

Lawrence Municipal Airport City of Lawrence



Kansas Airport Improvement Program (Pilot Program)

**T-Hanger Proposal
July 16, 2010**

Kansas Airport Improvement Program Application Form

Date _____

Pilot Program ONLY

FY 2011.....☒ July 1, 2010-June 30, 2011 (Applications due July 16, 2010)Applicant/Sponsor: City of LawrenceAirport Identifier: LWCProject Category: ☐ Preservation ☐ Modernization ☒ Facilities & Equipment
☐ PlanningProject Description: Construction of 20 t-hangars including site work, grading,
taxiways, hangar pads, and t-hangarsTotal Project Costs \$ 1,300,000

We understand that if the project is approved, the Kansas Department of Transportation will participate in the cost of construction and construction engineering at a rate of 90 percent for sponsors with a population less than 3,000, 75 percent for sponsors with a population less than 10,000 or 50 percent for sponsors with a population of 10,000 or greater, not to exceed \$500,000 of state funds (\$1,000,000 for new primary runways; \$750,000 for full-depth reconstruction of existing primary runway), planning grants may be available at a rate of 95 percent for any community. The Sponsor will be responsible for letting the contract for bids and supervising construction. Construction engineering is eligible for KDOT funding.

Sponsor's Contact Person Charles F. Soules, P.E. Title Director of Public WorksAddress 6 E. 6th Street, Lawrence, KS 66044Phone (785) 832-3124 Fax (785) 832-3398 e-mail csoules@ci.lawrence.ks.us

Sponsor's Signature _____ Title _____

Additional information attached ~ Yes

Project History. Dating back to its dedication in October 1929, the Lawrence Municipal Airport (LWC) is one of the oldest, continuously operating airports in Kansas, and serves Northeast Kansas as a general aviation facility for the business and recreational user. LWC averages more than 120 daily flight operations of single-engine, twin-engine and business jets, including more than 1,000 helicopter operations annually.

With a 5,700 feet runway and CAT I instrument Landing System, LWC is an outstanding all-weather airport for the recreational or business flyer. Lawrence has experienced steady growth the past decade with increased usage at the Airport from business aircraft, including jet operations, and recreational pilots, including flight instruction.

The University of Kansas is also a major draw for airport traffic when hosting sporting events, or through its School of Aerospace Engineering work on the airfield. The school's "Flight Research Laboratory (FRL)" is a nationally recognized R&D facility for UAVs, airframe and propulsion systems research. LWC also draws visiting aircraft traffic from patrons of the Kansas Speedway, 20 minutes east of the airport, when it hosts NASCAR and other major motor racing events. Upon completion of City investment for water and sewer lines in 2010, the Airport will experience significant growth in operations, based-aircraft and aviation-related business development due to new companies locating at the Airport.

Project Background. The airport is located north of US Route 24/40 about one-half mile east of 3rd Street. It is a valuable asset to the City currently accommodating over 32,000 operations annually and generating over \$13 million dollars in local revenue for the economy. The airport is approximately 500 acres, has two runways, a terminal, 36 t-hangars, and several small on-site aviation services and hangars used by local businesses and individuals. The airport is located about a mile north of the City limit.

The airport provides a valuable service to the community. The T-hangars available at the airport have had a 100% occupancy rate since construction, and currently there is a waiting list of 38 individuals who want to base an aircraft at the Lawrence airport. Due to non-availability, staff regularly turns away two requests a month for individuals wanting a t-hanger. There is significant interest in having more units available.

Project Status. Attached is the City's current ALP identifying the area for the next t-hanger construction immediately south of the existing units. Construction costs are favorable given the current economy. The Aviation Advisory Board has been discussing/planning this project for over a year. It is anticipated that complete plans could be developed within 60 days. Project estimate:

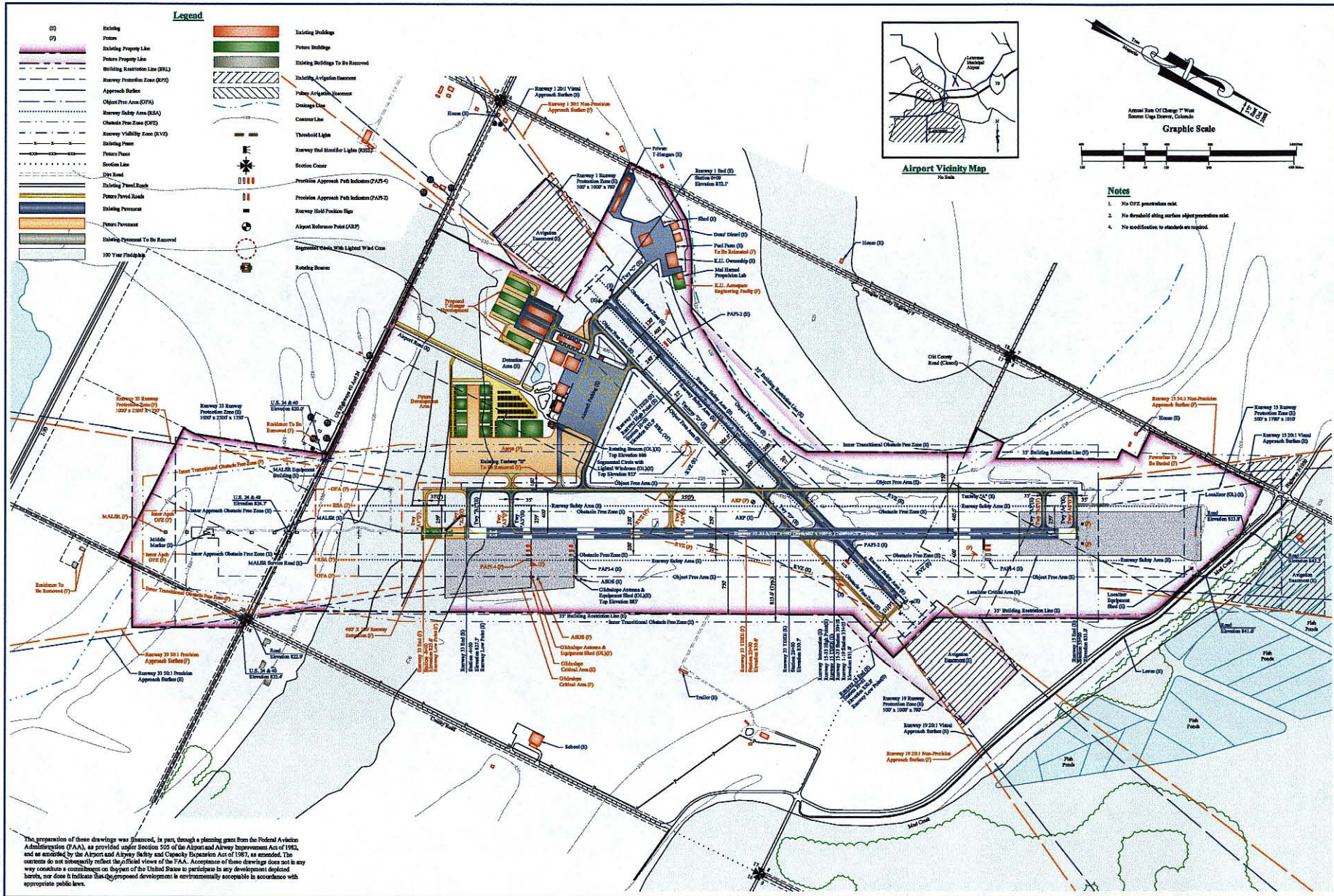
Engineering/Administration	\$ 100,000
Site Preparation, utilities and taxi lanes	\$ 450,000
T-hangars and construction/erection	\$ 750,000
Total	\$1,300,000

The City would complete the engineering leaving a remaining amount of \$1,200,000. The State funds requested would be per the KDOT guidelines of 50% not to exceed \$500,000. The breakdown of costs would therefore be:

City	\$ 800,000
State	\$ 500,000
Total	\$1,300,000

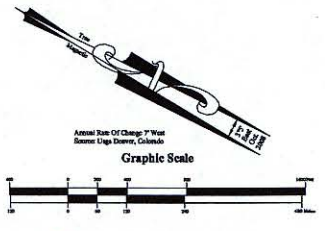
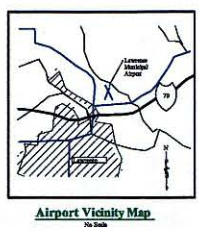
July 16, 2010	Application due
October 1, 2010	Plans complete
November 1, 2010	Bid letting
Mid November, 2010	Notice to Proceed
	Construction will be dependant upon weather. 60 working day construction schedule

Attachment: ALP



- Legend**
- (S) Existing
 - (P) Proposed
 - Existing Property Line
 - Proposed Property Line
 - Building Elevation Line (REL)
 - Runway Protection Zone (RPZ)
 - Approach Surface
 - Obstacle Free Area (OFA)
 - Runway Safety Area (RSA)
 - Obstacle Free Zone (OFZ)
 - Runway Visibility Zone (RVZ)
 - Existing Fence
 - Proposed Fence
 - Section Line
 - Ditch Road
 - Existing Paved Road
 - Proposed Paved Road
 - Existing Pavement
 - Proposed Pavement
 - Existing Paved Area To Be Removed
 - Proposed Paved Area To Be Removed
 - 170 Year Floodplain

- Existing Buildings
- Proposed Buildings
- Existing Buildings To Be Removed
- Existing Airfield Obstacle
- Proposed Airfield Obstacle
- Distance Line
- Center Line
- Threshold Line
- Runway End Identifier Lights (REIL)
- Section Center
- Proposed Approach Path Indicators (PAPI)
- Proposed Approach Path Indicators (PAPI)
- Runway Hold Position Sign
- Airport Reference Point (ARP)
- Segment Class With Lighted Wind Cone
- Rotating Beacon



- Notes**
- No OFZ provisions exist.
 - No threshold offset surface object prevention exist.
 - No modifications to standards are required.

The preparation of these drawings was financed, in part, through a planning grant from the Federal Aviation Administration (FAA), as provided under Section 505 of the Airport and Airway Improvement Act of 1982, and as authorized by the Airport and Airway Safety and Capacity Expansion Act of 1987, as amended. The contents do not necessarily reflect the official views of the FAA. Acceptance of these drawings does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Lawrence Municipal Airport
Lawrence, Kansas

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Project No.: LWC120204
Designed By: MGP
Drawn By: SPN
Approved By: JES
Date: October 2008

A.I.P. Project Number: 3-27-0807-10

Exhibit
I
of 11 Exhibits