

**LINCOLN REGIONAL AIRPORT
MASTER PLAN**

**Appendix A
Airport Capital Improvement Program (ACIP)**

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

LINCOLN REGIONAL AIRPORT LINCOLN, PLACER COUNTY, CALIFORNIA

January 22, 2007

The Lincoln Regional Airport serves the general aviation needs of the western portion of Placer County, the City of Lincoln, and portions of northeastern Sacramento County. The airport has developed with aid from the Federal Aviation Administration and the State Division of Aeronautics from a small surplus military field to a major facility that is capable of accommodating the turbojet fleet of the commercial users as well as the smaller general aviation fleet. The airport is in a position to act as a reliever airport for Sacramento International Airport and is anticipated to develop as a major general aviation facility serving a rapidly growing area.

An ACIP has been prepared for this airport that includes 22 projects that are required for continued operation of this airport. Included in this ACIP are the following:

- ◆ AWP ACIP Data Sheets
- ◆ Series of tables showing the breakdown of costs for each project
- ◆ A table showing the summary of project costs.
- ◆ Program Narrative
- ◆ Sketch Map showing the location of the projects

The Airport Layout Plan was last updated in 2004. An Airport Layout Plan Update Study is nearing completion and a final ALP Update report, including an Airport Layout Plan package, will be submitted shortly.

An environmental update for those portions of the airport to be developed in the immediate future is included as Project No. 1 of this ACIP.

AWP ACIP DATA SHEET

Airport Name		Lincoln Regional Airport	Fiscal Yr			2008
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total	
Yes	E	EA - West Side Development and SE Hangar Side Development	\$ 332,500	\$ 17,500	\$ 350,000	
Yes	D	Crack Seal Runway, Taxiway and Apron	274,550	14,450	289,000	
Yes	D	Remark Runway, Taxiway and Apron	280,250	14,750	295,000	
Yes	D	Replace AWOS	197,600	10,400	208,000	
Yes	D	Engineering Design - Projects 6, 7, and 8	247,000	13,000	260,000	
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
<p>Project 1 - EA West Side Development and SE Hangar Side Development - 300 Acres Project 2 - Crack Seal Runway, Taxiway, and Apron - 72,000 sq. yd. Project 3 - Remark Runway, Taxiway and Apron - 112,750 sq. ft. Project 4 - Replace AWOS Project 5 - Engineering Design - Projects 6, 7, and 8</p> <p align="center">See Program Narrative for Detailed Descriptions</p>						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
<p>Project 1 - EA West Side Development and SE Hangar Side Development - The consultant selection has taken place and it is proposed to complete this environmental study in 2008. Projects 2, 3, and 4 - It is proposed to design and construct these projects in 2008. Project 5 - Engineering Design - Projects 6, 7, and 8 - The consultant selection has taken place and it is proposed to complete the engineering design of these projects in 2008.</p>						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
<p>A CATEX shall be completed as first phase prior to design of all projects. In 2008 an Environmental Assessment will be accomplished for the west side development and the southeast hangar side development.</p>						
Land Title Status & Date of Exhibit "A" Status			Date	2007		
<p>Title, in fee, to all land outlined in red on Exhibit "A," Property Map, except for those encumbrances or other adverse interests listed in title opinions/certifications. The Airport is currently conducting an Airport Layout Plan Update Study, which includes an updated Exhibit "A" and will be completed by June 2007.</p>						
Open AIP Funded Projects			Expected Close-out Date			
AIP 3-06-0120-12			June 2007			
AIP 3-06-0120-13			June 2007			
AIP 3-06-0120-14			December 2006			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
David Daly, Airport Manager			David Daly, Airport Manager			
Signature		Date	Contact Phone (Print or Type)			
			(916) 645-3443			

AWP ACIP DATA SHEET

Airport Name		Lincoln Regional Airport	Fiscal Yr			2009
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total	
No	D	Tee Hangar Area Development - East Side, South of North Hangars	\$ 473,100	\$ 24,900	\$ 498,000	
Yes	D	A & D Building and Parking Lot	4,674,000	246,000	4,920,000	
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
<p>Project 6 - Tee Hangar Area Development - East Side, South of North Hangars - 400' x 400'</p> <p>Project 7 - A & D Building and Parking Lot - 370' x 450' Parking Lot</p> <p align="center"><i>See Program Narrative for Detailed Descriptions</i></p>						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
<p>Project 6 - Tee Hangar Area Development - East Side, South of North Hangars - It is proposed to design this project in 2008 and construct it in 2009.</p> <p>Project 7 - A & D Building and Parking Lot - It is proposed to design this project in 2008 and construct it in 2009.</p>						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
<p>A CATEX shall be completed with the design of Projects 6 and 7 in 2008.</p> <p>In 2008 an Environmental Assessment will be accomplished for the west side development and the southeast hangar side development.</p>						
Land Title Status & Date of Exhibit "A" Status			Date	2007		
<p>Title, in fee, to all land outlined in red on Exhibit "A," Property Map, except for those encumbrances or other adverse interests listed in title opinions/certifications. The Airport is currently conducting an Airport Layout Plan Update Study, which incl</p>						
Open AIP Funded Projects			Expected Close-out Date			
<p>Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.</p>						
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
David Daly, Airport Manager			David Daly, Airport Manager			
Signature		Date	Contact Phone (Print or Type)			
			(916) 645-3443			

AWP ACIP DATA SHEET

Airport Name		Lincoln Regional Airport	Fiscal Yr		2010
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	New Taxiway Lights	\$ 433,200	\$ 22,800	\$ 456,000
No	D	Wetlands Mitigation/Habitat Mitigation - West Side, East and Southeast	2,280,000	120,000	2,400,000
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (Square/Lineal Footage or Length/Width)					
Project 8 - Furnish and Install New Taxiway Lights Project 9 - Wetlands Mitigation/Habitat Mitigation - West Side, East and Southeast <p align="center">See Program Narrative for Detailed Description</p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Project 8 - New Taxiway Lights - It is proposed to design this project in 2008 and construct it in 2010. Project 9 - Wetlands Mitigation/Habitat Mitigation - It is proposed to accomplish this mitigation work in 2010.					
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)					
CATEX shall be completed as the first phase of design for Project 8 in 2008.					
Land Title Status & Date of Exhibit "A" Status			Date	2007	
Title, in fee, to all land outlined in red on Exhibit "A," Property Map, except for those encumbrances or other adverse interests listed in title opinions/certifications.					
Open AIP Funded Projects			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
David Daly, Airport Manager			David Daly, Airport Manager		
Signature		Date	Contact Phone (Print or Type)		
			(916) 645-3443		

AWP ACIP DATA SHEET

Airport Name		Lincoln Regional Airport	Fiscal Yr		2011
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Engineering Design - Projects 11, 12, 13, and 14	\$ 332,500	\$ 17,500	\$ 350,000
Yes	D	Southeast Hangar Site Development - 4 Hangars	1,322,400	69,600	1,392,000
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (Square/Lineal Footage or Length/Width)					
Project 10 - Engineering Design - Projects 11, 12, 13, and 14					
Project 11 - Southeast Hangar Site Development for 4 Hangars - 800' x 640'					
See Program Narrative for Detailed Description					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Project 10 - Engineering Design - Projects 11, 12, 13, and 14 - This consultant selection has taken place and it is proposed to accomplish the engineering design of these projects in 2011.					
Project 11 - Southeast Hangar Site Development for 4 Hangars - It is proposed to complete the engineering design and construction of this project in 2011.					
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)					
In 2008 an Environmental Assessment will be accomplished for the west side development and the southeast hangar side development.					
A CATEX shall be completed with the design of Project 11 in 2011.					
Land Title Status & Date of Exhibit "A" Status			Date	2007	
Title, in fee, to all land outlined in red on Exhibit "A," Property Map, except for those encumbrances or other adverse interests listed in title opinions/certifications.					
Open AIP Funded Projects			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
David Daly, Airport Manager			David Daly, Airport Manager		
Signature		Date	Contact Phone (Print or Type)		
			(916) 645-3443		

AWP ACIP DATA SHEET

Airport Name		Lincoln Regional Airport	Fiscal Yr		2012
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Grade, Drain and Utilities - West Side Phase 1 - Pave Aircraft Parking Apron	\$ 1,484,850	\$ 531,150	\$ 2,016,000
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (Square/Lineal Footage or Length/Width)					
Project 12 - Grade, Drain, and Utilities - West Side - Phase 1 - Pave Aircraft Parking Apron - 480' x 400'					
<i>See Program Narrative for Detailed Description</i>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Project 12 - Grade, Drain, and Utilities - West Side - Phase 1 - Pave Aircraft Parking Apron - It is proposed to complete the engineering design of this project in 2011 and construct the project in 2012.					
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)					
In 2008 an Environmental Assessment will be accomplished for the west side development and the southeast hangar side development. A CATEX shall be completed with the design of Project 12 in 2011.					
Land Title Status & Date of Exhibit "A" Status			Date	2007	
Title, in fee, to all land outlined in red on Exhibit "A," Property Map, except for those encumbrances or other adverse interests listed in title opinions/certifications.					
Open AIP Funded Projects			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
David Daly, Airport Manager			David Daly, Airport Manager		
Signature		Date	Contact Phone (Print or Type)		
			(916) 645-3443		

TABLE NO. 1

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 1 - EA West Side Development & SE Hangar Side Development - 300 acres

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Environmental Assessment	L.S.	L.S.	L.S.	\$ 340,000
	Total Project No. 1				\$ 340,000

TABLE NO. 2

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 2 - Crack Seal Runway, Taxiway & Apron

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S.	L.S.	L.S.	\$ 15,000
2	Mobilization	L.S.	L.S.	L.S.	10,000
3	Crack Seal Runway	Sq. Yd.	\$ 3.00	18,000.0	54,000
4	Crack Seal Taxiway A	Sq. Yd.	3.00	20,000.0	60,000
5	Crack Seal Taxiway D	Sq. Yd.	3.00	3,000.0	9,000
6	Crack Seal Taxiway E	Sq. Yd.	3.00	1,500.0	4,500
7	Crack Seal Taxiway G	Sq. Yd.	3.00	1,500.0	4,500
8	Crack Seal Taxiway J	Sq. Yd.	3.00	2,000.0	6,000
9	Crack Seal Taxiway K	Sq. Yd.	3.00	4,000.0	12,000
10	Crack Seal Apron	Sq. Yd.	3.00	22,000.0	66,000
	Total Project No. 2				\$ 241,000

TABLE NO. 3

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 3 - Remark Runway, Taxiway & Apron

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S.	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S.	L.S.	L.S.	10,000
3	Remark Runway	Sq. Ft.	\$ 2.00	96,000.0	192,000
4	Remark Taxiways	Sq. Ft.	2.00	10,250.0	20,500
5	Remark Apron	Sq. Ft.	2.00	6,500.0	13,000
	Total Project No. 3				\$ 245,500
				Use	\$ 246,000

TABLE NO. 4

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 4 - Replace AWOS

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Remove Existing AWOS	L.S.	L.S.	L.S.	\$ 15,000
2	Furnish and Install New AWOS III	L.S.	L.S.	L.S.	140,000
3	New 1/C #8 5kv Airfield Cable	Ln. Ft	4.00	2,000.0	8,000
4	Vault Work and Transformers	L.S.	L.S.	L.S.	10,000
	Total Project No. 4				\$ 173,000

TABLE NO. 5

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 5 - Engineering Design:

Project No. 6 - Tee Hangar Area Development East Side South of North Hangars

Project No. 7 - A & D Building and Parking Lot

Project No. 8 - New Taxiway Lights

Estimated Construction Cost - 2007 Basis - \$4,895,000

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Topographic Surveys	L.S.	L.S.	L.S.	\$ 10,000
2	Geotechnical Studies	L.S.	L.S.	L.S.	10,000
3	Engineering Design	L.S.	L.S.	L.S.	230,000
	<i>Total Project No. 5</i>				\$ 250,000

Note:

Engineering design fee includes engineering design, preparation of plans, specifications, Engineer's Estimate, and Engineer's Report ready for bidding. It does not include assistance in bidding project, construction surveillance, resident engineering, or testing and inspection during construction.

TABLE NO. 6

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

**Project No. 6 - Tee Hangar Area Development - East Side, South of North Hangars -
400' x 400'**

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S	L.S.	L.S.	20,000
3	Imported Fill	Cu. Yd.	20.00	500.0	10,000
4	Pulverize Existing AC & AB	Sq. Yd.	5.00	17,500.0	87,500
5	Remove, Place or Stockpile ASB	Cu. Yd.	12.00	1,300.0	15,600
6	Scarify, Recompact ASB	Sq. Yd.	2.00	20,000.0	40,000
7	Aggregate Base Course	Tons	45.00	1,900.0	85,500
8	Bituminous Surface Course	Tons	90.00	1,200.0	108,000
9	Bituminous Prime Coat	Tons	700.00	4.0	2,800
10	Airfield Marking	Sq. Ft.	3.00	2,200.0	6,600
11	New DI	Each	10,000.00	2.0	20,000
12	Raise Existing DI	Each	4,000.00	1.0	4,000
13	New 24" RCP	Ln. Ft.	90.00	50.0	4,500
	Total Project No. 6				\$ 414,500
				Use	\$ 415,000

TABLE NO. 7

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 7 - A& D Building & Parking Lot - 370' x 450' Parking Lot

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S	L.S.	L.S.	20,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	3.0	9,000
4	Unclassified Excavation	Cu. Yd.	12.00	7,000.0	84,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	14,000.0	28,000
6	Remove & Recompact 6" Aggregate Subbase Course	Cu. Yd.	12.00	2,500.0	30,000
7	Aggregate Base Course	Ton	45.00	5,000.0	225,000
8	Bituminous Surface Course	Ton	90.00	2,500.0	225,000
9	Bituminous Prime Coat	Ton	700.00	11.0	7,700
10	Pulverize Existing AC & AB	Sq. Yd.	5.00	15,000.0	75,000
11	Remove Pulverized Material & Stockpile	Cu. Yd.	12.00	3,000.0	36,000
12	Saw Cut Existing AC	Ln. Ft.	5.00	1,200.0	6,000
13	New 18" RCP	Ln. Ft.	70.00	800.0	56,000
14	New Drop Inlet	Each	10,000.00	2.0	20,000
15	New Curb Inlet	Each	11,000.00	6.0	66,000
16	Raise Existing Drop Inlet	Each	6,000.00	1.0	6,000
17	New Curb & Gutter	Ln. Ft.	15.00	5,000.0	75,000
18	New Sidewalk	Sq. Ft.	8.00	6,500.0	52,000
19	New Security Fence	Ln. Ft.	25.00	900.0	22,500
20	New A& D Building	Sq. Ft.	250.00	12,000.0	3,000,000
21	Parking Lot and Road Lighting	L.S.	L.S.	L.S.	40,000
	Total Project No. 7				\$ 4,093,200
				Use	\$ 4,100,000

TABLE NO. 8

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 8 - New Taxiway Lights

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mobilization	L.S.	L.S.	L.S.	\$ 20,000
2	New Medium Intensity Taxiway Edge Light	Each	\$ 1,700.00	194.0	329,800
3	Remove and Replace 1/C #8 5kv Airfield Cable	Ln. Ft.	1.50	19,500.0	29,250
	Total Project No. 8				\$ 379,050
				Use	\$ 380,000

TABLE NO. 9

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 9 - Wetlands Mitigation / Habitat Mitigation - Westside, East & Southeast

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Wetlands Mitigation/Habitat Mitigation	L.S.	L.S.	L.S.	\$ 2,000,000
	Total Project No. 9				\$ 2,000,000

TABLE NO. 10

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 10 - Engineering Design:

Project No. 11 - Southeast Hangar Site Development (4 Hangars)

Project No. 12 - Grade, Drain and Utilities - West Side - Phase 1 - Pave Aircraft Parking Apron

Project No. 13 - West Side Taxiway System - Phase 1

Project No. 14 - West Side Service Road

Estimated Construction Cost - 2007 Basis - \$5,705,000

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Topographic Surveys	L.S.	L.S.	L.S.	\$ 20,000
2	Geotechnical Studies	L.S.	L.S.	L.S.	20,000
3	Engineering Design	L.S.	L.S.	L.S.	300,000
<i>Total Project No. 10</i>					\$ 340,000

Note:

Engineering design fee includes engineering design, preparation of plans, specifications, Engineer's Estimate, and Engineer's Report ready for bidding. It does not include assistance in bidding project, construction surveillance, resident engineering, or testing and inspection during construction.

TABLE NO. 11

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

Project No. 11 - S.E. Hangar Site Development (4 Hangars) - 800' x 640'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mobilization	L.S	L.S.	L.S.	\$ 20,000
2	Clearing and Grubbing	Acre	\$ 3,000.00	12.0	36,000
3	Unclassified Excavation	Cu. Yd.	12.00	20,000.0	240,000
4	Scarify and Recompact Subgrade	Sq. Yd.	2.00	12,300.0	24,600
5	Imported Aggregate Subbase	Cu. Yd.	40.00	2,100.0	84,000
6	Imported Crushed Aggregate Base Course	Tons	45.00	4,200.0	189,000
7	Bituminous Surface Course	Tons	90.00	2,200.0	198,000
8	Bituminous Prime Coat	Tons	700.00	10.0	7,000
9	Airfield Marking	Sq. Ft.	2.00	3,100.0	6,200
10	New 18" Reinforced Concrete Pipe	Ln. Ft.	70.00	1,850.0	129,500
11	New 24" Reinforced Concrete Pipe	Ln. Ft.	100.00	850.0	85,000
12	Drop Inlet Structure	Each	10,000.00	11.0	110,000
13	New 1W-2" Type II Underground Duct	Ln. Ft.	16.00	900.0	14,400
14	New 1/C #8 5kv Airfield Cable	Ln. Ft.	2.00	1,850.0	3,700
15	New Medium Intensity Taxiway Edge Lights	Each	1,700.00	5.0	8,500
	Total Project No. 11				\$ 1,155,900
				Use	\$ 1,160,000

TABLE NO. 12

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

**Project No. 12 - Grade, Drain & Utilities - West Side Phase 1 - Pave Aircraft Parking Apron -
480' x 400'**

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S.	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S.	L.S.	L.S.	25,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	5.0	15,000
4	Unclassified Excavation	Cu. Yd.	12.00	5,000.0	60,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	21,500.0	43,000
6	Aggregate Subbase Course	Cu. Yd.	40.00	4,000.0	160,000
7	Aggregate Base Course	Ton	45.00	7,500.0	337,500
8	Bituminous Surface Course	Ton	90.00	4,000.0	360,000
9	Bituminous Prime Coat	Ton	700.00	18.0	12,600
10	New Airfield Marking	Sq. Ft.	2.00	1,100.0	2,200
11	New 18" RCP	Ln. Ft.	70.00	600.0	42,000
12	New Drop Inlet	Each	10,000.00	1.0	10,000
13	New Flared End Section	Each	1,000.00	1.0	1,000
14	New 2W-6", 4W-4" Type I Electrical Duct	Ln. Ft.	60.00	3,200.0	192,000
15	New Tiedowns	Each	170.00	36.0	6,120
16	New 10-inch Water Line	Ln. Ft.	50.00	3,200.0	160,000
17	Water Valves	Each	60.00	16.0	960
18	Fire Hydrant	Each	500.00	16.0	8,000
19	New 18-inch Sewer Line	Ln. Ft.	60.00	3,200.0	192,000
20	Sewer Manhole	Each	6,000.00	7.0	42,000
	Total Project No. 12				\$ 1,679,380
				Use	\$ 1,680,000
	Less: Ineligible Items*				(378,000)
	F.A.A. Eligible				\$ 1,302,000

*Ineligible items: Electrical Duct (50%), Water Line (30%), Sewer Line (100%) and Sewer Manhole (100%).

TABLE NO. 13

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

Project No. 13 - West Side Taxiway System - Phase 1 - 50' x 3,525'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S.	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S.	L.S.	L.S.	25,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	25.0	75,000
4	Unclassified Excavation	Cu. Yd.	12.00	28,000.0	336,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	24,000.0	48,000
6	Aggregate Subbase Course	Cu. Yd.	40.00	4,000.0	160,000
7	Aggregate Base Course	Ton	45.00	8,100.0	364,500
8	Bituminous Surface Course	Ton	90.00	4,000.0	360,000
9	Bituminous Prime Coat	Ton	700.00	20.0	14,000
10	New Airfield Marking	Sq. Ft.	2.00	11,000.0	22,000
11	New 18" RCP	Ln. Ft.	70.00	350.0	24,500
12	New Drop Inlet	Each	10,000.00	3.0	30,000
13	New Flared End Section	Each	1,000.00	3.0	3,000
14	New 1w-2" Type II Duct	Ln. Ft.	15.00	7,200.0	108,000
15	New 2W-3" Type I Duct	Ln. Ft.	26.00	600.0	15,600
16	New Airfield Cable	Ln. Ft.	2.00	1,000.0	2,000
17	New Taxiway Edge Lights	Each	1,700.00	50.0	85,000
18	New Type C Pull Box	Each	4,000.00	16.0	64,000
19	New Airfield Guidance Sign	Each	4,500.00	3.0	13,500
20	Modify Existing Airfield Guidance Sign Legend	Each	2,000.00	3.0	6,000
21	New 10 kw Regulator	Each	16,000.00	1.0	16,000
22	Electrical Vault Work	L.S.	L.S.	L.S.	10,000
	Total Project No. 13				\$ 1,792,100
				Use	\$ 1,795,000

TABLE NO. 14

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

Project No. 14 - West Side Service Road - 44' x 3,200'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 10,000
2	Mobilization	L.S	L.S.	L.S.	20,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	10.0	30,000
4	Unclassified Excavation	Cu. Yd.	12.00	7,500.0	90,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	22,500.0	45,000
6	Aggregate Subbase Course	Cu. Yd.	40.00	4,000.0	160,000
7	Aggregate Base Course	Ton	45.00	7,500.0	337,500
8	Bituminous Surface Course	Ton	90.00	3,700.0	333,000
9	Bituminous Prime Coat	Ton	700.00	18.0	12,600
10	New Road Marking	Sq. Ft.	2.00	2,200.0	4,400
11	New 18" RCP	Ln. Ft.	70.00	80.0	5,600
12	New Flared End Section	Each	10,000.00	1.0	10,000
13	New Head Wall	Each	8,000.00	1.0	8,000
14	New Stop Sign	Each	600.00	1.0	600
	Total Project No. 14				\$ 1,066,700
				Use	\$ 1,070,000

TABLE NO. 15

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 15 - EA - Runway 15R Extension & Runway 15L-33R

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Environmental Assessment	L.S.	L.S.	L.S.	\$ 400,000
2	Environmental Impact Report	L.S.	L.S.	L.S.	130,000
Total Project No. 15					\$ 530,000

TABLE NO. 16

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 16 - Engineering Design:

Project No. 17 - Runway and Taxiway Rehabilitation

Project No. 18 - Apron Rehabilitation

Project No. 20 - Runway 15R Extension and Associated Taxiways

Project No. 21 - Construct Runway 15L-33R

Estimated Construction Cost - 2007 Basis - \$8,895,000

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Topographic Surveys	L.S.	L.S.	L.S.	\$ 30,000
2	Geotechnical Studies	L.S.	L.S.	L.S.	30,000
3	Engineering Design	L.S.	L.S.	L.S.	385,000
Total Project No. 16					\$ 445,000

Note:

Engineering design fee includes engineering design, preparation of plans, specifications, Engineer's Estimate, and Engineer's Report ready for bidding. It does not include assistance in bidding project, construction surveillance, resident engineering, or testing and inspection during construction.

TABLE NO. 17

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 17 - Runway and Taxiway Rehabilitation
Runway - 100' x 6,000'; Taxiway - 40' x 10,150'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 20,000
2	Mobilization	L.S	L.S.	L.S.	20,000
3	Heater Remix	Sq. Yd.	\$ 4.00	128,000.0	512,000
4	Bituminous Surface Course	Ton	90.00	15,000.0	1,350,000
5	New Airfield Marking	Sq. Ft.	2.00	70,000.0	140,000
	Total Project No. 17				\$ 2,042,000
				Use	\$ 2,050,000

TABLE NO. 18

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 18 - Apron Rehabilitation - 400' x 1,500'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 15,000
2	Mobilization	L.S	L.S.	L.S.	25,000
3	Heater Remix	Sq. Yd.	\$ 4.00	58,000.0	232,000
4	Bituminous Surface Course	Ton	90.00	7,000.0	630,000
5	New Airfield Marking	Sq. Ft.	2.00	3,100.0	6,200
6	New Tiedowns	Each	180.00	250.0	45,000
	Total Project No. 18				\$ 953,200
				Use	\$ 955,000

TABLE NO. 19

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

**Project No. 19 - Land Acquisition - 15R RPZ - 25 Acres, 15L RPZ - 25 Acres,
33L RPZ - South of Nicolas - 25 Acres**

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Land Acquisition	Acre	\$ 100,000.00	75.0	\$ 7,500,000
	Total Project No. 19				\$ 7,500,000

TABLE NO. 20

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

***Project No. 20 - Runway 15R Extension & Associated Taxiways
Runway - 100' x 1,000'; Taxiway - 40' x 1,830'***

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S.	L.S.	L.S.	\$ 20,000
2	Mobilization	L.S.	L.S.	L.S.	25,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	55.0	165,000
4	Unclassified Excavation	Cu. Yd.	12.00	60,000.0	720,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	42,000.0	84,000
6	Aggregate Subbase Course	Cu. Yd.	40.00	7,000.0	280,000
7	Aggregate Base Course	Ton	45.00	14,500.0	652,500
8	Bituminous Surface Course	Ton	90.00	7,100.0	639,000
9	Bituminous Prime Coat	Ton	700.00	35.0	24,500
10	New Airfield Marking	Sq. Ft.	2.00	30,000.0	60,000
11	Remove Existing Airfield Marking	Sq. Ft.	3.00	18,200.0	54,600
12	New 18" RCP	Ln. Ft.	70.00	600.0	42,000
13	New Drop Inlet	Each	10,000.00	1.0	10,000
14	New Flared End Section	Each	1,200.00	1.0	1,200
15	New 1W-2" Type II Duct	Ln. Ft.	16.00	6,100.0	97,600
16	New 2W-3" Type I Duct	Ln. Ft.	26.00	300.0	7,800
17	New Airfield Cable	Ln. Ft.	2.00	9,000.0	18,000
18	New Runway Edge Lights	Each	1,700.00	20.0	34,000
19	New Taxiway Edge Lights	Each	1,700.00	50.0	85,000
20	New Type C Pull Boxes	Each	4,000.00	6.0	24,000
21	New Airfield Guidance Signs	Each	4,500.00	2.0	9,000
22	Relocate Existing MALSR	L.S.	L.S.	L.S.	400,000
23	Relocate Existing PAPI	L.S.	L.S.	L.S.	60,000
24	Relocate Existing Glide Path Antenna	L.S.	L.S.	L.S.	500,000
	Total Project No. 20				\$ 4,013,200
				Use	\$ 4,020,000

TABLE NO. 21

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATE

Project No. 21 - Runway 15L-33R Construction - 60' x 3,350'

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Mark & Light Closed Airport Facilities	L.S	L.S.	L.S.	\$ 25,000
2	Mobilization	L.S	L.S.	L.S.	30,000
3	Clearing & Grubbing	Acre	\$ 3,000.00	20.0	60,000
4	Unclassified Excavation	Cu. Yd.	12.00	12,000.0	144,000
5	Scarify & Recompact 6" Subgrade	Sq. Yd.	2.00	26,000.0	52,000
6	Aggregate Subbase Course	Cu. Yd.	40.00	4,300.0	172,000
7	Aggregate Base Course	Ton	45.00	8,700.0	391,500
8	Bituminous Surface Course	Ton	90.00	4,200.0	378,000
9	Bituminous Prime Coat	Ton	700.00	20.0	14,000
10	New Airfield Marking	Sq. Ft.	2.00	25,000.0	50,000
11	New 18" HDPE	Ln. Ft.	60.00	1,600.0	96,000
12	New 24" RCP	Ln. Ft.	100.00	1,000.0	100,000
13	New Drop Inlet	Each	10,000.00	6.0	60,000
14	New Flared End Section	Each	1,200.00	2.0	2,400
15	New 1W-2" Type II Duct	Ln. Ft.	16.00	3,000.0	48,000
16	New 2W-3" Type I Duct	Ln. Ft.	24.00	700.0	16,800
17	New Airfield Cable	Ln. Ft.	2.00	9,300.0	18,600
18	New Runway Edge Lights	Each	1,700.00	46.0	78,200
19	New Type C Pull Boxes	Each	4,000.00	12.0	48,000
20	New Airfield Guidance Signs	Each	4,500.00	10.0	45,000
21	New 10 kw Regulator	Each	17,000.00	1.0	17,000
22	Electrical Vault Work	L.S	L.S.	L.S.	15,000
	Total Project No. 21				\$ 1,861,500
				Use	\$ 1,870,000

TABLE NO. 22

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM
ENGINEER'S ESTIMATE**

Project No. 22 - Air Traffic Control Tower

Item No.	Description	Unit	Unit Cost	Quantity	Total Cost
1	Air Traffic Control Tower	L.S.	L.S.	L.S.	\$ 1,500,000
	Total Project No. 22				\$ 1,500,000

TABLE NO. 23

**LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA**

AIRPORT CAPITAL IMPROVEMENT PROGRAM

**SUMMARY OF PROJECT COSTS
(Based on 2007 Unit Prices)**

Project No.	Shown on ALP	Project Type	Construction Year	Description	Construction Cost	Engineering & Administration Cost	Total Project Cost	F.A.A. Participation	Local Participation
1	Yes	E	2008	EA - West Side Development and SE Hangar Side Development - 300 acres	\$ 340,000	\$ 10,000	\$ 350,000	\$ 332,500	\$ 17,500
2	Yes	D	2008	Crack Seal Runway, Taxiway and Apron	241,000	48,000	289,000	274,550	14,450
3	No	D	2008	Remark Runway, Taxiway and Apron	246,000	49,000	295,000	280,250	14,750
4	Yes	D	2008	Replace AWOS	173,000	35,000	208,000	197,600	10,400
5	Yes	D	2008	Engineering Design - Projects 6, 7 and 8	250,000	10,000	260,000	247,000	13,000
6	Yes	D	2009	Tee Hangar Area Development - East Side, South of North Hangars - 400' x 400'	415,000	83,000	498,000	473,100	24,900
7	Yes	D	2009	A & D Building and Parking Lot - 370' x 450' Parking Lot	4,100,000	820,000	4,920,000	4,674,000	246,000
8	No	D	2010	New Taxiway Lights	380,000	76,000	456,000	433,200	22,800
9	No	D	2010	Wetlands Mitigation/Habitat Mitigation - West Side, East and Southeast	2,000,000	400,000	2,400,000	2,280,000	120,000
10	Yes	D	2011	Engineering Design - Projects 11, 12, 13, and 14	340,000	10,000	350,000	332,500	17,500
11	No	D	2011	Southeast Hangar Site Development (4 Hangars) - 800' x 640'	1,160,000	232,000	1,392,000	1,322,400	69,600
12	Yes	D	2012	Grade, Drain & Utilities - West Side Phase 1 - Pave Aircraft Parking Apron - 480' x 400'	1,680,000	336,000	2,016,000	1,484,850	531,150
13	Yes	D	2013	West Side Taxiway System - Phase 1 - 50' x 3,525'	1,795,000	360,000	2,155,000	2,047,250	107,750
14	Yes	D	2013	West Side Service Road - 44' x 3,200'	1,070,000	214,000	1,284,000	1,219,800	64,200
15	Yes	E	2014	EA - Runway 15R Extension & Runway 15L-33R	530,000	10,000	540,000	513,000	27,000
16	Yes	D	2014	Engineering Design - Projects 17, 18, 20, and 21	445,000	10,000	455,000	432,250	22,750
17	Yes	D	2015	Runway and Taxiway Rehabilitation - 6,000' x 100' R/W and 10,150' x 40' T/W	2,050,000	410,000	2,460,000	2,337,000	123,000
18	Yes	D	2016	Apron Rehabilitation - 400' x 1,500'	955,000	191,000	1,146,000	1,088,700	57,300
19	Yes	D	2016	Land Acquisition - 15R RPZ - 25 Acres, 15L RPZ - 25 Acres, 33L RPZ South of Nicolas - 25 Acres	7,500,000	100,000	7,600,000	7,220,000	380,000
20	Yes	D	2017	Runway 15R Extension and Associated Taxiways - 100' x 1,000' R/W and 40' x 1,830' T/W	4,020,000	804,000	4,824,000	4,582,800	241,200
21	Yes	D	2018	Runway 15L-33R Construction - 60' x 3,350'	1,870,000		1,870,000	1,776,500	93,500
22	Yes	D	2019	Air Traffic Control Tower	1,500,000		1,500,000	1,425,000	75,000
Totals					\$ 33,060,000	\$ 4,208,000	\$ 37,268,000	\$ 34,974,250	\$ 2,293,750

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

LINCOLN REGIONAL AIRPORT LINCOLN, PLACER COUNTY, CALIFORNIA

PROGRAM NARRATIVE

The City of Lincoln, with financial assistance from the F.A.A. through the Airport Improvement Program, proposes the development of 22 projects at the Lincoln Regional Airport. This Program Narrative provides a brief description of each project and details of the proposed construction.

Project No. 1 – EA – West Side Development and Southeast Hangar Side Development – 300 Acres

The Lincoln Regional Airport has an immediate need for additional hangars for aircraft storage. The Airport Layout Plan Update shows new hangars to be developed on the northern portion of the existing aircraft tie down apron and to the south of the existing south hangar development. It is also proposed to provide significant space on the west side of the airport for potential increases in aeronautical use of the airport. There is significant area remaining that will not be needed for aeronautical purposes and is proposed for development as commercial/industrial facilities.

There exist on the airport wetlands and potentially endangered species. It is, therefore, important prior to detailed development of the area to conduct a detailed Environmental Assessment of the affected areas. This project will include preparation of the Environmental Assessment for the total west side development area on the airport and the two proposed tee hangar site development areas on the southeast side of the airport. This work will include a detailed Environmental Assessment of the areas proposed for development and the preparation of an Environmental Assessment Report (EA). An Environmental Impact Report (EIR) will also be included in this study to satisfy State requirements, but the EIR portion of the work will not be eligible for Federal funding.

The cost breakdown of this work is included in Table No. 1.

Project No. 2 – Crack Seal Runway, Taxiway and Apron

The Pavement Condition Survey and Pavement Management Program that is now being completed indicates that the remaining pavement life on the existing pavements, except for one section of the aircraft tie down apron, exceeds 10 years with proper maintenance of the pavement surface. There are several cracks that have shown up in the pavements due to the age and natural weathering of these pavements. In order to avoid premature deterioration of these pavements, it is proposed to seal all of the existing cracks. This seal will keep water from penetrating into the base course and will protect the edge of the crack from spalling. The construction cost breakdown of this work is included in Table No. 2.

Project No. 3 – Remark Runway, Taxiway and Apron

The existing markings on the runway, taxiway, and apron are fairly old and faded. The crack repair project will create black streaks in some of the markings. It is proposed in this project to remark all of the existing markings on the airport. The project will include a heavy wire brushing

of each existing marking to not only clean the surface prior to applying the new marking, but to remove any loose and scaly paint. This brushing will occur immediately prior to placing of the new marking. The new marking will be applied to match existing marking. Reflective media will be added to all markings. The construction cost breakdown of this work is included in Table No. 3.

Project No. 4 – Replace AWOS

The existing AWOS is old and requires significant maintenance to keep it in operation. Because of the age of the equipment, it is difficult to obtain replacement parts. It is, therefore, proposed to replace the existing AWOS with a new AWOS III. The existing AWOS equipment will be removed from the existing foundations and a new AWOS will be purchased and installed. The existing power supply cable will be removed and replaced with new cable and the electrical distribution equipment required for the AWOS in the vault will be updated. The construction cost breakdown of this work is included in Table No. 4.

Project No. 5 – Engineering Design – Projects No. 6, 7 and 8

The Federal Aviation Administration Western Region has instituted a policy whereby grants are to be issued after bids on the project have been obtained and the cost is defined. It is difficult for a Sponsor to go through the process of selecting an engineer if necessary, negotiating a contract for engineering design on a specific project, preparing the engineering design and plans and specifications, and then obtaining bids on the project early enough to begin construction in the summer construction season of the same year in which the grant is provided, particularly when notification of a grant being available is not given until early spring. It is, therefore, proposed to request an F.A.A. grant for engineering design of the projects anticipated to be constructed with F.A.A. funding during the following three to four years.

This Project No. 5 includes the engineering design for the projects included in this ACIP as Projects No. 6, 7 and 8, which projects are anticipated to be constructed and funded between the years 2009 and 2010. The engineering design for these projects will be limited to conducting necessary topographic surveys, geotechnical studies, and pavement design studies for all of the projects and then conducting detailed engineering design and preparation of plans and specifications, Engineer's Estimate, and Engineer's Design Report for each of the projects. A separate set of plans and specifications will be prepared for each project and will be available (on the shelf) so that by adding bid dates and any modifications required to the legal end of the specifications, the project can immediately be put out to bid. Not included in this Project No. 5 are the engineering costs for the following items:

- Assistance to Sponsor during bidding and bid award
- Engineering surveillance during the construction of the project
- Resident engineering, testing, and inspection services provided during construction of the project.

A separate contract will be entered into with the engineer for each project or combination of projects that are bid under a specific construction contract. The engineering costs that are

excluded from this project are included in the engineering and administrative costs allowed for each of the separate projects.

The cost breakdown of this work is included in Table No. 5.

Project No. 6 – Tee Hangar Area Development – East Side South of North Hangars – 400' x 400'

Most aircraft owners prefer storing their aircraft in hangars rather than on a tie down apron. As a result, if hangars are available the requirement for tie down apron is reduced significantly. Forecasts have indicated that there is more tie down apron available at the Lincoln Regional Airport than will be needed in the foreseeable future. There is an urgent need for additional hangars. It is, therefore, proposed to construct a series of new hangars on the existing tie down apron and in the open field between the existing tie down apron and Taxiway "A" in that area at the north end of the tie down apron immediately south of the north hangar development area.

This area is currently paved and drainage is provided; however, the existing grades will not adequately accommodate the addition of tee hangars in this area. In some areas it will be necessary to raise the grade as much as one foot in order to provide adequate drainage for the development. It is, therefore, more economical to pulverize the existing pavement and base for the entire area that will be developed for hangars, remove the existing pavement and base and stockpile it for future use as aggregate subbase. The subgrade exposed will be graded to the new grades required to accommodate the tee hangar development. Then the pulverized material removed from the section will be replaced as aggregate subbase course, a new aggregate base course will be added, and new bituminous surface course will be placed. The pavement section construction included in this project is limited to the development of a 35-foot wide collector taxiway and 25-foot wide taxilanes between the proposed hangars to meet F.A.A. eligibility requirements.

The construction of the hangars, including the floor for the hangar and the apron between the hangar and the taxilane, will be covered in a separate project, which will not be funded by F.A.A. Drainage will be provided by construction of new drop inlets and piping extending into the existing drainage system.

The construction cost breakdown of this work is included in Table No. 6.

Project No. 7 – A & D Building and Parking Lot – 370' x 450' Parking Lot

Inquiries have been made to the Airport concerning the development of a jet center at the airport. There are significant business jet operations currently occurring at the airport, and it is expected that these operations will increase significantly in the near future. With the development of the Very Light Jet (VLJ), many companies are proposing the use of these aircraft for an air taxi type service. All of these services will require the development of an arrival/departure building, which will include Airport Manager's office, FBO office for the jet center, pilot lounge, and a restaurant. This facility will be constructed on the east side of the airport immediately south of the new hangars proposed on the site to be developed under Project No. 6.

An automobile parking lot will be constructed as part of this project to provide space for automobile parking to serve this facility and the proposed jet center.

The existing apron pavement will be used for aircraft parking. A new access road and parking lot will be paved, including curb, gutter, sidewalk, lighting, and drainage.

The construction cost breakdown of this work is included in Table No. 7.

Project No. 8 – New Taxiway Lights

The existing taxiway lights were installed in 1984. These lights are old, the cable serving the lights has low-resistance to ground, and it is difficult to maintain the system. It is proposed to reconstruct the entire taxiway lighting system at the airport. The existing underground electrical duct appears to be in good condition and the regulators serving the taxiways are operating satisfactorily. This project will include removing and replacing all of the existing medium intensity taxiway edge lights and transformers and removing and replacing all of the electrical cable associated with the taxiway lighting system. The construction cost breakdown of this work is included in Table No. 8.

Project No. 9 – Wetlands Mitigation/Habitat Mitigation – West Side, East and Southeast

There are wetlands that have been identified on the airport that will be filled as part of the airport development. It will be necessary to mitigate for the loss of these wetlands. There is also endangered habitat in the area that will be affected by the development, and there will be mitigation for encroachment on the endangered habitat areas. The areas affected by the development at this time will be the west side of the airport and the east and southeast hangar development areas. The cost of this wetlands mitigation is summarized in Table No. 9.

Project No. 10 – Engineering Design – Projects 11, 12, 13, and 14

The Federal Aviation Administration Western Region has instituted a policy whereby grants are to be issued after bids on the project have been obtained and the cost is defined. It is difficult for a Sponsor to go through the process of selecting an engineer if necessary, negotiating a contract for engineering design on a specific project, preparing the engineering design and plans and specifications, and then obtaining bids on the project early enough to begin construction in the summer construction season of the same year in which the grant is provided, particularly when notification of a grant being available is not given until early spring. It is, therefore, proposed to request an F.A.A. grant for engineering design of the projects anticipated to be constructed with F.A.A. funding during the following three to four years.

This Project No. 10 includes the engineering design for the projects included in this ACIP as Projects No. 11, 12, 13, and 14, which projects are anticipated to be constructed and funded between the years 2011 and 2013. The engineering design for these projects will be limited to conducting necessary topographic surveys, geotechnical studies, and pavement design studies for all of the projects and then conducting detailed engineering design and preparation of plans and specifications, Engineer's Estimate, and Engineer's Design Report for each of the projects.

A separate set of plans and specifications will be prepared for each project and will be available (on the shelf) so that by adding bid dates and any modifications required to the legal end of the specifications, the project can immediately be put out to bid. Not included in this Project No. 10 are the engineering costs for the following items:

- Assistance to Sponsor during bidding and bid award
- Engineering surveillance during the construction of the project
- Resident engineering, testing, and inspection services provided during construction of the project.

A separate contract will be entered into with the engineer for each project or combination of projects that are bid under a specific construction contract. The engineering costs that are excluded from this project are included in the engineering and administrative costs allowed for each of the separate projects.

The cost breakdown of this work is included in Table No. 10.

Project No. 11 – Southeast Hangar Site Development (4 Hangars) – 800' x 640'

In order to meet the demand for hangars at the airport, it is considered that by 2011 it will be necessary to construct a series of new hangars. These hangars will be located in the southeast portion of the airport immediately south of the existing south hangar. The development of the site for these hangars will include grading and drainage of the complete site and paving of a 35-foot wide collector taxiway and five 25-foot wide taxilanes between the hangar sites. New taxiway edge lights will be installed on the edge of the collector taxiway. The construction cost breakdown of this work is included in Table No. 11.

Project No. 12 – Grade, Drain, and Utilities – West Side – Phase 1 – Pave Aircraft Parking Apron – 480' x 400'

The proposed West Side Development includes the development of sites for additional hangars and for possible FBO and jet center development including aircraft parking aprons. It is proposed in this project to grade and drain the access road, the first phase of the west side parallel taxiway, connecting taxiways, and the first phase of the hangar development area. Also included will be the paving of the aircraft parking apron. The aircraft parking apron will not be utilized until the connecting taxiways have been completed, but these are proposed as the next project. It is considered important to pave the aircraft parking apron early so that in the following year when the connecting taxiways are completed and some of the hangar development occurs, an operating facility will be in place on the west side of the airport.

The construction cost breakdown of this work is included in Table No. 12.

Project No. 13 – West Side Taxiway System – Phase 1 – 50' x 3,525'

As the west side industrial area develops, it will be necessary to construct a taxiway parallel to the runway to provide access to the runway and the rest of the airport from the west side development projects. In this phase of the work the West Side Taxiway will be constructed from

Taxiway "D" to Taxiway "G" including the connector taxiways to the runway. The remaining taxiways will be constructed in a subsequent project as needed. Construction of this Phase 1 portion of the West Side Taxiway will include grading, drainage, paving, marking, and lighting. Lighting will consist of standard taxiway edge lights.

The construction cost breakdown of this work is included in Table No. 13.

Project No. 14 – West Side Service Road – 44' x 3,200'

The development of the west side of the airport envisions a new service road into the airport off Nicolas Road looping around and departing on Airport Road. There will be a series of cross roads and cul de sacs leading off from this road into the development area to provide access to these areas. The development area will consist of aircraft storage hangars, commercial aircraft hangars, jet center, corporate hangars, industrial/commercial buildings requiring aircraft access and aircraft tie down areas. The project will consist of grading, drainage, paving and marking of a new service road.

The construction cost breakdown of this work is included in Table No. 14.

Project No. 15 – EA – Runway 15R Extension and Runway 15L-33R

In the 10-12 years timeframe it is anticipated that the growth of traffic and increase in heavy jet aircraft operations will require a runway extension on existing Runway 15-33 and the construction of a parallel Runway 15L-33R. The extension to Runway 15R-33L is proposed to be 1,000 feet and parallel Runway 15L-33R is proposed to be 3,350 feet long. This short runway will serve the small general aviation aircraft and will relieve the traffic on the main runway. An Environmental Assessment will be required in order that construction of these projects can occur. It is proposed to provide this Environmental Assessment in this project.

The cost breakdown of this work is included in Table No. 15.

Project No. 16 – Engineering Design – Projects No. 17, 18, 20, and 21

The rehabilitation of existing runways, taxiways, and aprons are included in Projects 17 and 18 and the extension of Runway 15R and construction of Runway 15L-33R are included in Projects 20 and 21.

The Federal Aviation Administration Western Region has instituted a policy whereby grants are to be issued after bids on the project have been obtained and the cost is defined. It is difficult for a Sponsor to go through the process of selecting an engineer if necessary, negotiating a contract for engineering design on a specific project, preparing the engineering design and plans and specifications, and then obtaining bids on the project early enough to begin construction in the summer construction season of the same year in which the grant is provided, particularly when notification of a grant being available is not given until early spring. It is, therefore, proposed to request an F.A.A. grant for engineering design of the projects anticipated to be constructed with F.A.A. funding during the following three to four years.

This Project No. 16 includes the engineering design for the projects included in this ACIP as Projects No. 17, 18, 20, and 21, which projects are anticipated to be constructed and funded between the years 2015 and 2018. The engineering design for these projects will be limited to conducting necessary topographic surveys, geotechnical studies, and pavement design studies for all of the projects and then conducting detailed engineering design and preparation of plans and specifications, Engineer's Estimate, and Engineer's Design Report for each of the projects. A separate set of plans and specifications will be prepared for each project and will be available (on the shelf) so that by adding bid dates and any modifications required to the legal end of the specifications, the project can immediately be put out to bid. Not included in this Project No. 16 are the engineering costs for the following items:

- Assistance to Sponsor during bidding and bid award
- Engineering surveillance during the construction of the project
- Resident engineering, testing, and inspection services provided during construction of the project.

A separate contract will be entered into with the engineer for each project or combination of projects that are bid under a specific construction contract. The engineering costs that are excluded from this project are included in the engineering and administrative costs allowed for each of the separate projects.

The cost breakdown of this work is included in Table No. 16.

Project No. 17 – Runway and Taxiway Rehabilitation – 100' x 6,000' R/W; 40' x 10,150' T/W

Pavement Evaluation Studies conducted in 2006 indicate that from a subgrade strength standpoint, the pavements on the runway and taxiway have a remaining life of 15 to 20 years with forecast traffic. The bituminous surface course pavement is weathering and cracks are developing, all due to thermal expansion and contraction. There is currently some cracking occurring at the edge of the taxiway. This cracking is fairly extensive and extends in from the edge of the taxiway 3 to 5 feet. The cracking is caused by expansion and contraction of the underlying clay subgrade soils, which swell in the winter and shrink in the summer. In the center portion of the runway the soils are saturated all year round and do not move. As a result of this shrinking and swelling of the subgrade soils, the pavement at the edges rises and falls with the seasons and cracking of the pavement occurs. It will be necessary to maintain these pavement edges by resealing the cracks or removing and replacing some of the pavement. Within 8 to 10 years it is estimated that the cracking and weathering of the pavement will be sufficiently severe that it will need rehabilitation.

The rehabilitation will consist of rejuvenating or grinding off the upper 2 inches of the 3-inch bituminous surface course and then constructing a 2-inch overlay on top of the existing pavements. The rejuvenation of the surface material can consist of heater remixing and adding a rejuvenating agent, or grinding and recycling the pavement. New markings of all pavements will be required.

The construction cost breakdown of this work is included in Table No. 17.

Project No. 18 – Apron Rehabilitation – 400' x 1,500'

Pavement Evaluation Studies conducted in 2006 indicate that from a subgrade strength standpoint, the pavements on the apron have a remaining life of 15 to 20 years with forecast traffic. The bituminous surface course pavement is weathering and cracks are developing, all due to thermal expansion and contraction. The cracking is caused by expansion and contraction of the underlying clay subgrade soils, which swell in the winter and shrink in the summer. As a result of this shrinking and swelling of the subgrade soils, the pavement at the edges rises and falls with the seasons and cracking of the pavement occurs. It will be necessary to maintain these pavement edges by resealing the cracks or removing and replacing some of the pavement. Within 8 to 10 years it is estimated that the cracking and weathering of the pavement will be sufficiently severe that it will need rehabilitation.

The rehabilitation will consist of rejuvenating or grinding off the upper 2 inches of the 3-inch bituminous surface course and then constructing a 2-inch overlay on top of the existing pavements. The rejuvenation of the surface material can consist of heater remixing and adding a rejuvenating agent, or grinding and recycling the pavement. New markings of all pavements will be required.

The construction cost breakdown of this work is included in Table No. 18.

Project No. 19 – Land Acquisition – 15R RPZ – 25 Acres; 15L RPZ – 25 Acres; 33L RPZ South of Nicolas – 25 Acres

In order to extend Runway 15R and construct Runway 15L, it will be necessary to acquire new land to protect the runway protection zones (RPZ) for both runways. This will require the acquisition of land north of the proposed Runway 15R extension, north and east of the Runway 15L construction and south of Runway 33L. The RPZ for Runway 33L is located on the south side of Nicolas Road. Each of these areas of land to be acquired consists of approximately 25 acres, or a total of 75 acres. The cost breakdown of this land acquisition is included in Table No. 19.

Project No. 20 – Runway 15R Extension and Associated Taxiways – 100' x 1,000' R/W; 40' x 1,830' T/W

Runway 15R and associated taxiways are proposed to be extended 1,000 feet to the north to provide adequate length for takeoff of the larger business jets anticipated to operate at the airport by 2018. It is proposed to construct this runway and taxiway extension in this project. The project will consist of grading, drainage, paving, and lighting. With this extension it will be necessary to relocate the existing MALSR, the existing PAPI on Runway 15R and the existing glide path.

The construction cost breakdown of this work is included in Table No. 20.

Project No. 21 – Runway 15L-33R Construction – 60' x 3,350'

By the year 2018 it is anticipated that the traffic volume at Lincoln Regional Airport will be such that significant delays will be experienced on the single runway design at this airport. It is proposed in this project to construct a parallel runway located 700 feet east of the existing runway. This runway will be 60 feet wide by 3,350 feet long. In the original planning for this airport, separation of the original runway and Taxiway A was designed to allow the construction of the short parallel runway far enough away from the main runway to allow simultaneous operations of the two runways in VFR conditions. The work included in this project will be grading, paving, drainage, and lighting of the new runway. Existing taxiways will be used. A new regulator will be required to power the lights.

The construction cost breakdown of this work is included in Table No. 21.

Project No. 22 – Air Traffic Control Tower

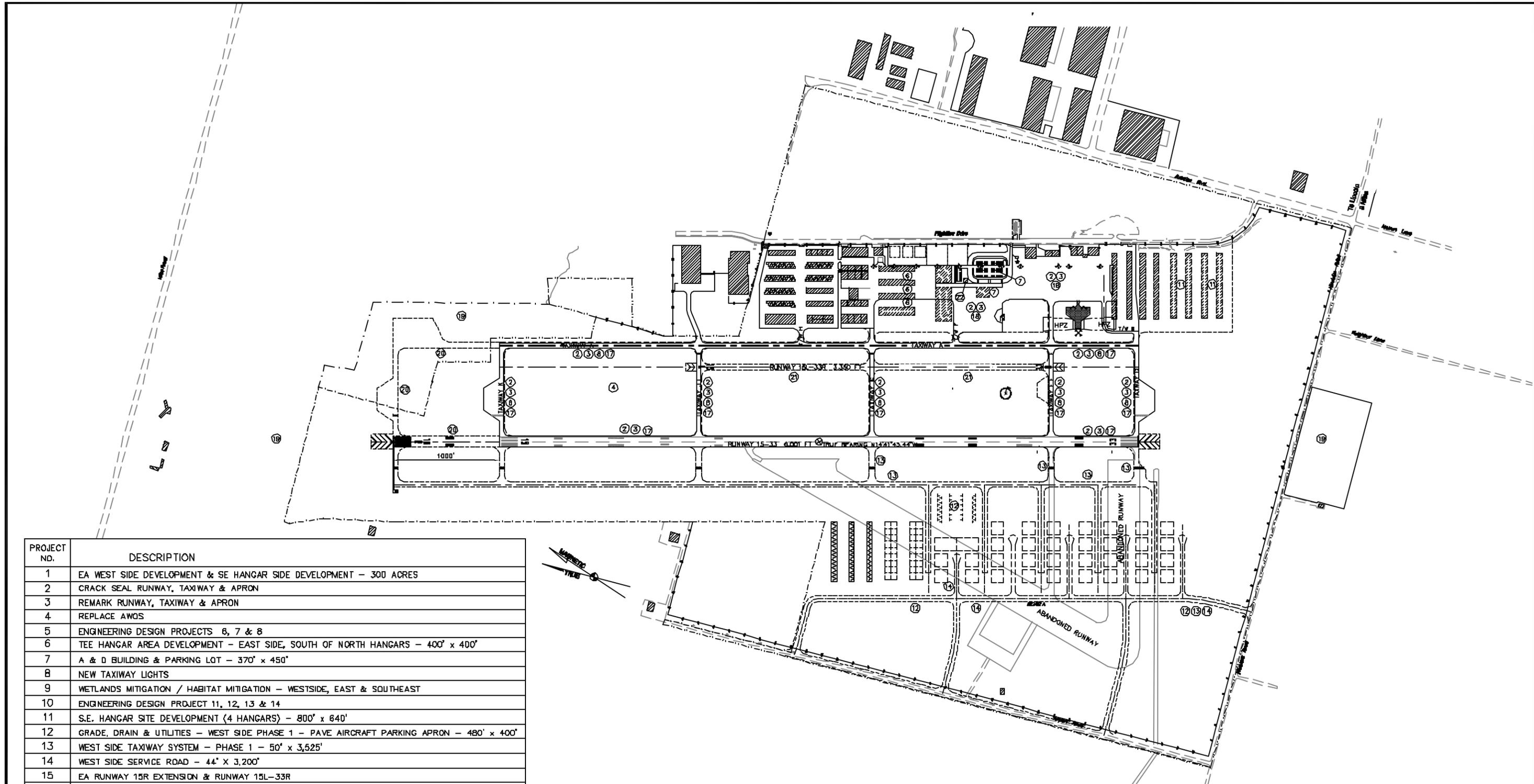
It is estimated that by 2019 traffic will have increased at the Lincoln Regional Airport to a point where air traffic control will be required. A new Air Traffic Control Tower is anticipated in this project.

The construction cost breakdown of this work is included in Table No. 22.

The Engineer's Estimate for each project is included in Tables 1 through 22. A summary of project costs showing construction costs, engineering and administration costs, total costs, F.A.A. participation, and local participation are included in Table No. 23.

A Sketch Map has been prepared and is included as Sheet No. 1. On the sketch map the location and extent of each project are identified.

* * *



PROJECT NO.	DESCRIPTION
1	EA WEST SIDE DEVELOPMENT & SE HANGAR SIDE DEVELOPMENT - 300 ACRES
2	CRACK SEAL RUNWAY, TAXIWAY & APRON
3	REMARK RUNWAY, TAXIWAY & APRON
4	REPLACE AWOS
5	ENGINEERING DESIGN PROJECTS 6, 7 & 8
6	TEE HANGAR AREA DEVELOPMENT - EAST SIDE, SOUTH OF NORTH HANGARS - 400' x 400'
7	A & D BUILDING & PARKING LOT - 370' x 450'
8	NEW TAXIWAY LIGHTS
9	WETLANDS MITIGATION / HABITAT MITIGATION - WESTSIDE, EAST & SOUTHEAST
10	ENGINEERING DESIGN PROJECT 11, 12, 13 & 14
11	S.E. HANGAR SITE DEVELOPMENT (4 HANGARS) - 800' x 640'
12	GRADE, DRAIN & UTILITIES - WEST SIDE PHASE 1 - PAVE AIRCRAFT PARKING APRON - 480' x 400'
13	WEST SIDE TAXIWAY SYSTEM - PHASE 1 - 50' x 3,525'
14	WEST SIDE SERVICE ROAD - 44' x 3,200'
15	EA RUNWAY 15R EXTENSION & RUNWAY 15L-33R
16	ENGINEERING DESIGN PROJECTS 17, 18, 20 & 21
17	R/W & T/W REHABILITATION - 5,000' X 100' & 10,150' X 40'
18	APRON REHABILITATION - 400' X 1,500'
19	LAND ACQUISITION - 15R RPZ - 25 ACRES, 15L RPZ - 25 ACRES, 33L RPZ SOUTH OF NICOLAS - 25 ACRES
20	RUNWAY 15R EXTENSION & ASSOCIATED TAXIWAYS - 100' x 1,000' & 40' x 1,830'
21	RUNWAY 15L-33R CONSTRUCTION - 50' x 3,350'
22	AIR TRAFFIC CONTROL TOWER



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CITY OF LINCOLN
 STATE OF CALIFORNIA
LINCOLN REGIONAL AIRPORT
 PLACER COUNTY, CALIFORNIA
 AIRPORT CAPITAL IMPROVEMENT PROGRAM - SKETCH MAP

SCALE	NONE
DATE	JAN. 22, 2007
SHEET NUMBER	1 OF 1 SHEETS