports over the next five calendar years (2026-2030).

Currently, this effort involves conducting pavement condition index (PCI) surveys in accordance with FAA AC 150/5380-6C: Guidelines and Procedures for Maintenance of Airport Pavements (latest edition). The collected information is maintained in a Micro PAVER database. AutoCAD and PDF maps of the project airports are prepared, and ArcView GIS

software is used to provide an interactive link between the Micro PAVER database and the AutoCAD maps.

These PCI surveys have been authorized by the FAA's Denver Airports District Office as an accepted method for determining the present condition of Colorado aviation system pavements, the required maintenance needs, and forecasts of future maintenance requirements. An integral factor in the survey is evaluating the condition of runway, taxiway, and apron pavements at each of the state's eligible public-use airports, excluding Denver International Airport.

The FAA requires a PCI inspection and report at each National Plan of Integrated Airport Systems (NPIAS) airport every three years. The Division inspects roughly a third of the public-use airports each year, so there is a complete cycle of inspections every three years. In the off years, it is expected that a standard rate of pavement deterioration is modeled, resulting in an updated PCI value for each airport annually. The airports to be inspected have been separated into three distinct schedules, grouped geographically, with Schedule I (Eastern Plains) planned for inspection in Calendar Year 2026. The three schedules are depicted in Attachment A of this Scope of Work.

SCOPE OF WORK

Element 1 – Pavement Condition Indexing

a. In conjunction with the Division of Aeronautics staff, the contractor will evaluate airfield pavement at airports identified in Schedules I, II, and III as depicted in Attachment A. Criteria for these evaluations will be as per FAA AC 150/5380-6C: Guidelines and Procedures for Maintenance of Airport Pavements (latest edition). This work will be carried out under a five-year agreement with annual appropriations between the Division of Aeronautics and the selected qualified consulting firm.

   The Division may provide staff to assist and accompany the contractor during the surveys, as warranted, to promote consistency with past and future-year inspections and to develop staff expertise. Division staff participation may change from year to year depending on availability and workload.

b. In addition to conducting visual inspections and evaluations of the airfield pavement surfaces, information on the quantity, types, and severity of the pavement distresses will be recorded and entered into a pavement management system database that operates in the Windows operating system environment and provides an interactive link with the airport section maps, can be linked to other related software, and be viewed through the Division's web site. If needed, the contractor will also provide the Division with the required training to utilize the system's software.

Element 2 – Data Management & Reporting

The contractor will be responsible for the preparation and submission of specific reports and data, including, but not limited to, the following:

a. Technical Memoranda – Before each inspection, the contractor will provide the Division with four printed copies of the airport maps and technical areas, such as commercial ramps, that depict each section and sample unit to be inspected, along with details on the pavements prior PCI rating and sample sizes. Following the inspections, the contractor will prepare electronic reports and graphics detailing the condition and location of all sampled airside pavements at each inspected airport.

b. Electronic Data – The Contractor will provide to the Division of Aeronautics all electronic files associated with the pavement management inspections, including the export of the software used to record the pavement distress data. These files will be prepared using pavement management software running on Windows. These electronic files must also include PDF and CAD maps for each airport that depict all pavement sections and associated samples to be inspected.

c. Progress Reports – The Contractor will provide progress reports, at least quarterly, to the Division of Aeronautics outlining major work elements accomplished, activities during the period, and progress to date. These reports will serve as the basis for evaluating and processing payment requests.

d. Finalized Annual Reports – After all surveys for the year have been completed and all analyses are completed, the contractor will provide the Division of Aeronautics with the finalized statewide PCI report electronically. Upon project completion, the contractor will also provide the Division with all necessary files to update the interactive online interface or to host it on the Division's behalf.

Element 3 – Pavement Management System Requirements

a. The system must operate in the Windows operating system environment.

b. It should feature an easy-to-use, interactive public interface between the PCI data in the database and the analysis program, with a visual depiction of each airport.

c. If needed, the selected consultant will be responsible for transforming the existing Micro-Paver database to interact directly with any new Division Pavement or Information Management System.

d. The finalized report and interactive public interface should provide recommended maintenance activities and associated cost estimates.

e. The Pavement Management System should be able to model expected pavement degradation over the next 5 years and display this information on the interactive interface.

As noted above, the Pavement Management System will be required to link to AutoCAD and/or GIS maps of each airport. This link will facilitate the retrieval and presentation of the collected data. It should allow "point and click" access to an individual section at a specific airport to obtain inventory data, current and predicted conditions, and recommended maintenance. This feature will be utilized to enhance the display of color PCI maps and other stored items.

Recent developments in Unmanned Aerial Systems (UAS) and related technologies have demonstrated the value and efficiencies of UAS in assisting with PCI inspections and data acquisition. As an innovative and forward-looking organization focused on continuous improvement, the Division would like interested firms with previous statewide airfield pavement management experience to include information about their current or potential use of UAS technology for pavement management. Specifically, submitters should address how they might deploy UAS technology to complete or complement this scope of services in a more objective, repeatable, efficient, timely, and cost-efficient manner. The UAS technology must be able to detect, differentiate, and separate the full range of distresses and associated severities/quantities for asphalt and concrete pavements as detailed in AC150/5380-7B.

Overall Expectations:

All components of the Pavement Condition Indexing elements and reports must be completed within twelve (12) months of the execution of each calendar year's task order.

The Division will require reports in a format that can be displayed on the Division's website or on a dedicated PCI website. All reports, files, and documents will be provided electronically to the Division for distribution.

All reports, files, and documents will be publicly identified as the property of the Colorado Division of Aeronautics and will include the Division's Logo.

The successful firm will be required to work closely with the staff of the Colorado Division of Aeronautics. Applicants need to demonstrate a thorough understanding of the conceptual parameters of this Scope of Work.

ATTACHMENT A

Schedule I **Eastern Plains (2026 & 2029)**		Schedule II **Southwest (2027 & 2030)**		Schedule III **Northwest (2028)**	
Airport Name	**Airport City**	**Airport Name**	**Airport City**	**Airport Name**	**Airport City**
Centennial Airport	Englewood	Astronaut Kent Rominger Airport	Del Norte	Aspen-Pitkin County Airport	Aspen
Colorado Air & Space Port	Watkins	Blake Field	Delta	Craig-Moffat County Airport	Craig
Colorado Plains Regional Airport	Akron	Boulder Municipal Airport	Boulder	Eagle County Regional Airport	Eagle
Eads Municipal Airport	Eads	Central Colorado Municipal Airport	Buena Vista	Erie Municipal Airport	Erie
Fort Morgan Municipal Airport	Fort Morgan	Colorado Springs Airport	Colo Springs	Granby-Grand County Airport	Granby
Haxtun Municipal Airport	Haxtun	Cortez Municipal Airport	Cortez	Grand Junction Regional Airport	Grand Junction
Holyoke Municipal Airport	Holyoke	Durango-La Plata County Airport	Durango	Greeley-Weld County Airport	Greeley
Kit-Carson County Airport	Burlington	Fremont County Airport	Canon City	KGWS Sumers Airpark	Glenwood Springs
La Junta Municipal Airport	La Junta	Gunnison-Crested Butte Regional Airport	Gunnison	McElroy Field-Kremmling Airport	Kremmling
Limon Municipal Airport	Limon	Harriet Alexander Field	Salida	Meeker Airport	Meeker
Meadow Lake Airport	Peyton	Hopkins Field	Nucla	Northern Colorado Regional Airport	Loveland
Perry Stokes Airport	Trinidad	Lake County Airport	Leadville	Rangely Airport	Rangely
Pueblo Memorial Airport	Pueblo	Mineral County Memorial Airport	Creede	Rifle Garfield County Airport	Rifle
Southeast Colorado Regional Airport	Lamar	Monte Vista Municipal Airport	Monte Vista	Steamboat Springs Airport	Steamboat Springs
Spanish Peaks Airport	Walsenburg	Montrose Regional Airport	Montrose	Vance Brand Municipal Airport	Longmont
Springfield Municipal Airport	Springfield	North Fork Valley Airport	Paonia	Walden-Jackson County Airport	Walden
Sterling Municipal Airport	Sterling	Rocky Mountain Metropolitan Airport	Broomfield	Yampa Valley Regional Airport	Hayden
Wray Municipal Airport	Wray	San Luis Valley Regional Airport	Alamosa		
Yuma Municipal Airport	Yuma	Silver West Airport	Westcliffe		
		Stevens Field	Pagosa		
		Telluride Regional Airport	Telluride		