

SECTION 7

CAPITAL IMPROVEMENT PROGRAM

7.0

INTRODUCTION

This section identifies the capital improvement projects that comprise the development plans presented in the previous sections. Projects were identified on the basis of safety, capacity shortfalls, as well as Airport management and tenant priorities. The ultimate implementation of projects will be decided on the basis of funding availability, environmental approvals, and management and tenant priorities.

This section also provides conceptual 2007 present value cost estimates for all the projects within the 20-year master plan. These costs are then broken down into FAA, MAA, and local funding shares. Cost estimates include construction costs and program costs. Construction costs include all physical items and the labor associated with their installation. Program costs include design fees, construction management, design services during construction, geotechnical fees and surveying fees.

Staging periods for these projects are based on the Federal Fiscal Year (FFY), which begins on October 1. This Master Plan Study is expected to be adopted during FFY 2007, but no FAA funding for projects described herein is anticipated until FFY 2008. Therefore, the stages for the Capital Improvement Program (CIP) have been established as follows: short-term (2008 through 2012), intermediate-term (2013 through 2017), and long-term (2018 through 2027). The ultimate timing of these projects will be determined by funding availability, environmental approvals, and management and tenant priorities.

7.1

SHORT-TERM PROJECTS (2008-2012)

Project priorities during the short-term program include all the airfield projects associated with expanding the ARC from a C-II Airport to a C-III Airport, as well as terminal side expansion to accommodate future capacity growth.

Obtaining environmental approval for these projects is a critical element. Therefore, an EA is proposed to address this requirement. Short-term projects are addressed below and are illustrated in **Exhibit 7.1-1**. Estimated costs for these projects are shown in **Table 7.1-1**.

Environmental Assessment: This project consists of conducting an EA for the short-term master plan projects. Items that are likely to be included in the EA include the construction of the new runway and associated taxiway system, the relocation of Pinch Valley Road, and the terminal side hangar/building development. Longer-term projects should not be included in the EA because environmental approval is only applicable for a three-year period.

Property Acquisition: This project involves the acquisition of parcels that are located within the future Runway 16-34 RPZs and primary surface. These acquisitions would provide land use compatibility and allow for removal of obstructions in the approach and departure paths of the future Runway 16-34.

Construct 6,400-foot Runway and Associated Taxiways (Phase I and II): This project consists of constructing a new ARC C-III 6,400-foot runway and its associated parallel taxiway system. The new runway will be constructed parallel to and 250 feet to the west of the existing Runway 16-34 with a new parallel taxiway at a 400 foot runway/taxiway separation. The Runway 34 threshold will also be shifted 600 feet to the north from its existing position. The existing Runway 16-34 and its associated taxiway system will be demolished with the exception of pavement transition areas. This project includes all associated NAVAID development and landside/access improvements needed.

The NAVAID development portion project consists of installing a new ILS to accommodate the new Runway 16 end precision approach. The ILS will include a Glide Slope, a Localizer and a MALSR system off the Runway 16 end. Additionally, REILs for both ends, PAPIs for the Runway 16 end, and two wind cones will be located on the new Runway 16-34.

The landside/access improvements needed affect Pinch Valley Road and Meadow Branch Road. Two cul-de-sacs will be installed on Pinch Valley Road for the purpose of closing the road that currently is in the path of the future Runway 16-34. Meadow Branch Road southwest of the proposed Runway 16-34 will be relocated during this project. The road relocation is due to the penetration of the primary and transitional surfaces of the proposed Runway 16-34. This road relocation will involve installing pavement, drainage, pavement marking, and roadway signs along all 3,200 feet of roadway realignment. Also, Meadow Branch Road will be re-aligned from the east side of the future T-hangar facility to the entrance of the Department of Public Works (DPW) facility. This project will also involve installing a curb-cut for access to the future Stage II and Stage III corporate hangar development along the terminal area apron and providing a new access to the Airport fuel farm.

Phase I of this project will consist of the Design element and construction will be divided into four phases with the first phase of construction occurring in CIP Stage 1.

Construct Conventional Hangars: This project consists of demolishing the 3 southernmost T-hangar buildings and constructing 4 100-feet by 120-feet conventional hangars in their place. Additional parking will also be constructed to the south of the conventional hangars.

Construct 12-Unit T-Hangars: This project consists of constructing 6 12-unit T-Hangars and their associated taxilanes to the east of the existing T-hangar facility.

7.2 INTERMEDIATE-TERM PROJECTS (2011-2015)

Project priorities during the intermediate-term include additional conventional hangar construction. Intermediate-term projects are described below and are illustrated in **Exhibit 7.2-1**. Estimated costs for these projects are shown in **Table 7.2-1**.

Construct 6,400-foot Runway and Associated Taxiways (Phase III, IV, and V): Complete construction of 6,400 foot runway and associated taxiways over three phases.

Install Perimeter Fencing: With the expansion of the Airport property due to the proposed runway, the existing perimeter fence will need to be adjusted to surround the new Airport development. A 12-foot high security fence with 3 strand barbed wire and accompanying gates will be installed and maintained to protect the Airport from wildlife and non-authorized vehicles and pedestrians.

Construct Terminal Building: A new 6,500 square foot terminal building will be constructed north of the existing FBO. This will give the Airport a building that is solely to be used as a general aviation passenger facility, which the Airport does not have at this time. This will provide public use conference rooms, office space, and a pilot's lounge, along with an accompanying passenger parking area.

Construct Conventional Hangars: This project consists of constructing 2 100-foot by 100-foot conventional hangars along the northernmost part of the future terminal area apron expansion. The project will also include the hangar entrance tie-in to Meadow Branch Road and the re-alignment of DPW entrance as well as additional auto parking along the back of the two conventional hangars.

Construct FBO Hangar: This project consists of constructing one 100-foot by 120-foot conventional hangar to the south of the current Airport administration offices for expansion of the current FBO facility.

Construct Tie Down Apron: This project consists of paving the area between exiting Taxiway A and the existing transient aircraft apron and constructing 26 aircraft tie downs.

Expand Transient Apron: This project consists of expanding the transient apron by filling in the grass islands between existing parallel taxiway and the existing Terminal area Apron as well as expanding the frontage of the terminal apron to the north. This expansion adds a total of 40,000 square yards of transient apron pavement.

7.3 ***LONG-TERM PROJECTS (2016-2025)***

Project priorities during the long-term include additional conventional hangar and T-hangar construction. Long-term projects are described below and are illustrated in **Exhibit 7.3-1**. Estimated costs for these projects are shown in **Table 7.3-1**.

Construct Conventional Hangars: This project consists of constructing 4 conventional hangars to the west of the fuel farm and along the new Stage I terminal apron. Two of the hangars will have dimensions of 100 feet by 100 feet and 2 of the hangars will have dimensions of 120 feet by 100 feet. The project will also include additional auto parking along the back of the 4 conventional hangars.

Construct 12 Unit T-Hangar: This project consists of constructing 1 12-unit T-hangar hangar in the northeast corner of the Stage I T-hangar expansion area

Expand Terminal Area Parking: This project consists of rehabbing the existing administration building parking lot and adding additional automobile parking spaces.

Construct North Airfield Access Road, Parking and Apron (North of DPW): This project consists of constructing an aircraft apron along Runway 16-34 and to the north of the DPW facility. The project will also include additional auto parking along the back of the 3 future conventional hangars as well as the construction of an access road off of Pleasant Valley Road.

Construct Conventional Hangars Along North Airfield (North of DPW): This project consists of constructing 3 125 feet by 125 foot conventional hangars to the north of the DPW facility.

**TABLE 7.1-1
SHORT TERM CAPITAL IMPROVEMENT PROJECTS (FFY 2008-2012)**

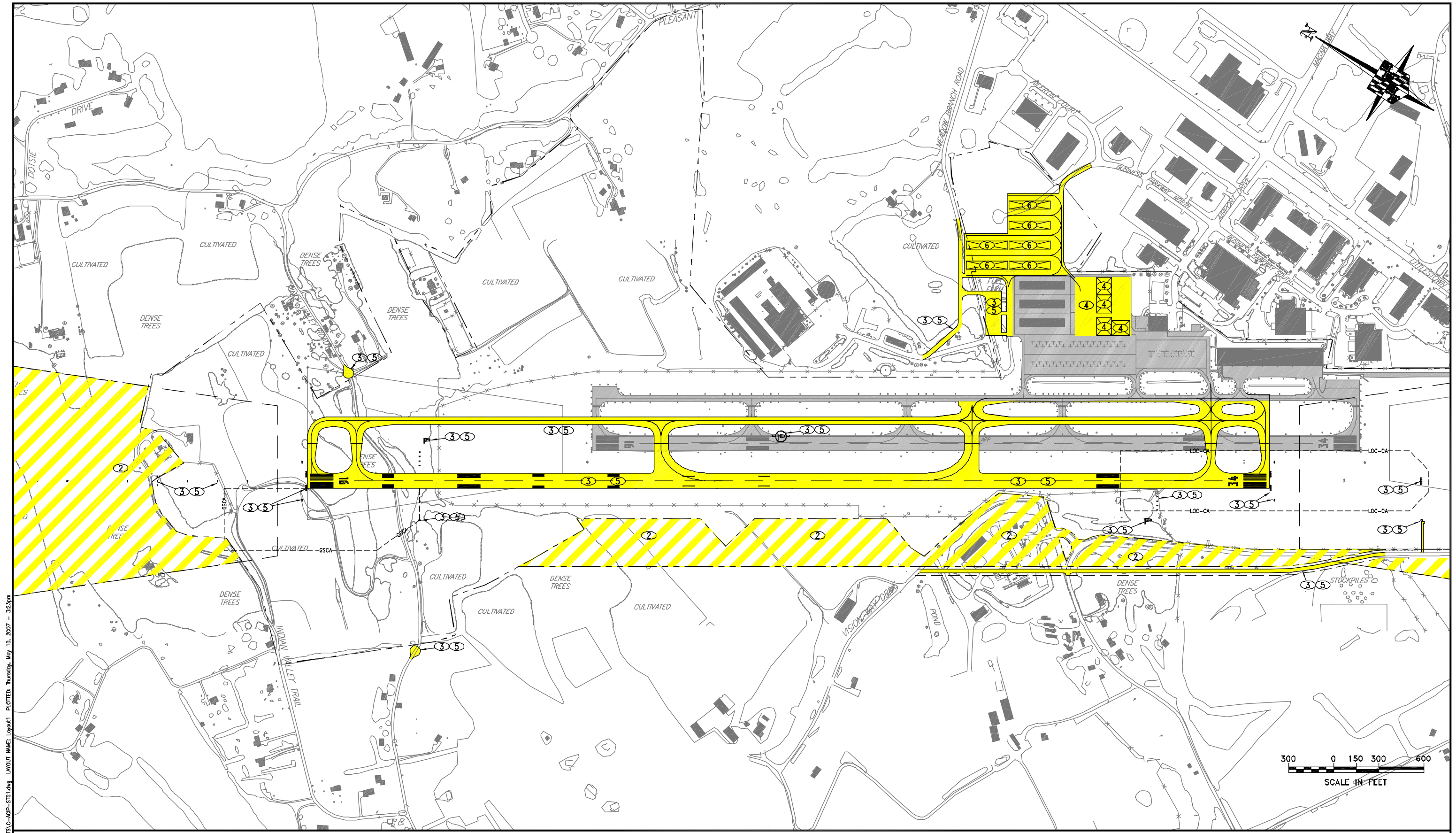
No.	Year	Title / Description	Funding				TOTAL
			FAA	MAA	Local	Private	
1	2008	Environmental Assessment	\$760,000	\$20,000	\$20,000	\$0	\$800,000
2	2010	Property Acquisition	\$1,900,000	\$50,000	\$50,000	\$0	\$2,000,000
3	2011	6,400' Runway and Parallel Taxiway (Phase I – Design)	\$4,693,000	\$123,500	\$123,500	\$0	\$4,940,000
4	2011	4 Conventional Hangars	\$0	\$0	\$0	\$9,976,000	\$9,976,000
5	2012	6,400' Runway and Parallel Taxiway (Phase II – Construction)	\$13,491,900	\$355,050	\$355,050	\$0	\$14,202,000
6	2012	12-Unit T-Hangars	\$0	\$0	\$0	\$4,710,000	\$4,710,000
		TOTAL	\$20,844,400	\$548,550	\$548,550	\$14,686,000	\$36,628,000

**TABLE 7.2-1
INTERMEDIATE TERM CAPITAL IMPROVEMENT PROJECTS (FFY 2013-2017)**

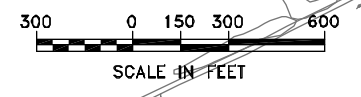
No.	Year	Title / Description	Funding				TOTAL
			FAA	MAA	Local	Private	
1	2013	6,400' Runway and Parallel Taxiway (Phase III – Construction)	\$13,491,900	\$355,050	\$355,050	\$0	\$14,202,000
2	2014	6,400' Runway and Parallel Taxiway (Phase IV – Construction)	\$13,491,900	\$355,050	\$355,050	\$0	\$14,202,000
3	2015	6,400' Runway and Parallel Taxiway (Phase V – Construction)	\$13,491,900	\$355,050	\$355,050	\$0	\$14,202,000
4	2016	Install Perimeter Fencing	\$416,100	\$10,950	\$10,950	\$0	\$438,000
5	2017	Terminal Building	\$0	\$1,000,000	\$2,485,000	\$0	\$3,485,000
6	2017	2-Conventional Hangars	\$0	\$0	\$0	\$4,028,000	\$4,028,000
7	2017	FBO Hangar	\$0	\$0	\$0	\$3,825,000	\$3,825,000
8	2017	Tie Down Apron (26 Total)	\$287,850	\$7,575	\$7,575	\$0	\$303,000
9	2017	Transient Apron Expansion	\$989,900	\$26,050	\$26,050	\$0	\$1,042,000
		TOTAL	\$42,169,550	\$2,109,725	\$3,594,725	\$7,853,000	\$55,727,000

**TABLE 7.3-1
LONG-TERM CAPITAL IMPROVEMENT PROJECTS (FFY 2018-2027)**

No.	Year	Title / Description	Funding				TOTAL
			FAA	MAA	Local	Private	
1	2018	Terminal Area Parking Rehab/Expansion	\$170,050	\$4,475	\$4,475	\$0	\$179,000
2	2022	12-unit T-Hangar Building	\$0	\$0	\$0	\$902,000	\$902,000
3	2023	North Airfield Development – Access and Apron	\$1,058,300	\$27,850	\$27,850	\$0	\$1,114,000
4	2024	North Airfield Conventional Hangar Construction	\$0	\$0	\$0	\$8,874,000	\$8,874,000
5	2025	4 Conventional Hangars	\$0	\$0	\$0	\$8,605,000	\$8,605,000
		TOTAL	\$1,228,350	\$32,325	\$32,325	\$18,381,000	\$19,674,000.00



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**MASTER PLAN UPDATE
FOR
CARROLL COUNTY
REGIONAL AIRPORT
JACK B. POAGE FIELD
CARROLL COUNTY, MARYLAND**

PROPOSED FACILITIES LEGEND

- ① CONDUCT ENVIRONMENTAL ASSESSMENT *
- ② ACQUIRE PROPERTY FOR 5 YEAR ACIP
- ③ 6,400' RUNWAY, PARALLEL TAXIWAY, AND ASSOCIATED ITEMS (PHASE I - DESIGN)*
- ④ CONSTRUCT 4 CONVENTIONAL HANGARS

- ⑤ 6,400' RUNWAY, PARALLEL TAXIWAY, AND ASSOCIATED ITEMS (PHASE II - CONSTRUCTION)
- ⑥ CONSTRUCT 6 - 12-UNIT T-HANGARS

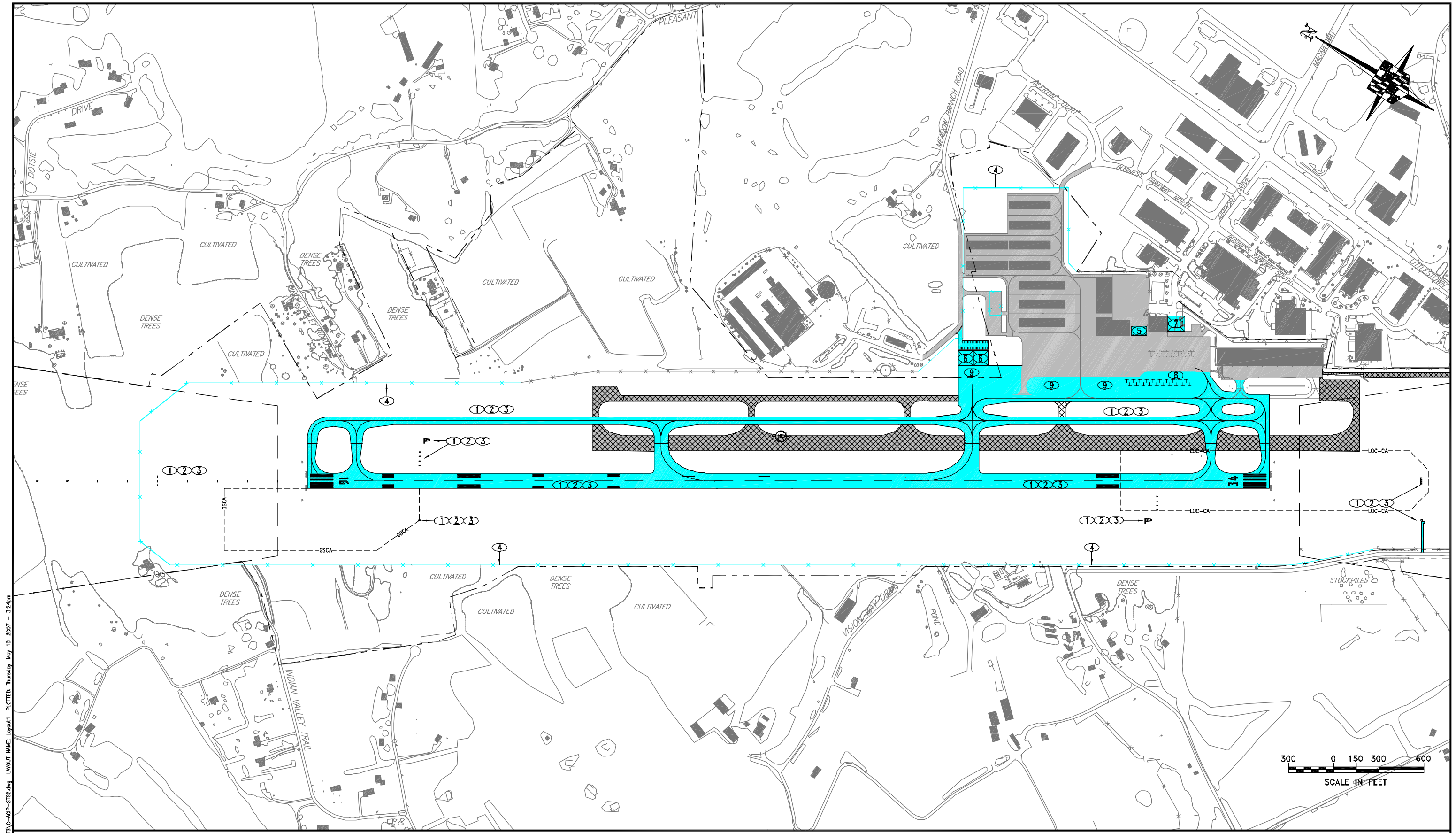
* PROJECTS NOT SHOWN

PLAN LEGEND

- SHORT TERM PROJECTS
- PROPERTY ACQUISITION

**CAPITAL IMPROVEMENT
PROGRAM
SHORT TERM PROJECTS
(2008-2012)**

**EXHIBIT
7.1-1**



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**MASTER PLAN UPDATE
FOR
CARROLL COUNTY
REGIONAL AIRPORT
JACK B. POAGE FIELD
CARROLL COUNTY, MARYLAND**

PROPOSED FACILITIES LEGEND

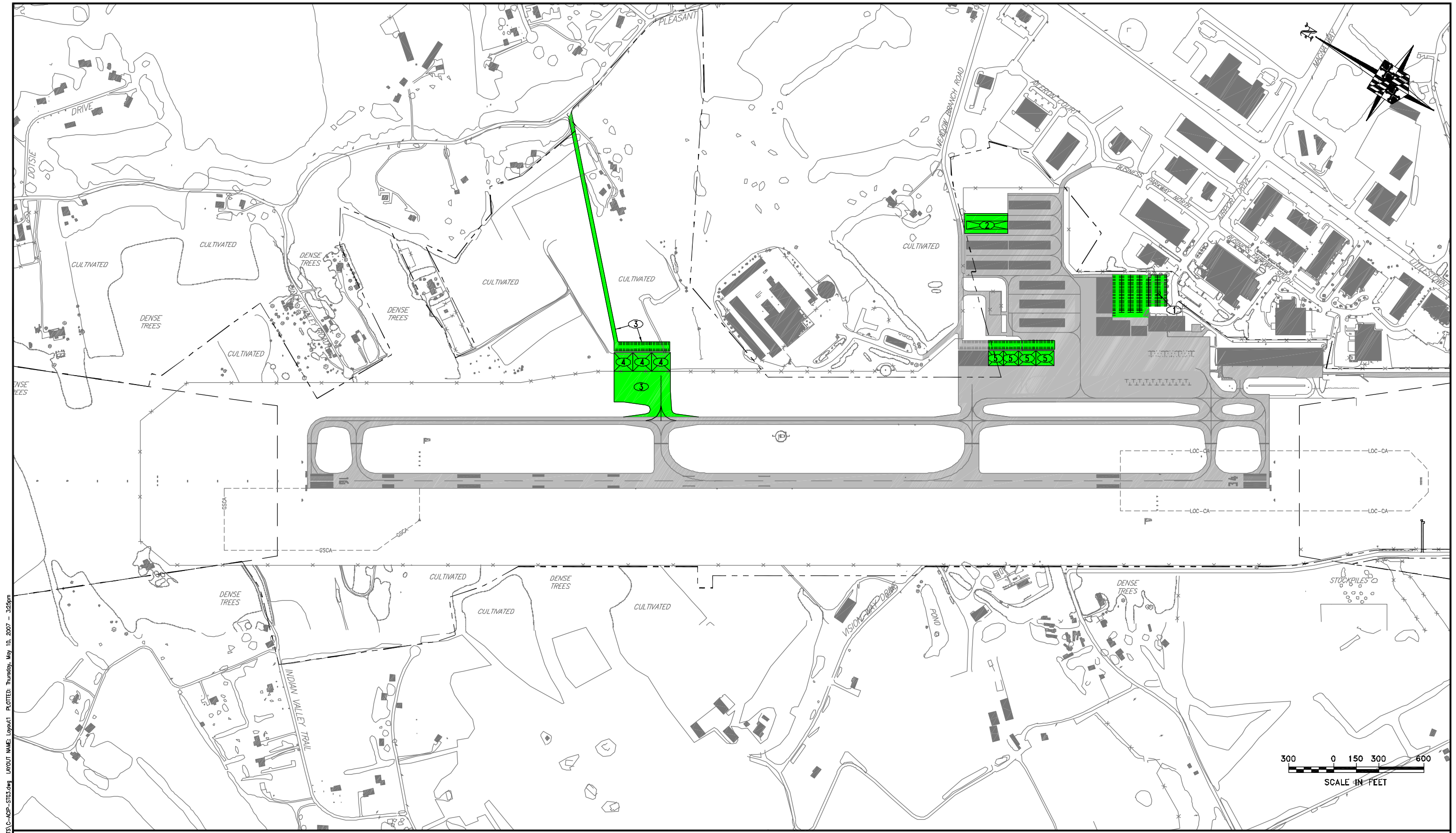
- ① 6,400' RUNWAY, PARALLEL TAXIWAY, AND ASSOCIATED ITEMS (PHASE III CONSTRUCTION)
- ② 6,400' RUNWAY, PARALLEL TAXIWAY, AND ASSOCIATED ITEMS (PHASE IV CONSTRUCTION)
- ③ 6,400' RUNWAY, PARALLEL TAXIWAY, AND ASSOCIATED ITEMS (PHASE V CONSTRUCTION)
- ④ INSTALL PERIMETER FENCING
- ⑤ CONSTRUCT TERMINAL BUILDING
- ⑥ CONSTRUCT 2 CONVENTIONAL HANGARS
- ⑦ CONSTRUCT FBO HANGAR
- ⑧ CONSTRUCT TIE-DOWN APRON (26 TOTAL)
- ⑨ CONSTRUCT TRANSIENT APRON EXPANSION

PLAN LEGEND

- INTERMEDIATE TERM PROJECTS
- PAVEMENT REMOVAL

**CAPITAL IMPROVEMENT
PROGRAM
INTERMEDIATE TERM
PROJECTS (2013-2017)**

**EXHIBIT
7.2-1**



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**MASTER PLAN UPDATE
FOR
CARROLL COUNTY
REGIONAL AIRPORT
JACK B. POAGE FIELD
CARROLL COUNTY, MARYLAND**

- PROPOSED FACILITIES LEGEND**
- ① TERMINAL AREA PARKING REHAB/EXPANSION
 - ② 12-UNIT T-HANGAR BUILDING
 - ③ NORTH AIRFIELD DEVELOPMENT - ACCESS AND APRON
 - ④ NORTH AIRFIELD CONVENTIONAL HANGAR CONSTRUCTION
 - ⑤ 4 CONVENTIONAL HANGARS

- PLAN LEGEND**
- LONG TERM PROJECTS

**CAPITAL IMPROVEMENT
PROGRAM
LONG TERM PROJECTS
(2018-2027)**

**EXHIBIT
7.3-1**