



Division of Finance & Management

Office of Air, Rail & Transit

700 East Broadway Avenue

Pierre, SD 57501

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dot.sd.gov

TO: South Dakota Aeronautics Commission

FROM: Jack Dokken, Office of Aeronautics

DATE: August 19, 2021

SUBJECT: Financial Assistance Agreements

Aberdeen 3-46-0001-044-2021

Purchase SRE blower and deicing truck.

Federal Share	\$ 970,000.00
State Share	\$ 0
Local Share	\$ 0
Total	\$ 970,000.00

Miller 3-46-0035-012-2021

Design and construct hangar taxilane rehabilitation and expansion.

Federal Share	\$ 765,000.00
State Share	\$ 0
Local Share	\$ 0
Total	\$ 765,000.00

Watertown 3-46-0058-038-2021

Construct new terminal building phase 2 including SRE building and site work.

Federal Share	\$ 10,235,795.00
State Share	\$ 0
Local Share	\$ 1,187,921.00
Total	\$ 11,879,207.00

Wall 3-46-0069-010-2021

Design reconstruction and lengthening of 12/30 including taxiway connector and MIRL.

Federal Share	\$ 270,000.00
State Share	\$ 0
Local Share	\$ 0
Total	\$ 270,000.00

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: AIP #3-46-0001-044-2021
AIRPORT: Aberdeen Regional Airport
1. Objective: Purchase Snow Removal Equipment (SRE) including a Blower and Deicing Truck
2. Benefits Anticipated: The existing snow blower is a 1997 Oshkosh blower and the airport is seeking a newer more dependable blower to keep high trafficked areas clear. The existing deicing truck is a 2001 Case Tyler and is in need of replacement.
3. Approach: (See approved Scope of Work in Final Application) Purchase of the SRE will follow Federal procurement guidelines for each of the items.
4. Geographic Location: Aberdeen Regional Airport Aberdeen, Brown County, South Dakota
5. If Applicable, Provide Additional Information:
6. Sponsor's Representative: (include address & telephone number) Joe Gaa, City Manager 605-626-7025 123 S Lincoln St. Aberdeen, SD 57401-4125

Project Narrative (Justification)

Miller Municipal Airport (MKA) Miller, SD

Design and Construction of Hangar Taxilane Rehabilitation and Hangar Taxilane Expansion

This work includes grading, disposal of excess material, subbase course, aggregate base course, asphalt paving, pavement marking, topsoiling, seeding and other items of related construction. All runways will be closed for reconstruction/rehabilitation of all portions of pavement. The site will be accessed from SD Hwy 45 onto the gravel access road to the gate within the wildlife fence. The staging area will be located just inside the gated entrance. The haul route will extend from the staging area to the south end of the hangar taxilanes and continue on the gravel access road north to the hangar taxilane expansion as shown in project sketch.

Hangar Taxilane Reconstruction

The table below shows the latest results from the Pavement Condition Index surveys, indicating a 24 for the hangar taxilane. At 25 years of age, the pavement has exceeded the end of its useful life. It is proposed that the hangar taxilanes for reconstruction and expansion will be reconstructed to an adequate depth (up to 65% of frost depth) and include underdrain along both edges of the pavement to reduce the susceptibility to frost heaves and extend the life of the pavement.

Branch ID	Pavement		2012		2015		2018	
	Age	Material	PCI	Condition	PCI	Condition	PCI	Condition
Hangar Taxilane	1995	Asphalt	61	Fair	49	Poor	24	Serious

Hangar Taxilane Expansion

The largest hangar at MKA is owned by a private agricultural spray operator. He plans to construct a drive through hangar next to his existing hangar. In order to provide year round access to his new hangar, an expansion of the existing taxilane is necessary. The hangar taxilane expansion will be constructed to B-II standards at 35 feet wide.

The hangar taxilane expansion also adds pavement to a future second connector taxiway to allow smoother flow of traffic. Both Wilbur Ellis and Agtegra also fly spray planes out of MKA and the single access point to the runway creates a bottleneck.

A wetland delineation was completed in the summer of 2019, which indicated 0.7 acres of wetland within the construction limits. The delineated wetlands are man-made ditches as a result of previous construction projects.

STAGING AREA	LATITUDE	LONGITUDE	ELEVATION
NORTH STAGING AREA	N44° 31' 10.87"	W98° 57' 28.37"	1570.3'
WEST STAGING AREA	N44° 31' 11.19"	W98° 57' 30.60"	1571.4'
EAST STAGING AREA	N44° 31' 09.36"	W98° 57' 27.77"	1570.9'
SW STAGING AREA	N44° 31' 08.15"	W98° 57' 31.37"	1572.6'
SE STAGING AREA	N44° 31' 06.97"	W98° 57' 29.96"	1573.2'

Staging Area



WORK AREA BOUNDARY	LATITUDE	LONGITUDE	ELEVATION
N44° 31' 17.62"	W98° 57' 35.32"	1568.21'	
N44° 31' 21.58"	W98° 57' 35.47"	1568.41'	
N44° 31' 23.90"	W98° 57' 28.81"	1568.53'	
N44° 31' 10.05"	W98° 57' 26.61"	1570.09'	
N44° 31' 07.39"	W98° 57' 28.28"	1573.06'	
N44° 31' 05.75"	W98° 57' 31.65"	1575.02'	
N44° 31' 05.73"	W98° 57' 32.27"	1574.85'	
N44° 31' 14.67"	W98° 57' 31.57"	1573.17'	

Project Area



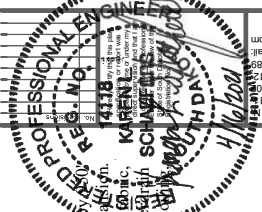
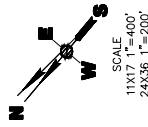
HAUL ROUTE	LATITUDE	LONGITUDE	ELEVATION
N44° 31' 05.76"	W98° 57' 32.07"	1574.7'	
N44° 31' 14.81"	W98° 57' 41.11"	1572.4'	
N44° 31' 18.03"	W98° 57' 29.78"	1573.1'	
N44° 31' 05.96"	W98° 57' 31.94"	1574.2'	
N44° 31' 07.51"	W98° 57' 30.67"	1572.9'	
N44° 31' 11.20"	W98° 57' 22.43"	1570.7'	

Haul Route



Description of Work

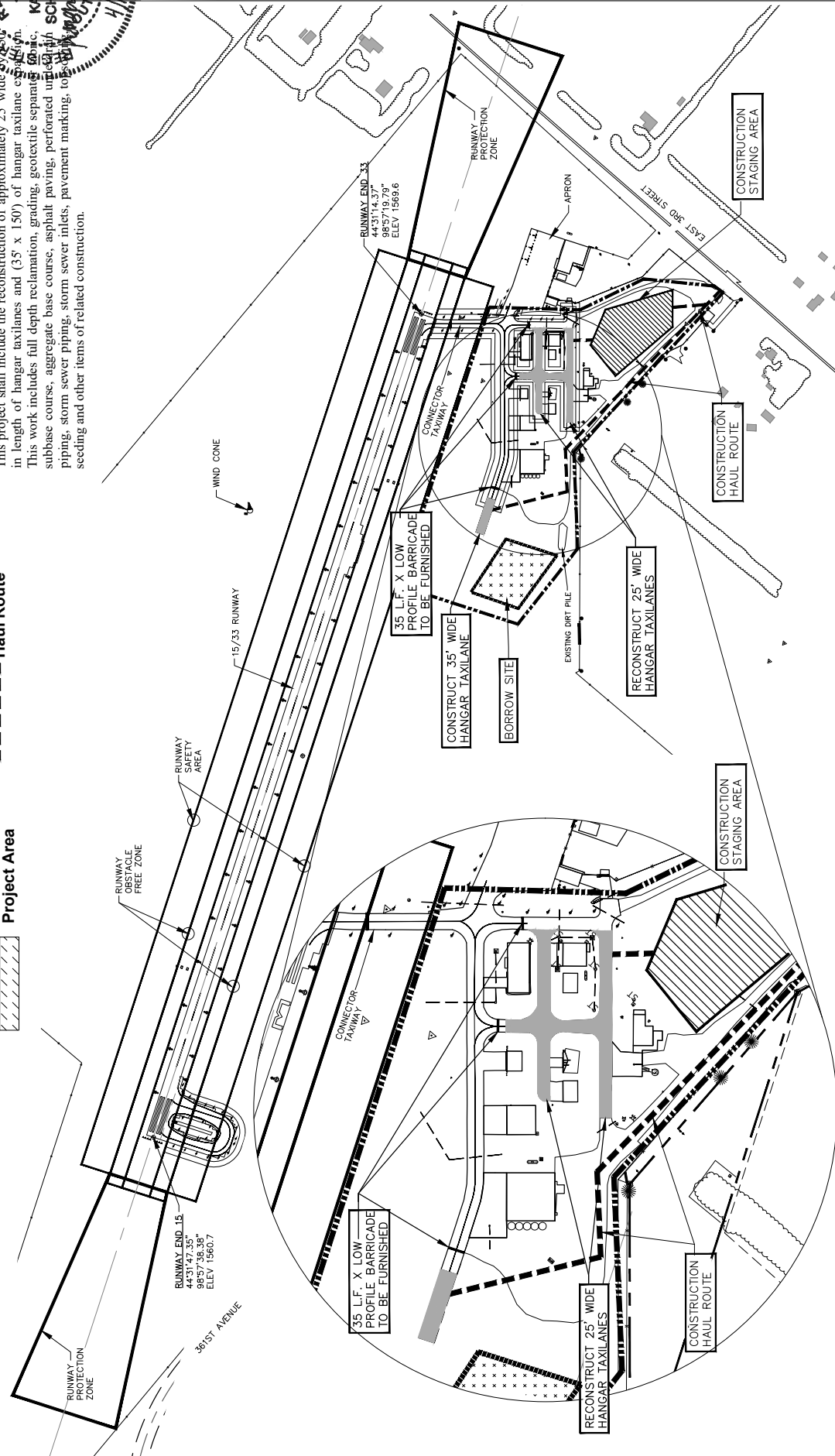
This project shall include the reconstruction of approximately 25' wide hangar taxiways and (35' x 150') of hangar taxilane extension in length of hangar taxiways and (35' x 150') of hangar taxilane extension. This work includes full depth reclamation, grading, geotextile separating subbase course, aggregate base course, asphalt paving, perforated underground piping, storm sewer piping, storm sewer inlets, pavement marking, top seeding and other items of related construction.



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CONSTRUCTION PHASING SAFETY PLAN
 MILLER MUNICIPAL AIRPORT
 HANGAR TAXILANE IMPROVEMENTS
 MILLER, SOUTH DAKOTA

Drawn By: TMO
 Check By: NLS
 Proj. No.: A-4004
 Draw No.: 8004.01
 V.P. No.: SAF PLAN
 Date: 4/10/21



Project Narrative (Justification)

Watertown Regional Airport **Watertown, SD**

Phase II of New Terminal Project: Civil Bidding & Construction Administration/Engineering, Civil Land Side Construction, Civil Air Side Construction, Passenger Boarding Bridge (PBB), Building Relocation/Demolition Costs, Tech Ops Reimbursable Agreement, and SRE Building Design and Construction

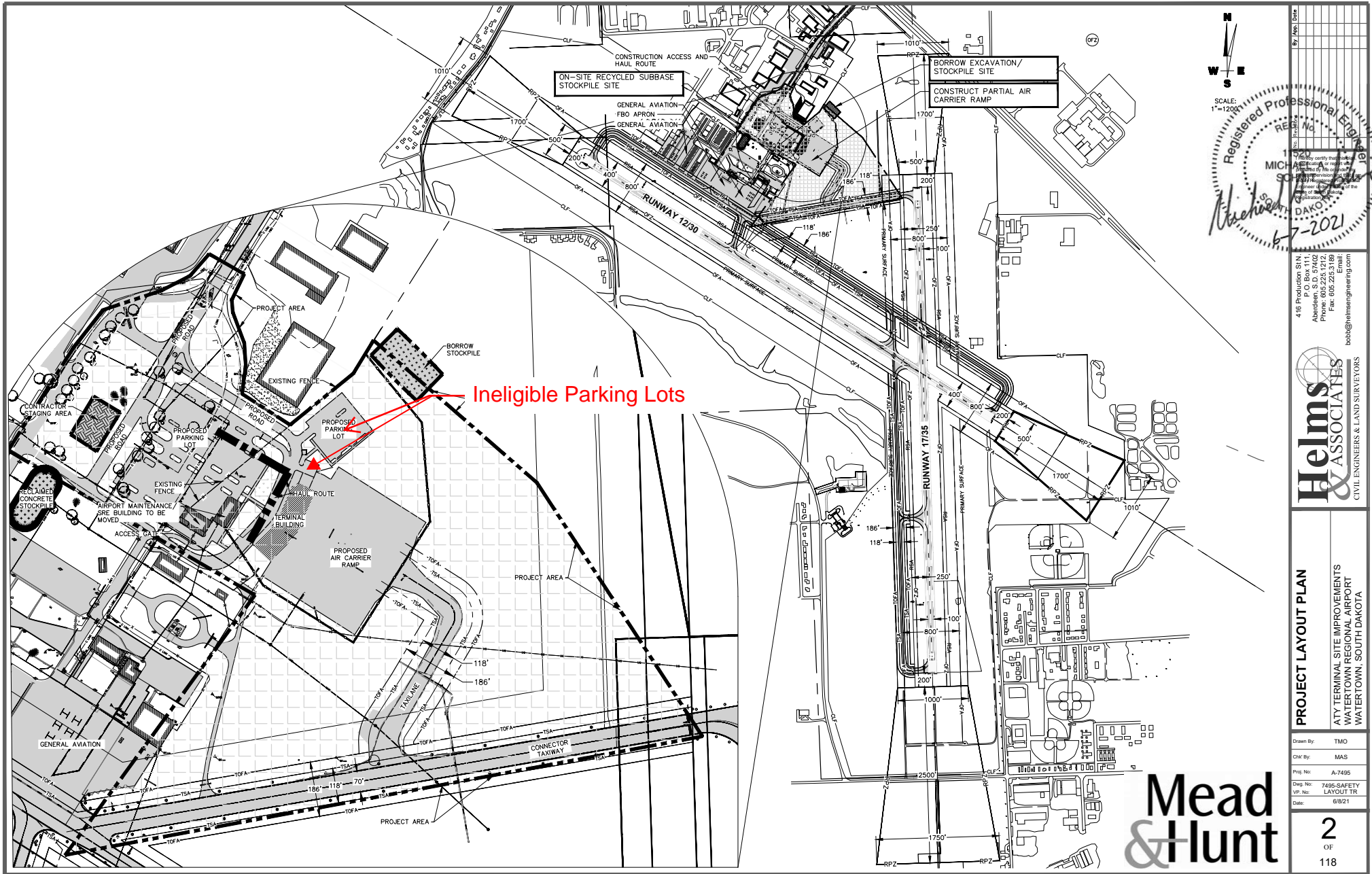
The current terminal facility is located between the General Aviation (GA) users on the airfield and does not conform to guidelines requiring ample separation of GA and commercial service. The existing building elevation is below the apron, allowing water to drain directly over the hold room gate door threshold and prevents a passenger boarding bridge from being constructed without a significant fixed walkway connected to the building. The location of the Ticketing, Checkpoint Queue, and Baggage Claim all converge creating a small area where enplaning and deplaning passengers congregate. Due to the increased number of enplanements in recent years, the current terminal building is not meeting the current demands for passengers and needs to be replaced. The current location limits potential growth and is sandwiched between the GA users on the airfield, creating security concerns for the airport. Therefore a new terminal is proposed in a new location, which requires a new terminal apron, associated taxiways, parking lots, and access road improvements. See the Concept Budget Report (CBR) dated July, 2019 for further justification.

Phase II of the New Terminal Project shall consist of all accompanying civil land and air side construction. Civil land side construction shall include access roads, passenger short term/long term parking lots, rental car/employee parking, airport staff parking lot, chain link fence, and electric drive gate. Civil air side construction shall include construction of the terminal air carrier ramp and passenger boarding bridge.

The location of the new terminal building required the relocation of the existing SRE Buildings. One of the buildings is not in well enough condition to be moved. The other building will be relocated to an undetermined site, but is not sufficient for the current needs airport staff to perform maintenance on the equipment. A new heated building capable of housing all equipment and providing shop space for maintenance staff to work in is desired.

The SRE Building was developed based on AIP procedures. An additional bay for future equipment was included as an alternate bid and is not AIP eligible. Additional items that are 100% covered by the sponsor include the Reimbursable Agreements and the relocation of current SRE building. The SRE building is considered 97.27% eligible, therefore, the remaining 2.73% will be covered by the sponsor.

The project is anticipated be a multi-year project. The 2021 project will include federal funding for the AIP eligible portion. It is unclear whether the multi-year portions of the project will be 100% covered or revert to the standard 90% as with most years.



By: [Signature]
 Date: 6-7-2021
 Registered Professional Engineer
 REEL No. 1920
 MICHAEL SOBEL
 State of South Dakota
 License No. 1212
 6-7-2021

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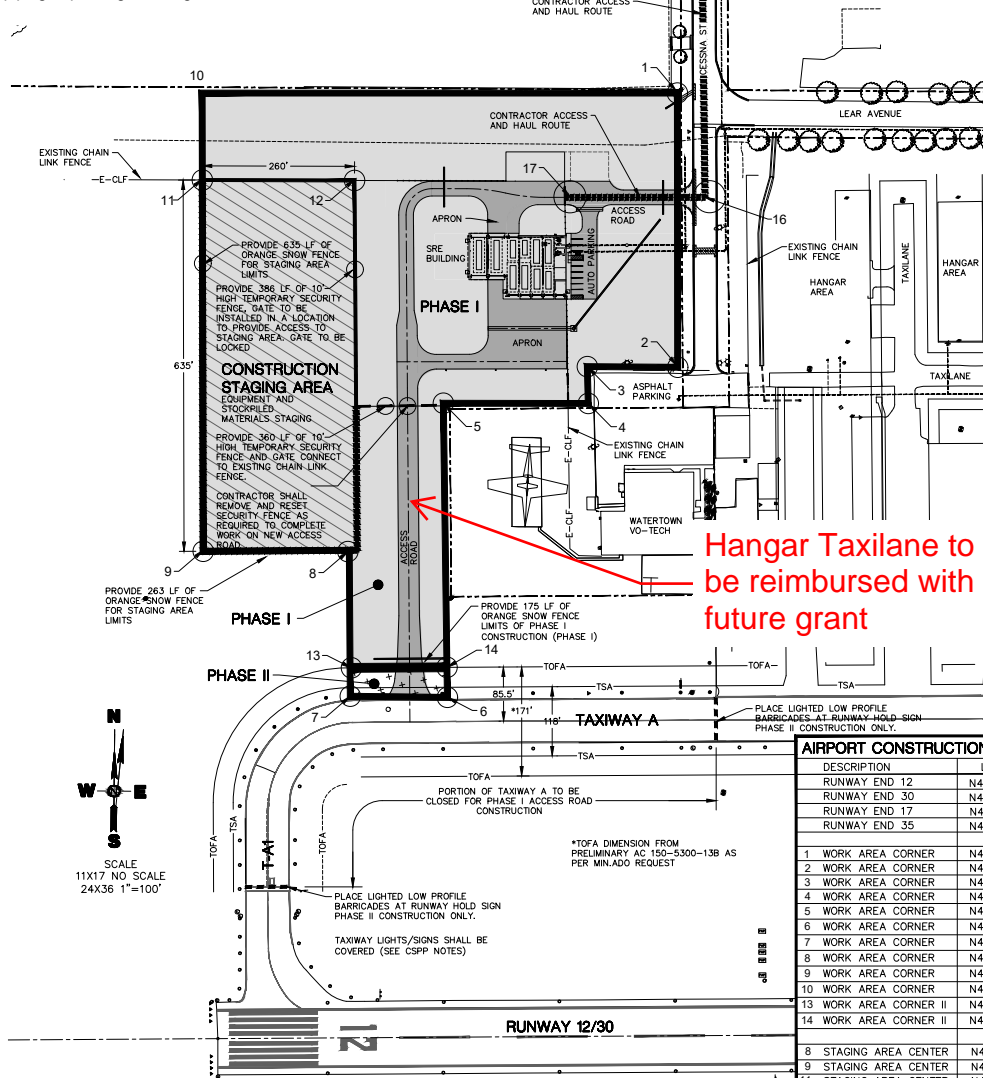
PROJECT LAYOUT PLAN
 ATY TERMINAL SITE IMPROVEMENTS
 WATERTOWN REGIONAL AIRPORT
 WATERTOWN, SOUTH DAKOTA

Drawn By: TMO
 Crk By: MAS
 Proj No: A-7495
 Dwg No: 7495-SAFETY LAYOUT TR
 VP No: 6/9/21
 Date: 6/9/21

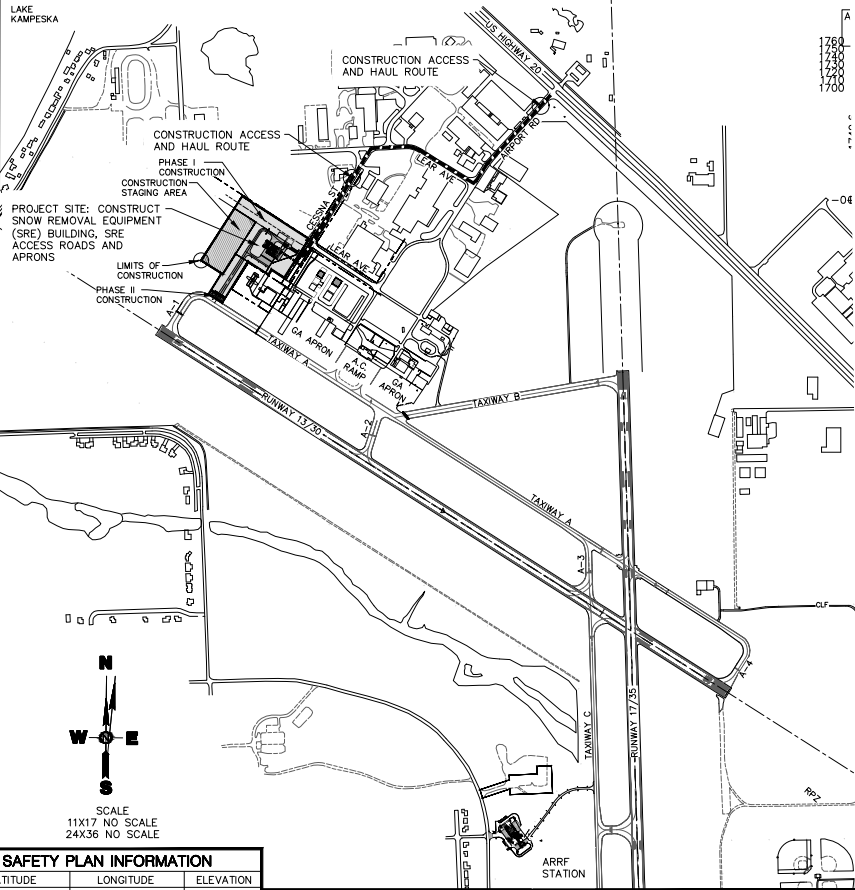
Mead & Hunt

DESCRIPTION OF WORK

This project shall include the construction of a Snow Removal Equipment (SRE) Building and associated site work. This work includes building construction, grading, subbase course, aggregate base course, asphalt base/surface course, concrete valley gutter, concrete curb and gutter, fencing, underdrain piping, storm sewer piping, sewer and water piping, topsoiling, seeding and other items of related construction.



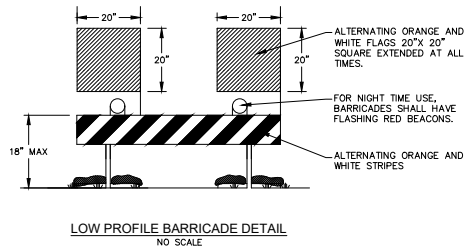
Hangar Taxilane to be reimbursed with future grant



SCALE
11x17 NO SCALE
24x36 NO SCALE

AIRPORT CONSTRUCTION SAFETY PLAN INFORMATION

DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION
RUNWAY END 12	N44°55'19.94"	W97°10'09.49"	1748.40'
RUNWAY END 30	N44°54'41.32"	W97°08'50.54"	1732.74'
RUNWAY END 17	N44°55'14.01"	W97°09'03.81"	1740.77'
RUNWAY END 35	N44°54'05.95"	W97°09'04.22"	1742.96'
1 WORK AREA CORNER	N44°55'28.56"	W97°09'47.75"	1736.10'
2 WORK AREA CORNER	N44°55'24.77"	W97°09'51.46"	1747.50'
3 WORK AREA CORNER	N44°55'25.65"	W97°09'53.21"	1747.90'
4 WORK AREA CORNER	N44°55'25.14"	W97°09'53.69"	1748.10'
5 WORK AREA CORNER	N44°55'26.53"	W97°09'56.50"	1748.00'
6 WORK AREA CORNER	N44°55'22.43"	W97°10'00.41"	1749.50'
7 WORK AREA CORNER	N44°55'23.38"	W97°10'02.28"	1749.20'
8 WORK AREA CORNER	N44°55'25.37"	W97°10'00.23"	1748.60'
9 WORK AREA CORNER	N44°55'26.80"	W97°10'03.17"	1749.30'
10 WORK AREA CORNER	N44°55'33.03"	W97°09'56.74"	1738.00'
13 WORK AREA CORNER II	N44°55'33.76"	W97°10'01.87"	1746.30'
14 WORK AREA CORNER II	N44°55'22.85"	W97°10'00.01"	1746.30'
8 STAGING AREA CENTER	N44°55'25.37"	W97°10'00.23"	1748.60'
9 STAGING AREA CENTER	N44°55'26.80"	W97°10'03.17"	1749.30'
11 STAGING AREA CENTER	N44°55'31.93"	W97°09'58.16"	1739.60'
12 STAGING AREA CENTER	N44°55'30.46"	W97°09'55.21"	1742.30'
15 HAUL ROUTE	N44°55'29.31"	W97°09'46.29"	1733.50'
16 HAUL ROUTE	N44°55'26.48"	W97°09'48.62"	1740.80'
17 HAUL ROUTE	N44°55'28.16"	W97°09'51.24"	1740.00'



SCALE
11x17 NO SCALE
24x36 1"=100'

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Water town Regional Airport
ATY Design/Construct SRE
2416 Boeing Ave, Watertown, SD 57201



AP NO: 3-46-0058-038-2021
MAY NO: HELMS-A-8132
DATE: Project Issue Date
DESIGNED BY: X
DRAWN BY: HAPP
CHECKED BY: X
SCALE: AS SHOWN

CONSTRUCTION PHASING SAFETY PLAN

SHEET NO:

C-102

PART IV – PROGRAM NARRATIVE*(Suggested Format)***PROJECT:** Reconstruct and Lengthen Runway 12-30 - Design Engineering and Bidding Services**AIRPORT:** Wall Municipal Airport**1. Objective:**

The project is needed due to the existing airfield configuration limiting the operating capacity of the critical design aircraft (Air Tractor 802A) due to the length of the existing primary runway (3,499' x 60') and the Runway 30 Runway Protection Zone (RPS) has incompatible uses.

The objective of the project is to provide a runway (4,418' x 75') that can accommodate general aviation aircraft up to a Runway Design Code (RDC) B-II and to provide a Runway Protection Zone that meets the Federal Aviation Administration design and safety standards.

2. Benefits Anticipated:

The ultimate reconstruction, lengthening and widening of Runway 12-30 will allow the airport to come into compliance with the applicable FAA standards for the aircraft utilizing the airport and correct the RPZ issues which will greatly enhancing the safety of its users. Additionally, GPS guided approaches will be developed for Runway 12 and Runway 30

3. Approach: (See approved Scope of Work in Final Application)

This will be a standard design - bid - build project. Design activities will be completed within this grant to facilitate a bid letting in the summer of 2022 and ultimate reconstruction of the runway in 2023.

4. Geographic Location:

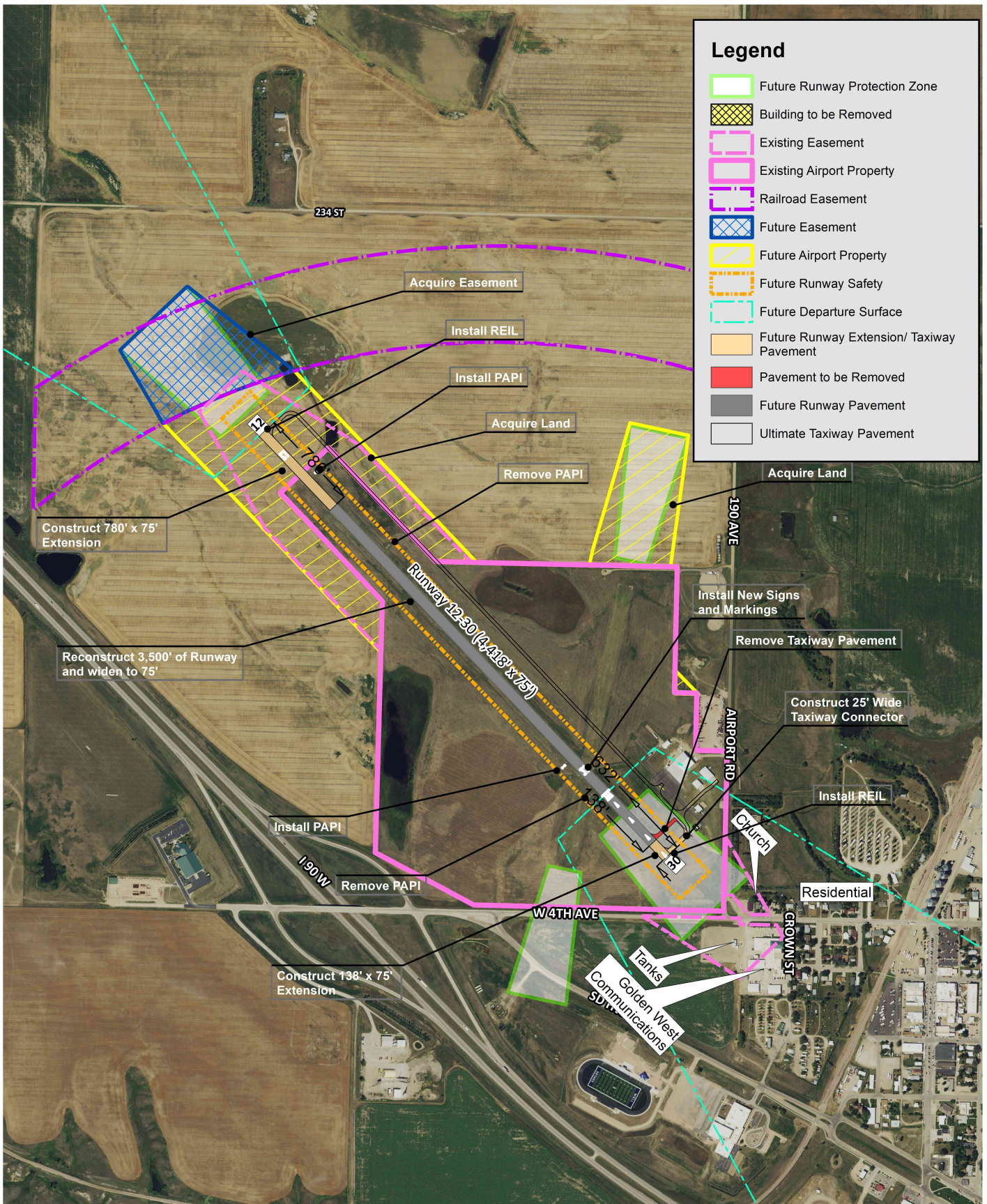
Wall Municipal Airport
City of Wall
County of Pennington
State of South Dakota

5. If Applicable, Provide Additional Information:

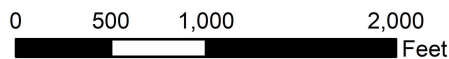
This is not a Letter of Intent project.

6. Sponsor's Representative: (include address & telephone number)

Ms.Carolynn Anderson - City of Wall Finance Officer
501 Main Street - P.O. Box 314
Wall, SD 57790 Telephone: 605.279.2663



*Intended for Planning Purposes Only



**Wall Municipal Airport
Wall, South Dakota
Alternative C**