



## Division of Finance &amp; Management

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**TO:** South Dakota Aeronautics Commission

**FROM:** Jack Dokken, Office of Aeronautics

**DATE:** August 21, 2025

**SUBJECT:** Airport Improvement Program (AIP)/Infrastructure Investment and Jobs Act (IIJA) Grant Applications

Airport sponsors are requesting funding from the State Aeronautics Fund for the following AIP/IIJA projects below.

**Aberdeen 3-46-0001-053-2025**

**AIP:** Reconstruct 5200' terminal access road.

Federal Share	\$ 1,258,750.00
State Share	\$ 33,125.00
Local Share	\$ 33,125.00
Total	\$ 1,325,000.00

**Aberdeen 3-46-0001-054-2025**

**IIJA:** Reconstruct 164,200 sq ft. terminal parking lot.

Federal Share	\$ 1,491,500.00
State Share	\$ 39,250.00
Local Share	\$ 39,250.00
Total	\$ 1,570,000.00

**Aberdeen 3-46-0001-055-2025**

**IIJA/ATP:** Terminal expansion and remodel.

Federal Share	\$ 800,000.00
State ATP	\$ 891,584.00
Local Share	\$ 10,900.00
Total	\$ 1,702,484.00

**Aberdeen 3-46-0001-056-2025**

**IIJA/ATP:** Terminal expansion and remodel).

Federal Share	\$ 64,600.00
State Share	\$ 0
Local Share	\$ 3,400.00
Total	\$ 68,000.00

**Clark County 3-46-0011-018-2025****IIJA:** Construct new 100LL fuel farm.

Federal Share	\$ 137,000.00
State Share	\$ 0
Local Share	\$ 7,211.00
Total	\$ 144,211.00

**Gettysburg 3-46-0017-017-2025****IIJA:** Rehab SRE building.

Federal Share	\$ 44,000.00
State Share	\$ 1,158.00
Local Share	\$ 1,158.00
Total	\$ 46,316.00

**Lincoln County 3-46-0078-024-2025****AIP:** Design reconstruction of taxilane.

Federal Share	\$ 150,000.00
State Share	\$ 3,947.00
Local Share	\$ 3,947.00
Total	\$ 157,895.00

**Madison 3-46-0029-027-2025****IIJA:** Reconstruct apron and taxilane.

Federal Share	\$ 116,850.00
State Share	\$ 3,075.00
Local Share	\$ 3,075.00
Total	\$ 123,000.00

**Madison 3-46-0029-028-2025****AIP:** Reconstruct apron and taxilane.

Federal Share	\$ 426,550.00
State Share	\$ 11,225.00
Local Share	\$ 11,225.00
Total	\$ 449,000.00

**Milbank 3-46-0034-022-2025****AIP:** Reconstruct runway 13 turnaround.

Federal Share	\$ 593,750.00
State Share	\$ 15,625.00
Local Share	\$ 15,625.00
Total	\$ 625,000.00

**Milbank 3-46-0034-023-2025****IIJA:** Reconstruct runway 13 turnaround; wetland credits, asphalt testing.

Federal Share	\$ 323,000.00
State Share	\$ 8,500.00
Local Share	\$ 8,500.00
Total	\$ 340,000.00

**Sioux Falls 3-46-0050-068-2025****AIP:** Phase 3 Expand terminal Building.

Federal Share	\$ 8,000,000.00
Other Share	\$ 8,852,980.00
Local Share	\$ 3,852,917.00
Total	\$ 20,705,897.00

**Sisseton 3-46-0051-022-2025****AIP:** Phase 2 Reconstruct taxilane.

Federal Share	\$ 594,700.00
State Share	\$ 15,650.00
Local Share	\$ 15,650.00
Total	\$ 626,000.00

**Sisseton 3-46-0051-023-2025****IIJA:** Hangar taxilane reconstruction.

Federal Share	\$ 323,000.00
State Share	\$ 8,500.00
Local Share	\$ 8,500.00
Total	\$ 340,000.00

**Watertown 3-46-0058-047-2025****AIP:** Construct taxiway improvements.

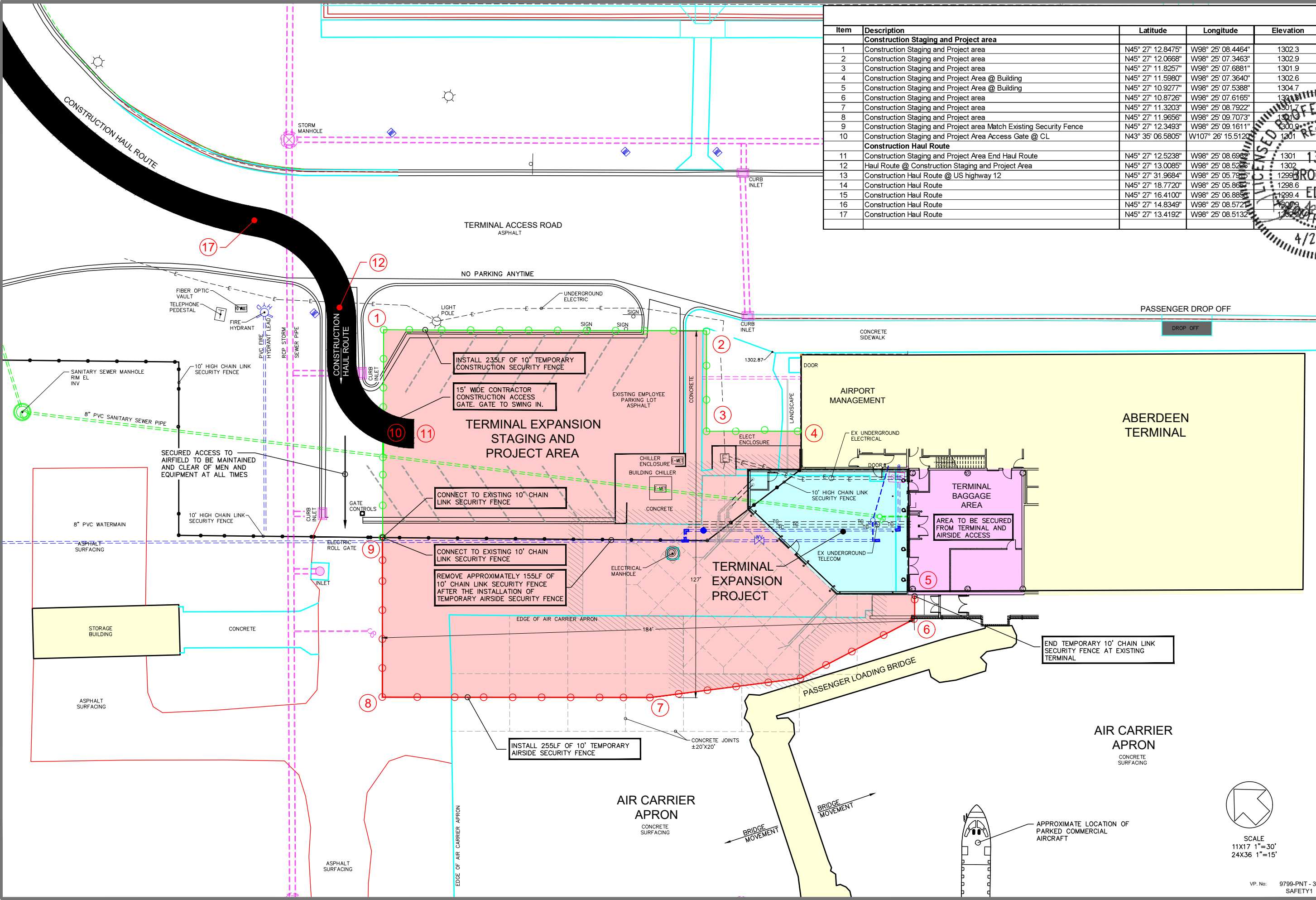
Federal Share	\$ 4,560,000.00
State Share	\$ 120,000.00
Local Share	\$ 120,000.00
Total	\$ 4,800,000.00

## **Project Narrative (Justification)**

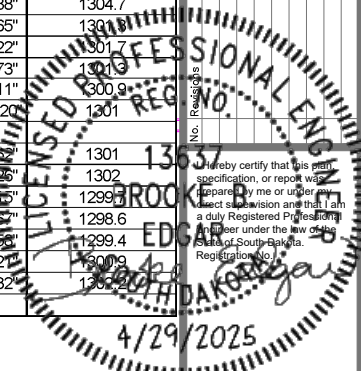
### **Terminal Remodel**

The Sponsor (City of Aberdeen) is proposing to implement a terminal expansion/remodeling project to accommodate the new CT-80 Baggage Screening Machine being used by TSA during baggage checks for commercial flights. The CT-80 was recently installed at ABR; however, the terminal design and construction predates 9/11 and therefore does not have adequate room for housing the baggage screening equipment. The CT-80 is currently in the main lobby (adjacent to the ticketing counter) of the terminal and is not secure. Passengers currently have their baggage tagged by airline personnel at the ticketing counter and then have to move their baggage to the CT-80 where a TSA representative operates the machine.

The proposed project is to expand/remodel the baggage makeup area of the terminal (behind the ticketing counter) to house the CT-80 as well as prepare for a future expansion of the passenger hold room and relocation of the private screening room. The terminal was last remodeled in 2012 to expand the passenger hold room to accommodate the existing passenger loads at ABR. To date, if the Airport experiences canceled flights or delays, they do not have the capacity to hold passengers for multiple flights in the current passenger hold room. The hold room expansion will be completed in a future project.



Item	Description	Latitude	Longitude	Elevation
<b>Construction Staging and Project area</b>				
1	Construction Staging and Project area	N45° 27' 12.8475"	W98° 25' 08.4464"	1302.3
2	Construction Staging and Project area	N45° 27' 12.0668"	W98° 25' 07.3463"	1302.9
3	Construction Staging and Project area	N45° 27' 11.8257"	W98° 25' 07.6881"	1301.9
4	Construction Staging and Project Area @ Building	N45° 27' 11.5980"	W98° 25' 07.3640"	1302.6
5	Construction Staging and Project Area @ Building	N45° 27' 10.9277"	W98° 25' 07.5388"	1304.7
6	Construction Staging and Project area	N45° 27' 10.8726"	W98° 25' 07.6165"	1301.9
7	Construction Staging and Project area	N45° 27' 11.3203"	W98° 25' 08.7922"	1301.1
8	Construction Staging and Project area	N45° 27' 11.9656"	W98° 25' 09.7073"	1301.9
9	Construction Staging and Project area Match Existing Security Fence	N45° 27' 12.3493"	W98° 25' 09.1611"	1300.9
10	Construction Staging and Project Area Access Gate @ CL	N43° 35' 06.5805"	W107° 26' 15.5120"	1301
<b>Construction Haul Route</b>				
11	Construction Staging and Project Area End Haul Route	N45° 27' 12.5238"	W98° 25' 08.6909"	1301
12	Haul Route @ Construction Staging and Project Area	N45° 27' 13.0085"	W98° 25' 08.5226"	1302
13	Construction Haul Route @ US highway 12	N45° 27' 31.9684"	W98° 25' 05.7915"	1299.9
14	Construction Haul Route	N45° 27' 18.7720"	W98° 25' 05.8687"	1298.6
15	Construction Haul Route	N45° 27' 16.4100"	W98° 25' 06.8856"	1299.4
16	Construction Haul Route	N45° 27' 14.8349"	W98° 25' 08.5727"	1300.9
17	Construction Haul Route	N45° 27' 13.4192"	W98° 25' 08.5132"	1300.9

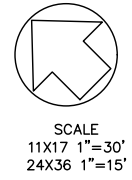


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**CONSTRUCTION PHASING  
SAFETY PLAN**  
TERMINAL BUILDING REMODEL AND EXPANSION  
ABERDEEN REGIONAL AIRPORT  
ABERDEEN SOUTH DAKOTA

Drawn By: CDH  
Chk' By: BBE  
Proj. No: A-9799  
Dwg. No: 9799-PNT  
Date: 4/29/25



VP. No: 9799-PNT - 3-  
SAFETY1

**PART IV – PROGRAM NARRATIVE**  
(Suggested Format)

<b>PROJECT:</b>
<b>AIRPORT:</b>
<b>1. Objective:</b>
<b>2. Benefits Anticipated:</b>
<b>3. Approach:</b> (See approved Scope of Work in Final Application)
<b>4. Geographic Location:</b>
<b>5. If Applicable, Provide Additional Information:</b>
<b>6. Sponsor's Representative:</b> (include address & telephone number)

## **Project Narrative (Justification)**

### **AIP – Design Revenue Producing Hangar with Wetland Delineation and Cultural Survey**

The Gettysburg Municipal Airport is in need of additional hangar space for the storing of aircraft. According to airport officials, there has been great interest from both local and transient users for additional storage space available for temporary and/or long-term situations. There are numerous private hangars on the airport, however these hangars are all filled. To help resolve this problem, the City of Gettysburg would like to utilize a portion of their Airport Improvement Program (AIP) entitlement funds to complete the design of a new, city owned, revenue producing T-Hangar building. The T-Hangar building would consist of a pre-fabricated steel structure, with 4 or 6 separate units. Each unit would provide storage for one aircraft and be completely separate from the other units. By constructing a new T-Hangar building, the airport will be able to provide users space to store their aircraft indoors and out of the elements. The airport would then rent out each unit to different users, allowing them have an additional revenue source for the airport.

The hangar design will also include completing two different environmental surveys. These surveys are required to be completed over the project area before any potential construction project can receive environmental approval from the FAA. The surveys will include a wetland delineation and Level III Cultural Resource Survey. The wetland delineation survey will be completed over the intended project area to determine if any wetlands or other “jurisdictional waters of the U.S.” exist. If the delineation survey finds evidence of these in the project area, proper mitigation measures will need to be followed. The cultural survey will be completed over the entire airport property. This survey will determine if any areas of cultural significance are present and if cultural monitoring will be required during earth disturbing activities. Both of these surveys can be completed concurrently and their finding will be incorporated into the environmental documentation for the proposed hangar project.

## **Project Narrative (Justification)**

### **Reconstruct Taxilane (420'x25'); Construct Taxilane (1,800'x25') – Phase 1: Design**

The Marv Skie-Lincoln County Airport (Y14) has experienced substantial growth in recent years, and is now classified as a large GA airport in the state of South Dakota. The current FBO had acted as the FBO and airport manager for years. However, the Sponsor has moved forward with hiring an airport manager that is an employee of Lincoln County.

The airport and its users have identified a need for additional hangar space. The County understands the need and has established a priority list of projects to accommodate those needs. The new manager receives regular phone calls for locations to construct private hangars, as well as, rent t-hangar space. The proposed project will be the first phase of several phases for the development of the south hangar expansion area. Phase 1 shall include construction of ±1,800 linear feet of taxilane, and hangar area grading. The county plans on constructing new t-hangars on a portion of the constructed taxilanes. It is anticipated that there will be enough constructed taxilane and hangar area space to support nine additional private hangars. The airport manager believes that the users will occupy all of the constructed t-hangar space, and begin construction on all of the private hangar spaces available following completion of the project.

This Grant also includes Alternate Bid Schedule A from the Phase 2 General Aviation Apron Reconstruction project. Alternate Bid Schedule A included the reconstruction cost of 420 linear feet of hangar taxilane.

The airport has grown to approximately 70 based aircraft and approximately of 55 operations daily. Y14 is located near FSD and is a preferred relocation spot for General Aviation pilots as FSD has expanded. Y14 is a user-friendly GA airport with an excellent FBO that has a variety of offers, as well as, a mechanic on the field.

It is proposed that the taxilanes will be constructed to an adequate depth (up to 65% of frost depth) and include underdrain to reduce the susceptibility to frost heaves and extend the life of the pavement. An ALP update was submitted and approved for this area under 2022-AGL-6857- NRA. The County will eventually plan to continue the taxilane expansion in future phases. There will be additional taxilane provided for private hangar use, but also for the County to continue to construct T-Hangars.



# Madison Municipal Airport

## Project Narrative – Reconstruct Apron and Taxilane

Madison Municipal Airport has a Fixed-Base Operator (FBO) that serves the airport and surrounding aviation community. The Apron and a 100' portion of taxilane pavement have surpassed their useful life and are in need of reconstruction.

The 2021 Pavement Condition Index (PCI) of the Apron and Taxilane is summarized in Table 1 below:

*Table 1 - 2021 Pavement Condition Index Summary*

Location Tag	Pavement	Constructed year	PCI
4110	Apron	1992	18 (Failed)
205	Taxilane	1992	26 (Failed)

The FAA AC 150/5320-6G states that pavements with a PCI of 55 (Poor) or less are eligible for reconstruction. The existing pavements have PCI values well below the threshold and considered in the failed condition.

The apron is used for fueling, flight school operations, as well as transient aircraft by the general public that use the airport. The flight school operates a variety of aircraft including Piper Aztec, Piper Cherokee and Cessna 172. According to FAA Traffic Flow Management System data, these ADG-I/TDG-1A aircraft accounted for over 2,700 operations. The taxilane will be utilized by ADG-II/TDG-2A aircraft.

This project will be for the Construction, CA/CO, and FAA Closeout Report Services for the reconstruction of the Apron and Taxilane at Madison Municipal Airport. This project consists of multiple phases, with the first phase being to complete the project design and bidding which is under grant for FY2024. The second phase is to reconstruct the project's pavements, which is currently scheduled for 2025 construction season.

## **Project Narrative (Justification)**

### **Runway 13 Turnaround Reconstruction – Bid Schedules A, B1, B2, and Engineering**

The runway turnaround at the Milbank Municipal Airport (1D1) has exceeded the end of its useful life and is in need of reconstruction. The turnaround was originally constructed in 1984 and includes a paving section consisting of 2 inches of asphalt over 8 inches of base course. The turnaround was overlaid with  $\pm 2.5$  inches of new asphalt in 1998. The turnaround was included in the SD DOT Pavement Maintenance project in 2017 at which time crack sealing, patching and crack leveling was completed. The latest results from the 2024 Pavement Condition Index (PCI) surveys indicated a PCI value of 41 for the runway turnaround. According to FAA AC 150/5320-6G, pavement sections with a PCI value less than 55 are candidates for reconstruction. As can be seen in the table below, the condition of the turnaround pavement has steadily decreased since 2015, falling over 18 points from 59 to 41.

**Table 3: Runway 13 End Turnaround PCI Ratings**

<b>Milbank Municipal Airport (1D1)</b>										
<b>Branch ID</b>	<b>Pavement</b>		<b>2015</b>		<b>2018</b>		<b>2021</b>		<b>2024</b>	
	<b>Age</b>	<b>Material</b>	<b>PCI</b>	<b>Condition</b>	<b>PCI</b>	<b>Condition</b>	<b>PCI</b>	<b>Condition</b>	<b>PCI</b>	<b>Condition</b>
Runway Turnaround	1998	Asphalt	59	Fair	51	Poor	66	Fair	41	Poor

The existing pavement section for the runway turnaround is approximately 13 inches deep, making the pavement highly susceptible to the effects of frost in the severe SD winters. It is proposed that the turnaround will be reconstructed to a depth of 39" (65% of frost depth) and include underdrain to reduce the susceptibility to frost heaves and extend the life of the pavement. The existing asphalt and base course will be recycled and reused as subbase material for the new concrete pavement section.

Due to the existing drainage characteristics of the project area, significant drainage improvements were required with the project. In order to reconstruct the turnaround to meet current FAA standards, an existing non-jurisdictional wetland area will need to be impacted. To mitigate these impacts, offsite wetland bank credits will be purchased. Additionally, to help facilitate better drainage of the turnaround area, approximately 3,500 feet of new storm sewer pipe will be installed with the project. This pipe will run parallel to Runway 13/31 and outlet to an existing waterway north of the turf runway. The installation of this pipe is necessary to keep storm water from pooling around the new turnaround and encroaching on the pavement.

## **Project Narrative (Justification)**

### **AIG - Reconstruct Hangar Taxilane – Phase 3 Construction; Construct Terminal Parking Lot**

The hangar taxilane pavements at the Sisseton Municipal Airport have reached the end of their useable lifespans and are in need of reconstruction. The latest results from the 2024 Pavement Condition Index (PCI) survey indicated a PCI value of 38 for the hangar taxilanes. In 2020, Sisseton participated in the SDDOT pavement maintenance project where hangar taxilanes had cracks routed and sealed, crack leveling, and an emulsified seal coat applied. This pavement maintenance work helped keep the PCI values from dropping between the 2018 and 2021 surveys. This work however, has not provided a long-term fix to the failing pavement of the taxilanes. The PCI score for the taxilane pavement saw a 19-point reduction from 57 to 38 between the 2021 and 2024 PCI surveys. The PCI value of 38 puts the pavement below the minimum value of 55 that FAA AC 150/5320-6G states makes pavements candidates for reconstruction.

SISSTEON (8D3)										
Branch ID	Pavement		2015		2018		2021		2024	
	Age	Material	PCI	Condition	PCI	Condition	PCI	Condition	PCI	Condition
Hangar Taxilanes	1999	Asphalt	76	Satisfactory	56	Fair	57	Fair	38	Poor

The existing hangar taxilane that connects to the apron will be reconstructed to B- II clearances. Sisseton has frequent Ag spray operators that are moving to the larger 602s and 802s, which require B-II clearances. The hangar taxilane that serves the largest hangar on the airfield will be moved towards the runway to clear the B-II surface of the taxilane. The remaining taxilane will be constructed to 25 feet wide in their present locations. A small ( $\approx 100'$ ) section of 18" storm sewer pipe will need to be replaced that runs under the furthest east section of taxilane. Replacement of this pipe is necessary to allow for water to flow under the taxilane enter into an existing drainage ditch. The proposed storm sewer is shown on the attached project sketch. It is proposed that the hangar taxilane reconstruction 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. Additionally, the project will include the relocation of an existing propane tank that is currently an obstruction, to a location that is outside of the TOFA (Taxiway Object Free Area)

An alternate bid schedule will be included with this project that includes paving a small gravel section of the airport's parking lot. This alternate bid will be included with the project to help reduce the costs associated with the work. With a contractor already onsite for the taxilane reconstruction project, the city will receive lower prices to complete the parking lot work. A small section of fence that was constructed in 2023 will need to have its chain link fabric removed while the parking lot is being reconstructed. Once construction is complete the fence fabric will be reset.

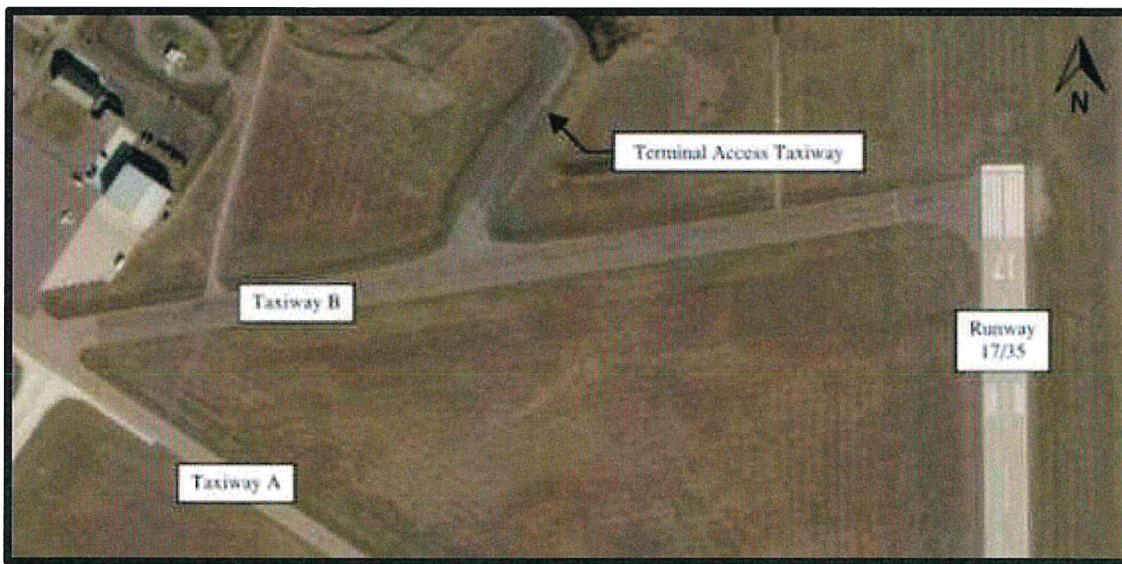
In order to finance the proposed project, multiple funding sources will need to be utilized. The Airport Improvement Program (AIP) and Bipartisan Infrastructure Law (BIL) grant programs will be used to finance the project. In order to keep the work completed in each grant separate, the project will be divided into two bid schedules. Bid Schedule A will include the taxilane pavement reconstruction and will be funded under an AIP grant. Bid schedules for the paving of a section of the airport's parking lot and storm sewer and site restoration will also be bid. These different bid schedules will be used to separate the work that will be funded with the BIL grants. It is proposed that the project's engineering services, Bid Schedule B and Alternate Bid A will be funded using a 2023 BIL grant.



## Project Narrative (Justification)

### **AIP – Construct Taxiway B and C Improvements Project (Bid Schedule A)**

The Watertown Regional Airport (ATY) has undergone a major renovation in the past 4 years. A new commercial terminal was constructed to replace the aging existing one. The new terminal was relocated to the northeast to allow for commercial flights to continue to operate during its construction. This new terminal was connected to the existing airside facilities by a taxiway that connected to Taxiway B. Taxiway B in its present state, runs at a north east heading from Taxiway A just south of the GA Apron to the 17 end of Runway 17/35. The existing taxiway layout is show in Figure 1 below. A project sketch showing the proposed taxiway layout is included in with the pre-application packet.



**Figure 1: Existing Taxiway B Layout**

Taxiway B is now the main access taxiway used by all commercial flights to access the terminal. The increased commercial traffic, which includes larger and heavier planes, has started to degrade the taxiway. Taxiway B was originally constructed in 1944 with 7.5" of concrete surfacing. The taxiway was widened and overlaid with asphalt in 1971. Since then, asphalt overlays have been completed in 1984, 1989 and 1992. Since 1992, the taxiway has only received periodic pavement maintenance (crack sealing, seal coat, etc.) and has not had a major rehabilitation project. A Pavement Condition Index (PCI) survey is completed in conjunction with the SD DOT on all airport pavement at every airport statewide every three years. The results from this PCI survey, shown in Table 1, show the gradual degradation of the pavement from 2015 to the present. According to FAA AC 150/5320-2G, pavement sections with PCI values of less than 55 are candidates for reconstruction. As can be seen in Table 1, the PCI values for both sections of Taxiway B are well below the 55 threshold set by the FAA.

**Table 1: PCI Results (2015-2024)**

Branch ID	Pavement		2015		2018		2021		2024	
	Age	Material	PCI	Condition	PCI	Condition	PCI	Condition	PCI	Condition
Taxiway B	1992	Asphalt	76	Satisfactory	61	Fair	51	Poor	44	Poor
Taxiway B	1984	Asphalt	83	Satisfactory	44	Poor	47	Poor	41	Poor

Taxiway B is currently constructed with a width of 75', the proposed reconstructed taxiways will be built at 50' wide, meeting the requirements of C-II aircraft. The new taxiways will be built with a paving section offering frost protection for up to 65% of frost depth. The taxiways will be constructed with perforated underdrain piping along their edges to help collect and remove water from the subgrade. A geotechnical exploration, consisting of 10' deep soil borings was included in the design of the project. Information from this exploration was used in the pavement design process, helping to ensure a durable, long-lasting pavement for the taxiways.

One major benefit of the new taxiways will be reducing the taxing distance for commercial flights using the airport. In the airport's current taxiway configuration, aircraft leaving the terminal and taking off from RW 30 and RW 35 either have to back taxi down Runway 17/35 before reaching Taxiway A, creating a safety hazard, or use Taxiway B and travel away from the runways before utilizing Taxiway A. Constructing the proposed taxiways, will allow the aircraft using the airport to safely and efficiently taxi to and from the terminal and all runways. Additionally, the proposed taxiways will relieve congestion in and around the GA apron area by eliminating the need for commercial flights to taxi near the area.