

FY: XXXX**CAMERON PARK AIRPORT CAPITAL BUDGET-PROJECT REQUEST FORM**

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| Project Name: Add TAXI marking to both ends of Boeing per FAA requirements | |
| Rank priority: <input type="checkbox"/> Low <input type="checkbox"/> Medium <input checked="" type="checkbox"/> High | Date of Submittal: |
| Budget Estimate: \$6,000 (include source and breakdown of costs in an attachment) | |
| Included in CIP Capital Plan NO Needs to be funded from residential street maintenance funding | |
| PROJECT TYPE (please select one classification from below) | |
| Consulting: <input type="checkbox"/> | Repair/Maintain: <input type="checkbox"/> |
| New Construction: <input checked="" type="checkbox"/> | Code or Infrastructure Deficiency: <input checked="" type="checkbox"/> |
| Staffing: <input type="checkbox"/> | Administrative System Support: <input type="checkbox"/> |
| PROJECT JUSTIFICATION | |
| <p>Project Description: Describe the scope, location, equipment identification. Hire contractor to provide labor and material to mark TAXI on each end of Boeing per FAA requirements. Area to be cleaned and prepped, black background approximately 75.6 feet long by the street width applied then yellow lettering 67.4 feet high to be applied within black background.</p> | |
| <p>Project Justification and Consequences of not funding: Describe how this project furthers CPAD goals and the negative impact of not funding. Labeling Boeing appropriately to alert landing aircraft that it is not a runway has been an item on the annual CalTrans Aviation Division airport inspection for more than 6 years. Continuing to not comply increases the probability of additional action by CalTrans toward our operating permit.</p> | |
| <p>Project Schedule: Describe the required schedule. Discuss implications of schedule delays. Project should be completed as soon as the weather is suitable for the application of the street marking paint. Certainly well before the next CalTrans inspection which is likely next winter.</p> | |
| <p>Linkages: If this project triggers another project or is linked to others, describe below. No linkages</p> | |
| <p>Answer the following as they pertain to the project:</p> <ol style="list-style-type: none"> What other alternatives to this project have been considered and why were they discounted? Requests for volunteers to do the work have not been successful, a possible discount on paint was offered. Concern about quality of final lettering. Is this project expected to decrease/increase operating or maintenance costs? How and by how much? An increase in resurfacing or repaving costs to replace these marking, probably \$6,000 | |

| PROJECT SUBMITTED By: | |
|-----------------------|---------------------|
| Name: Burl Skaggs | Date: April 5, 2021 |

Notes:

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“c. Taxiway Identification

If the first two mitigation efforts do not work, then the pilot needs to clearly understand that the pavement is a taxiway prior to landing. There are two recommended alternatives for providing positive taxiway identification to the pilot: (1) apply a “TAXI” marking on the taxiway, or (2) install a lighted “X” off the approach end of the taxiway.

As described above, a TAXI marking could be an effective aid to avoid lining up on the taxiway during a circling approach. It would also allow the pilot to clearly identify the pavement as a taxiway before completing a landing touchdown. The general dimensions and location of the TAXI marking are shown on the attached drawings. The markings should extend across the entire pavement including any paved shoulder as shown on the drawings. The color of the marking is yellow with a one foot wide black border along the sides of each letter and a four (4) foot border on the tops and bottoms.”

See attached TAXI Dimension sketch