



Division of Finance & Management

Office of Air, Rail & Transit
 700 East Broadway Avenue
 Pierre, SD 57501
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TO: South Dakota Aeronautics Commission
FROM: Jack Dokken, Office of Aeronautics
DATE: July 17, 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.

Belle Fourche 3-46-0072-021-2025

IIJA: Phase 3 reconstruct middle and west hangar taxilane (1,123').

Federal Share	\$ 978,500.00
State Share	\$ 25,750.00
Local Share	\$ 25,750.00
Total	\$ 1,030,000.00

Belle Fourche 3-46-0072-022-2025

IIJA: Phase 3 reconstruct east taxilane (213').

Federal Share	\$ 171,000.00
State Share	\$ 4,500.00
Local Share	\$ 4,500.00
Total	\$ 180,000.00

Custer 3-46-0011-021-2025

IIJA: Conduct environmental assessment for reconstruction, extension and widening of 8-26.

Federal Share	\$ 406,623.00
State Share	\$ 10,701.00
Local Share	\$ 10,701.00
Total	\$ 428,025.00

Faith 3-46-0076-018-2025**IIJA:** Renumber runway to 14/32; obstruction analysis, obstruction lighting design.

Federal Share	\$ 131,100.00
State Share	\$ 3,450.00
Local Share	\$ 3,450.00
Total	\$ 138,000.00

Faith 3-46-0076-020-2025**AIP:** Replace beacon, flight check.

Federal Share	\$ 89,432.00
State Share	\$ 2,353.00
Local Share	\$ 2,354.00
Total	\$ 94,139.00

Gettysburg 3-46-0017-017-2025**AIP:** Design revenue-producing T-hangar/ aquatic and cultural resource survey.

Federal Share	\$ 142,500.00
State Share	\$ 0.00
Local Share	\$ 7,500.00
Total	\$ 150,000.00

Harding County 3-46-0006-011-2025**IIJA:** Phase 1 preliminary environmental services for wildlife perimeter fence.

Federal Share	\$ 76,000.00
State Share	\$ 2,000.00
Local Share	\$ 2,000.00
Total	\$ 80,000.00

Martin 3-46-0030-021-2025**IIJA:** Design taxiway connector, reconstruct/expand GA apron, runway pavement maintenance, reconstruct taxilane.

Federal Share	\$ 137,750.00
State Share	\$ 3,625.00
Local Share	\$ 3,625.00
Total	\$ 145,000.00

Pierre 3-46-0044-051-2025**IIJA:** Replace runway 7-25 supplemental wind cones; demolition old and installation of foundations.

Federal Share	\$ 90,535.00
State Share	\$ 2,383.00
Local Share	\$ 2,382.00
Total	\$ 95,300.00

Platte 3-46-0066-016-2025**IIJA:** Airport master plan, ALP update, approach survey.

Federal Share	\$ 300,000.00
State Share	\$ 7,895.00
Local Share	\$ 7,895.00
Total	\$ 315,790.00

Sioux Falls 3-46-0050-066-2025**AIP:** Construct terminal apron expansion; construct taxiway phase 1.

Federal Share	\$ 8,429,674.00
State Share	\$ 468,316.00
Local Share	\$ 468,316.00
Total	\$ 9,366,305.00

Sioux Falls 3-46-0050-067-2025**IIJA /ATP:** Construct passenger terminal expansion – phase 1.

Federal Share	\$ 8,000,000.00
State Share	\$ 2,561,801.00
Local Share	\$ 3,852,917.00
Other	\$ 8,852,980.00
Total	\$23,267,698.00

BENCH MARK LIST			
NO.	DESCRIPTION	LOCATION	ELEVATION
CP #3	5/8" REBAR W/ KLJ AC	N351.444.05 E966.085.72	3172.63'

NOTE: CONTRACTOR SHALL VERIFY CONTROL POINTS IN THE FIELD PRIOR TO CONSTRUCTION.

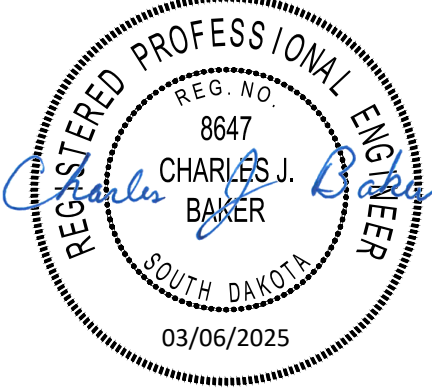
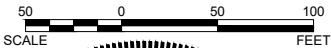
PROJECT WORK DESCRIPTION

- 1 RECONSTRUCT 35' HANGAR TAXILANE WITH TDG-2A FILLETS (910' x 35' APPROX.)
- 2 RECONSTRUCT 25' HANGAR TAXILANES WITH TDG-1B FILLETS (425' x 25' APPROX.)
- 3 PLACE ASPHALT PAVEMENT SURFACE COURSE ON EXISTING GRAVEL TENANT ACCESS ROAD (334 S.Y. APPROX.)
- 4 REMOVE EXISTING DRAINAGE CULVERT AND INSTALL NEW DRAINAGE CULVERT
- 5 REALIGN & REGRADE EXISTING TURF TAXILANE (336' x 25' APPROX.)
- 6 IF ADDITIONAL MILLED MATERIALS REMAIN AFTER PROCESSING AND INSTALLATION OF SUBBASE, EXCAVATE 2 INCHES OVER AIRPORT GRAVEL PARKING LOT, SPREAD 2 INCHES OF ASPHALT MILLINGS OVER EXISTING GRAVEL AIRPORT PARKING LOT, SCARIFY & RECOMPACT 4 INCHES TO BLEND GRAVEL AND MILLINGS TOGETHER. (SEE SHEET 34 FOR DETAILS)
- 7 IF ADDITIONAL MILLED MATERIALS REMAIN AFTER INSTALLATION AT GRAVEL PARKING LOT, SPREAD REMAINING ASPHALT MILLINGS AND EXCAVATED GRAVEL FROM AIRPORT PARKING LOT OVER ACCESS TRAIL TO AIRPORT NAVAIDS (AS DIRECTED BY THE ENGINEER)
- 8 REMOVE AND DISPOSE OF EXISTING CONCRETE HANGAR FOUNDATION AND CONCRETE APPROACH SLAB
- 9 INSTALL RETROREFLECTIVE TAXILANE MARKERS ALONG TURF TAXILANE
- 10 WASTE EXCAVATION MATERIAL AREA

LEGEND
ADD ALTERNATE 1 WORK ITEMS

BASIS OF ESTIMATE

- REMOVE, SALVEGE, AND PROCESS BITUMINOUS PAVEMENT FOR USE AS RECYCLED SUBBASE COURSE (PLAN NOTES) -
- TOPSOIL REMOVAL (P-152) -
- EMBANKMENT (P-152) -
- SUBBASE MATERIAL (P-154) -
- AGGREGATE BASE COURSE (SDDOT-260) -
- SEPARATION GEOTEXTILE (P-154) -
- HOT MIX ASPHALT PAVEMENT (SDDOT-320) -
- BITUMINOUS TACK COAT (P-603) -
- TOPSOIL REPLACEMENT (T-905) -
- AVERAGE DEPTH ASPHALT PAVEMENT: ±3" HANGAR TAXILANES
- STRIP 4" OVER ALL EXCAVATION OR EMBANKMENT AREAS. (INCLUDED IN UNCLASSIFIED EXCAVATION QUANTITY FOR PAYMENT)
- 10% ADDITIONAL VOLUME HAS BEEN ADDED FOR SHRINKAGE
- COMPACTED VOLUME IN PLACE
- COMPACTED VOLUME IN PLACE
- ACTUAL S.Y., NO OVERLAP INCLUDED
- 2 TONS/C.Y.
- 0.05 GAL./S.Y.
- MEASURED IN STOCKPILES BY AVERAGE END AREAS OR PRISMOIDAL METHOD (PAID FOR AS TOPSOILING)



HANGAR TAXILANE RECONSTRUCTION
CITY OF BELLE FOURCHE (OWNER)
BELLE FOURCHE, SOUTH DAKOTA
PROJECT WORK DESCRIPTION & BASIS OF ESTIMATE

Belle Fourche Municipal Airport, Belle Fourche, South Dakota

Project Narrative – Hangar Taxilane Reconstruction

3-46-0072-022-2025 IIJA Grant

Phase 3 – Reconstruct East Taxilane (213 feet)

Belle Fourche Municipal Airport had an airfield pavement maintenance project completed during the summer of 2023. The taxilane pavements had crack sealing completed. During the crack sealing process, a light duty pick-up and trailer performing the crack sealing on the taxilanes caused large ruts and deformations of the pavement surface. During conversations with airport staff something similar happened on the hangar taxilanes during the previous crack sealing project several years ago. This pavement has deteriorated and is in need of full reconstruction.



Exhibit 1 - Taxilane after pavement maintenance. Pavement alligator cracked.



Exhibit 2 - Taxilane after pavement maintenance.



Exhibit 3 - Depression / rut in surface.



Exhibit 4 - Depression / rut in surface.



Exhibit 5 - Depression / rut in surface.



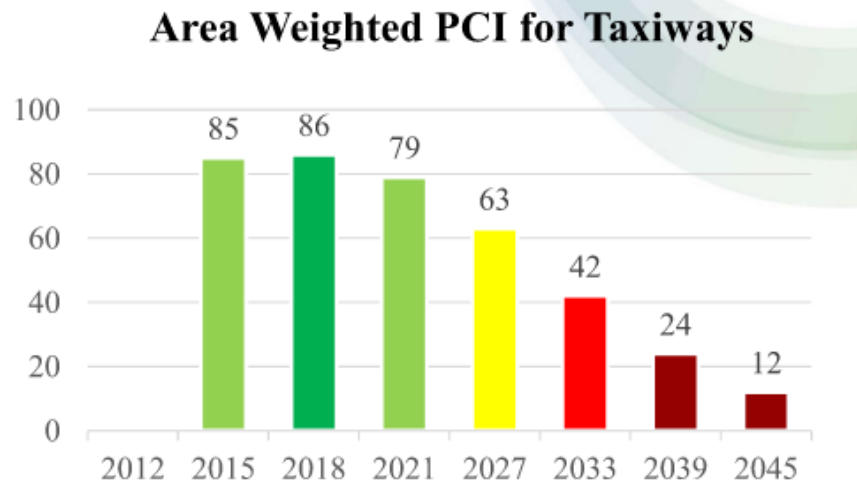
Exhibit 6 - Depression / rut in front of hangar.

The 2021 Pavement Condition Index of the hangar taxilane pavements were and pavement history is:

405	Hangar Taxilanes	Year	PCI = 53
		2001	2" Asphalt (P-401) 10" Aggregate (P-208) 8" Scarify and Recompact Subgrade (P-152)
205	Hangar Taxilanes		PCI = 71
		1991	2" Asphalt (P-401) 4" Aggregate (P-208)
		1985	10" Aggregate (P-208)
415	Hangar Taxilanes		PCI = 75
		2001	2" Asphalt (P-401) 10" Aggregate (P-208) 8" Scarify and Recompact Subgrade (P-152)
410	Hangar Taxilanes		PCI = 69
		2001	2" Asphalt (P-401) 10" Aggregate (P-208) 8" Scarify and Recompact Subgrade (P-152)

The general pavement section is approximately 2 – 3 inches of asphalt over aggregate base. This pavement section does not have a long life in the South Dakota region. Additionally, the pavement was installed in 2001 and will be 25 years old at the time of reconstruction.

The Area Weighted PCI for Taxiways at Belle Fourche Municipal Airport was 79 in 2021 and is projected to drop to 63 by 2027. This is a drop of 16 points.



Prorating this 16-point drop between 2021 and 2027 for the year 2026 when reconstruction is anticipated to take place results in a 13-point drop and their projected PCI would be:

405	Hangar Taxilanes	PCI = 40
205	Hangar Taxilanes	PCI = 58
415	Hangar Taxilanes	PCI = 62
410	Hangar Taxilanes	PCI = 56

The AIP Handbook says that pavements with a PCI of 55 (Poor) or less are eligible for reconstruction.

We anticipate that the new rutting and alligator cracking of the pavements will result in a PCI lower than 55 when the pavements are next evaluated.

There is a current FAA grant to design the reconstruction of these hangar taxilane pavements. The hangar taxilane project was bid in the spring of 2025 with FAA grants for construction in Federal Fiscal Year 2025 and construction activities to take place in 2026.

Funding Plan & Schedule

The overall hangar taxilane reconstruction project is anticipated to be funded by several different FAA grants and divided into various segments of work. The project is currently anticipated to be completed in three (3) phases (grants). Here is a summary of those elements:

2024 AIP Grant (Phase 1) – 3-46-0072-020-2024 has already been awarded for the engineering and design services.

1. Administration, Legal, Advertising, Etc.
2. Independent Fee Estimate – Design
3. Design and Bidding
4. Preliminary Testing
5. FAA Project Closeout Report

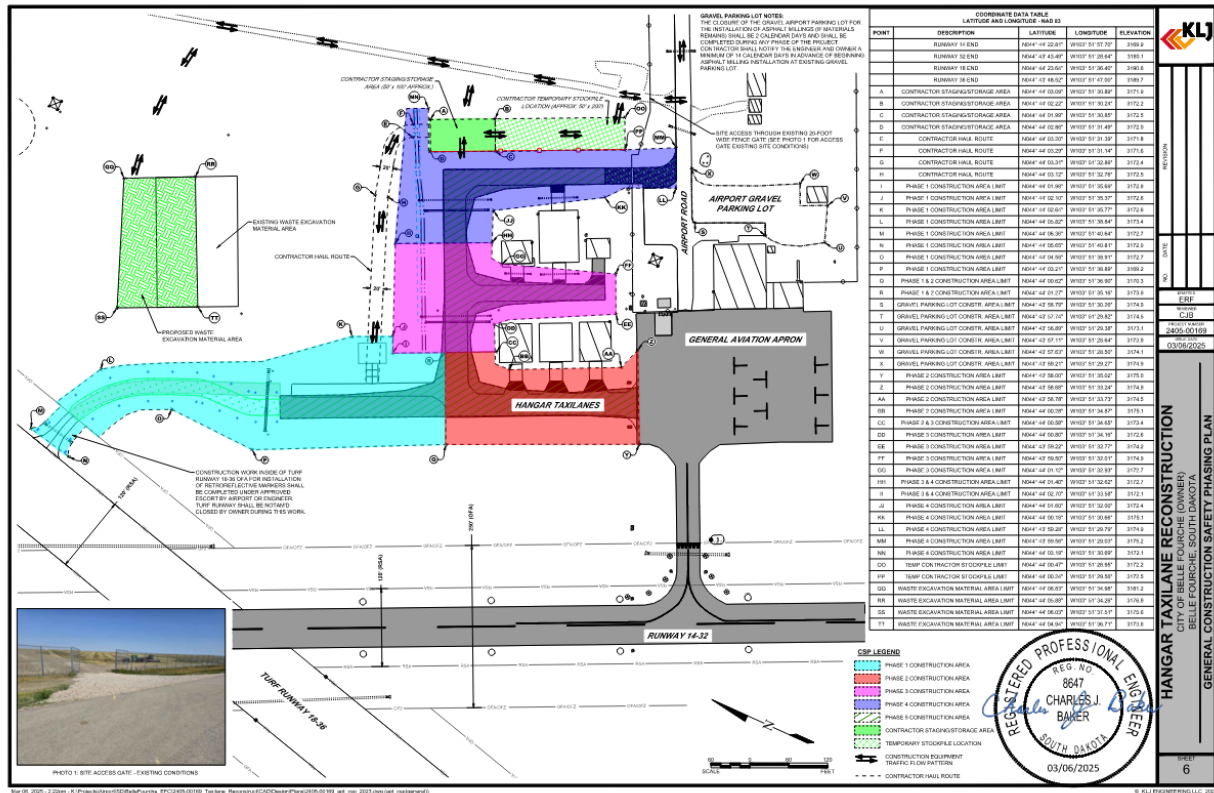
The project amounts were:

FAA	\$140,400
SDDOT	\$7,800
Local	\$7,800
Total	\$156,000

3-46-0072-021-2025 AIP Grant (Phase 2) & 3-46-0072-022-2025 IIJA Grant (Phase 3) – Construction – obtain grants in summer / fall of 2025

1. Bidding – spring of 2025
2. Construction Agreement – fall of 2025
3. Begin preliminary construction setup and submittals – fall / winter of 2025 / 2026
4. Construction – summer of 2026

This project has been designed with multiple phases of construction to both facilitate airport user access to hangars as well as different segments of work to accommodate available project funding.



PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Runway 8/26 Extension, Widening, and Reconstruction Environmental Assessment (EA)

AIRPORT: Custer County Airport (CUT)

1. Objective:

Conduct an Environmental Assessment for the ultimate reconstruction, extension, and widening of Runway 8-26

2. Benefits Anticipated:

Based on the Master Plan runway length analysis, a 6,200-foot primary runway is needed to accommodate the Airport fleet. The existing RW 8/26 pavement is nearing the end of its service life, and is in need of reconstruction. This EA and associated documentation aims to assess any potential environmental impacts.

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

The project will utilize a standard form of EA project delivery.

4. Geographic Location:

Custer County Airport; City of Custer; County of Custer; State of South Dakota

5. If Applicable, Provide Additional Information:

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

Mr. Jim Lintz

Chairman - Board of Custer County Commissioners
Telephone No.: 605.673.8109

LEGEND

Tree Removal Area

RPZ

Runway Protection Zone (RPZ)

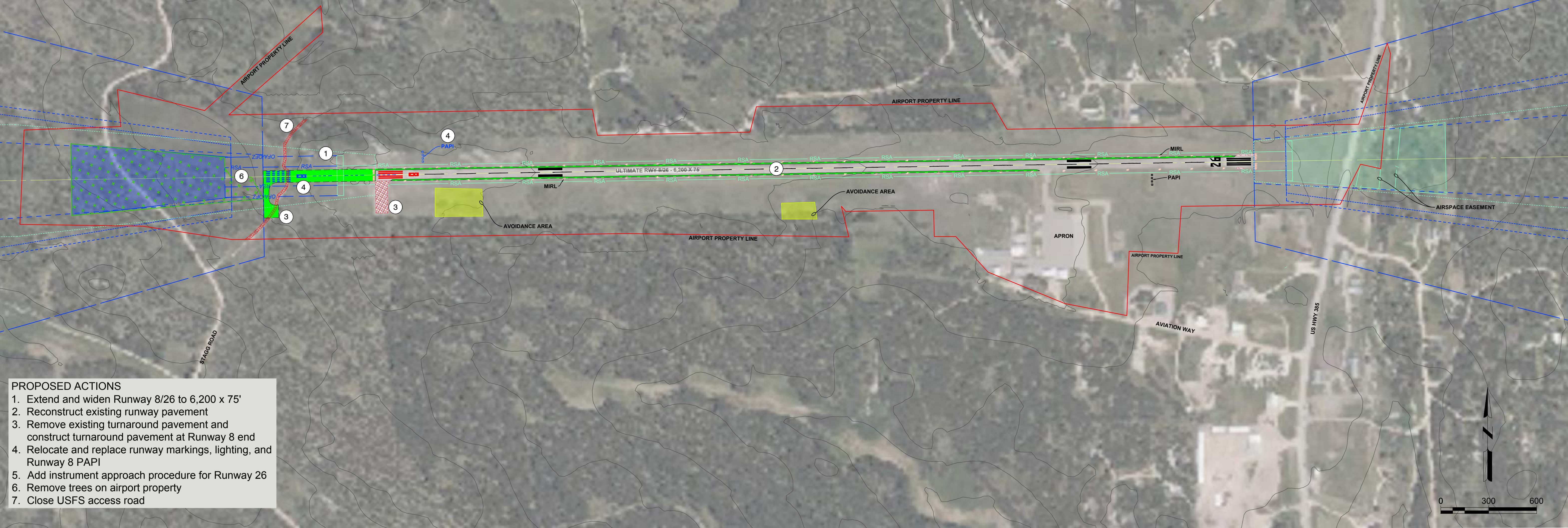
RSA

Runway Safety Area (RSA)

Airport Boundary

Runway/Taxiway Removal

Future Runway/Turnaround



- PROPOSED ACTIONS
1. Extend and widen Runway 8/26 to 6,200 x 75'

2. Reconstruct existing runway pavement

3. Remove existing turnaround pavement and construct turnaround pavement at Runway 8 end

4. Relocate and replace runway markings, lighting, and Runway 8 PAPI

5. Add instrument approach procedure for Runway 26

6. Remove trees on airport property

7. Close USFS access road

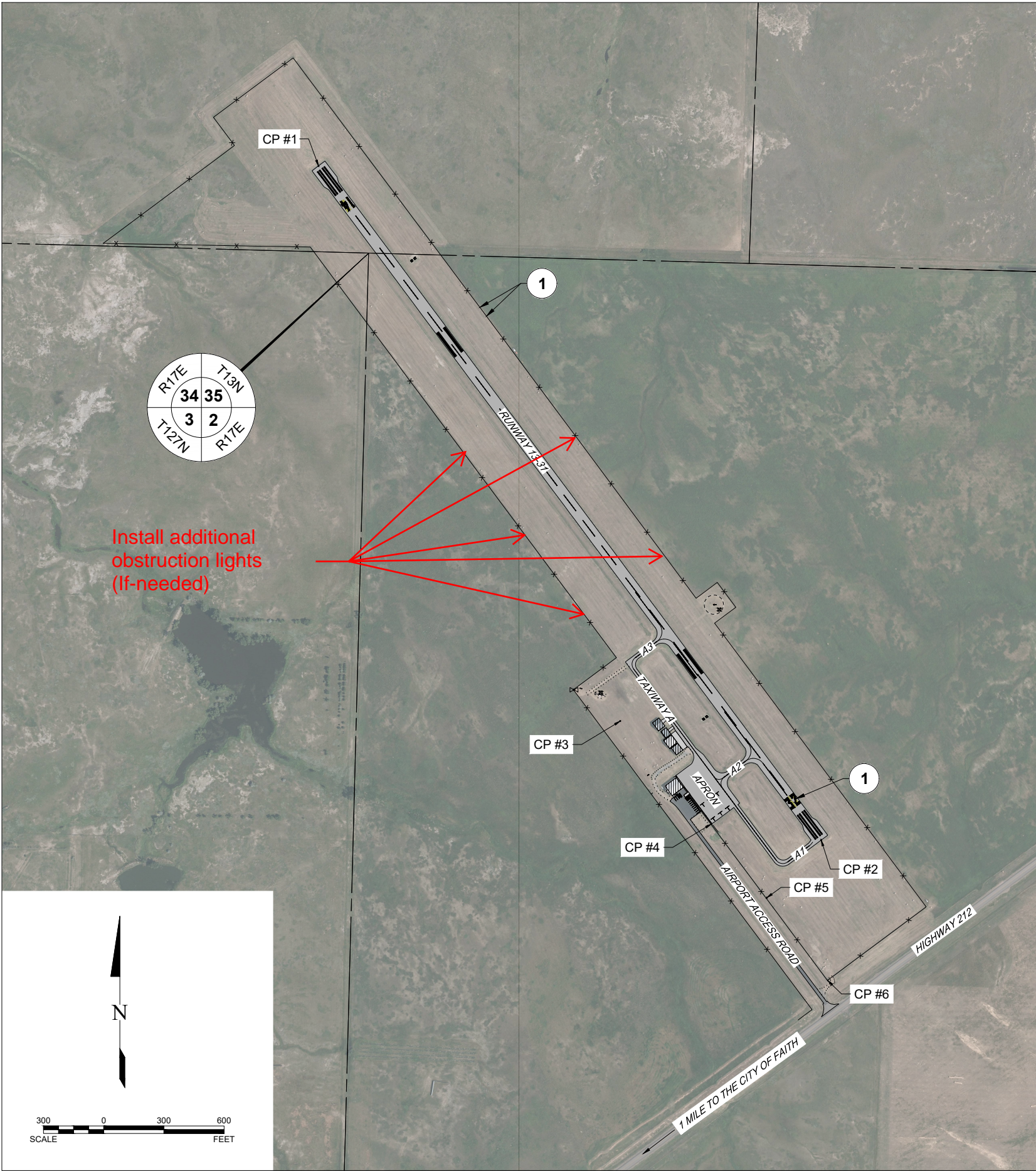
CUSTER COUNTY

CUSTER COUNTY AIRPORT

RUNWAY 8/26 EXTENSION

RUNWAY 8/26





PROJECT WORK DESCRIPTION

- 1 PROVIDE TWO (2) AIRPORT OBSTRUCTION LIGHTS
- CONTRACTOR SHALL ONLY SUPPLY LIGHTS TO THE OWNER
- OWNER TO PERFORM INSTALLTION

BASIS OF ESTIMATE

ACQUIRE AIRPORT OBSTRUCTION LIGHT (PLAN NOTES) - EACH LIGHT (AND RELATED EQUIPMENT) SUPPLIED TO THE OWNER FOR INSTALLATION. SHALL ONLY INCLUDE COSTS FOR ACQUIRING THE LIGHTS AND RELATED EQUIPMENT. NO INSTALLATION COSTS SHALL BE INCLUDED IN THIS PROJECT AS THE OWNER WILL COMPLETE THE INSTALLATION.

BENCH MARK LIST			
NO.	DESCRIPTION	LOCATION	ELEVATION
1	RWY 13 END MAG SPIKE	N446,355.01 / E1,444,936.21	2557.98'
2	RWY 31 END MAG SPIKE	N442,996.27 / E1,447,441.19	2584.16'
3	REBAR W/ GUARD HUBS	N443,588.43 / E1,446,439.06	2578.56'
4	REBAR W/ GUARD HUBS	N443,075.85 / E1,446,892.86	2575.32'
5	REBAR W/ GUARD HUBS	N442,708.59 / E1,447,169.54	2576.20'
6	REBAR W/ GUARD HUBS	N442,296.22 / E1,447,473.65	2590.58'

NOTE: CONTRACTOR SHALL VERIFY CONTROL POINTS IN THE FIELD PRIOR TO CONSTRUCTION.



INSTALL INSTRUCTION LIGHTING
FAITH MUNICIPAL AIRPORT - CITY OF FAITH (OWNER)
FAITH, SOUTH DAKOTA
PROJECT WORK DESCRIPTION & BASIS OF ESTIMATE

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Renumber Runway 13-31 to 14-32 and Aquire Airport Obstruction Lights

AIRPORT: Faith Municipal Airport

1. Objective:

The objective is to Renumber Runway 13-31 to Runway 14-32, DBE Plan, Obstruction Analysis and Obstruction Lighting Design, Obtaining Obstruction Lights for Installation by Owner, and FAA Closeout Report.

2. Benefits Anticipated:

The existing Runway 13-31 magnetic declination has changed and the Runway is need of renumbering to meet the current magnetic declination of 14-32. The existing runway numerals 13 & 31 will be removed and replaced with the new runway numerals 14 & 32.

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

Construction, Construction Administration, Construction Observation, and Closeout will be completed through a traditional construction contract. KLJ of Bismarck, North Dakota will serve as the airport's consultant to lead the effort.

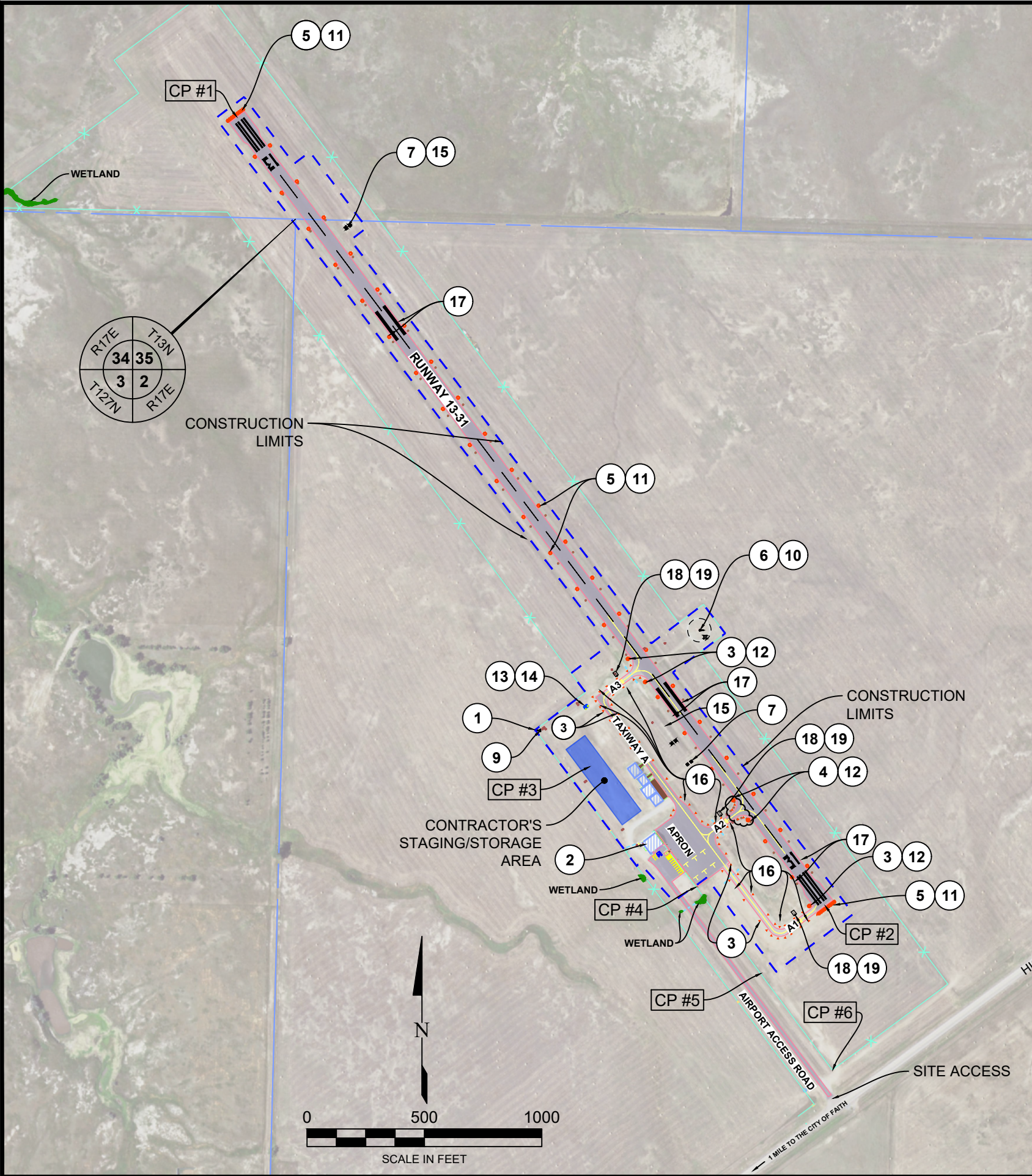
4. Geographic Location:

Faith, Meade County, South Dakota

5. If Applicable, Provide Additional Information:

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

Debbie Brown
204 North Main Street, Faith, SD 57646
(605) 967-2261



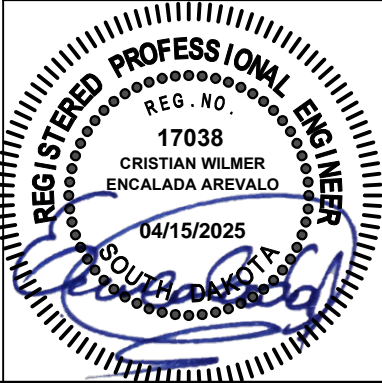
PROJECT WORK DESCRIPTION

- 1 DISCONNECT, REMOVE AND DISPOSE OF EXISTING ROTATING BEACON, POLE AND FOUNDATION
- 2 COORDINATE WITH UTILITY ON RELOCATING EXISTING ELECTRICAL METER (LOCATED ON NW CORNER OF HANGAR BUILDING)
- 3 REMOVE AND SALVAGE EXISTING STAKE MOUNTED TAXIWAY EDGE REFLECTORS
- 4 DISCONNECT, REMOVE AND DISPOSE OF EXISTING BASE MOUNTED TAXIWAY LIGHTS AND BASE CANS
- 5 DISCONNECT, REMOVE AND DISPOSE OF EXISTING BASE MOUNTED RUNWAY & THRESHOLD LIGHTS AND BASE CANS
- 6 DISCONNECT, REMOVE AND DISPOSE OF EXISTING WINDCONE, POLE, AND FOUNDATION
- 7 DISCONNECT, REMOVE AND DISPOSE OF EXISTING PRECISION APPROACH PATH INDICATOR (PAPI) UNITS AND FOUNDATIONS
- 8 REMOVE AND DISPOSE OF EXISTING ELECTRICAL MANHOLES AND JUNCTION STRUCTURES
- 9 INSTALL NEW ROTATING BEACON, TIP-DOWN POLE AND FOUNDATION
- 10 INSTALL NEW LIGHTED WINDCONE, TIP-DOWN POLE AND FOUNDATION
- 11 INSTALL NEW BASE MOUNTED RUNWAY EDGE AND THRESHOLD LIGHTS (BASE MOUNTED)
- 12 INSTALL NEW BASE MOUNTED TAXIWAY LEAD-IN LIGHTS (BASE MOUNTED)
- 13 INSTALL NEW PRE-MANUFACTURED ELECTRICAL VAULT BUILDING AND FOUNDATION
- 14 INSTALL NEW AIRFIELD LIGHTING CONTROLS AND CONSTANT CURRENT REGULATORS
- 15 INSTALL NEW PRECISION APPROACH PATH INDICATOR (PAPI) 2 UNIT SYSTEMS AND FOUNDATIONS
- 16 INSTALL NEW STAKE MOUNTED TAXIWAY EDGE REFLECTORS ALONG TAXIWAY A, A1, A2 & A3
- 17 INSTALL NEW COUNTERPOISE SYSTEM
- 18 REMOVE AND SALVAGE EXISTING NON-LIGHTED SIGNS (STAKE MOUNTED)
- 19 INSTALL NEW LIGHTED SIGNS ON NEW CONCRETE FOUNDATIONS

BENCH MARK LIST

NO.	DESCRIPTION	LOCATION	ELEVATION
1	RWY 13 END MAG SPIKE	N446,355.01 / E1,444,936.21	2557.98'
2	RWY 31 END MAG SPIKE	N442,996.27 / E1,447,441.19	2584.16'
3	REBAR W/ GUARD HUBS	N443,588.43 / E1,446,439.06	2578.56'
4	REBAR W/ GUARD HUBS	N443,075.85 / E1,446,892.86	2575.32'
5	REBAR W/ GUARD HUBS	N442,708.59 / E1,447,169.54	2576.20'
6	REBAR W/ GUARD HUBS	N442,296.22 / E1,447,473.65	2590.58'

NOTE: CONTRACTOR SHALL VERIFY CONTROL POINTS IN THE FIELD PRIOR TO CONSTRUCTION.



AIRFIELD ELECTRICAL SYSTEM REPLACEMENT

FAITH MUNICIPAL AIRPORT - CITY OF FAITH (OWNER)
FAITH, SOUTH DAKOTA

PROJECT WORK DESCRIPTION

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: The project is to Replace Beacon, Flight Check, FAA Closeout Report, and Administration.

AIRPORT: Faith Municipal Airport

1. Objective:

The objective is to Replace Beacon, Flight Check, FAA Closeout Report, and Administration.

2. Benefits Anticipated:

The airport beacon has reached its useful age and a new LED is going to cost less to operate and maintain.

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

Construction, Construction Administration, Construction Observation, and Closeout will be completed through a traditional construction contract. KLJ of Bismarck, North Dakota will serve as the airport's consultant to lead the effort.

4. Geographic Location:

Faith, Meade County, South Dakota

5. If Applicable, Provide Additional Information:

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

Debbie Brown
204 North Main Street, Faith, SD 57646
(605) 967-2261

Project Narrative (Justification)

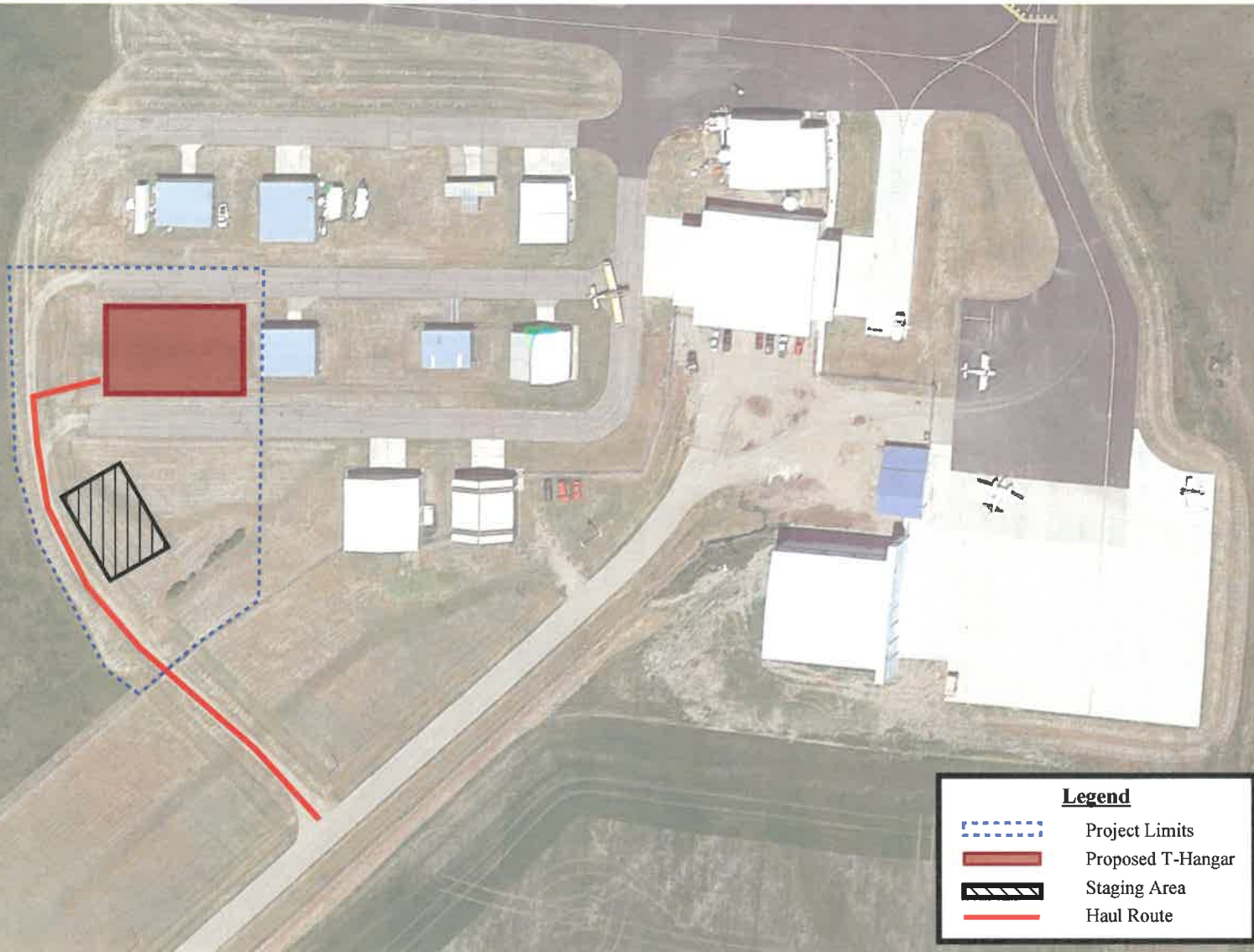
AIP – Design Revenue Producing Hangar with Wetland Delineation and Cultural Survey

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.



No Scale



Legend

-  Project Limits
-  Proposed T-Hangar
-  Staging Area
-  Haul Route

T-Hangar Construction
Preliminary Project Sketch
Gettysburg Municipal Airport
Gettysburg, South Dakota

Drawn By: _____
Check By: _____
Proj. No.: _____
Drawn By: _____
Date: _____

Helm & Associates
CIVIL ENGINEERS & LAND SURVEYORS

418 Production St. N.
Aberdeen, S.D. 57402
Phone: 605.225.1212
Fax: 605.225.1212
Email: info@helmandassociates.com

I hereby certify that the plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of South Dakota.
Registration No. _____

By: _____
Date: _____

OF

HARDING COUNTY AIRPORT, BUFFALO, SOUTH DAKOTA

Project Cost Breakdown – Phase 1 - Preliminary Environmental Services to support future project to Install Wildlife Perimeter Fencing

IIJA 3-46-0006-011-2025

Project Narrative

Harding County Airport has experienced antelope and deer on and around the airfield for many years. Antelope and deer are prevalent across the northwest region of South Dakota. The South Fork of the Grand River is directly south of the airport and is a natural water attraction for wildlife, such as antelope and deer.

During the summer of 2023 and 2024 aircraft using the airport for crop spraying operations raised concerns about the antelope and deer on the runway. The airport sponsor has decided to move forward with a wildlife exclusion fence to increase safety of the airport and keep these animals off the runway.

Project Cost Breakdown

Costs

- Preliminary Environmental Services = \$74,108.89
- FAA Project Closeout = \$4,366.11
- Total Professional Services Agreement = \$78,475.00
- Administration, Legal, Advertising, Etc. = \$1,525.00
- TOTAL = \$80,000.00

Funding

- FAA IIJA (95%) = \$76,000.00
- SDDOT (2.5%) = \$2,000.00
- Sponsor (2.5%) = \$2,000.00

- TOTAL = \$80,000.00

Project Schedule

The overall wildlife fence project is anticipated to be funded by several different FAA grants and divided into various segments of work. The project is currently anticipated to be completed in four (4) phases (grants). A potential fifth (5th) phase (grant) may be needed depending on bid results and project pricing. Here is a summary of those elements:

2025 IIJA Grant (Phase 1) – Preliminary Environmental Services – grant in the summer of 2025

1. 3-Day Wildlife Hazard Site Visit & Report – spring of 2025
2. Complete Wetland Delineation of Airport & Report – spring of 2025 (after May)
3. Cultural Inventory with Tribal Review – spring / summer of 2025

2025/2026 IIJA Grant (Phase 2) – Land Acquisition & Design Services – grant in the winter of 2025 / 2026

1. Land Acquisition – completed by summer of 2025
 - a. Need to have title to land before applying for the FAA grant.
2. Topographic Survey – spring of 2025
3. Design – fall / winter of 2025 / 2026
4. Bidding – spring / summer of 2026

2026 AIP Grant (Phase 3) & 2026 IIJA Grant (Phase 4) – Construction – obtain grants in summer / fall of 2026

1. Bidding – spring / summer of 2026
2. Construction Agreement – fall of 2026
3. Order and take delivery of materials – fall / winter of 2026 / 2027
4. Construction – summer of 2027

Phase 5 may be needed depending on construction bid results and available funding for the project.



HARDING COUNTY AIRPORT, BUFFALO, SOUTH DAKOTA

Project Cost Breakdown – Phase 1 - Preliminary Environmental Services to support future project to Install Wildlife Perimeter Fencing

IJA 3-46-0006-011-2025

Project Narrative

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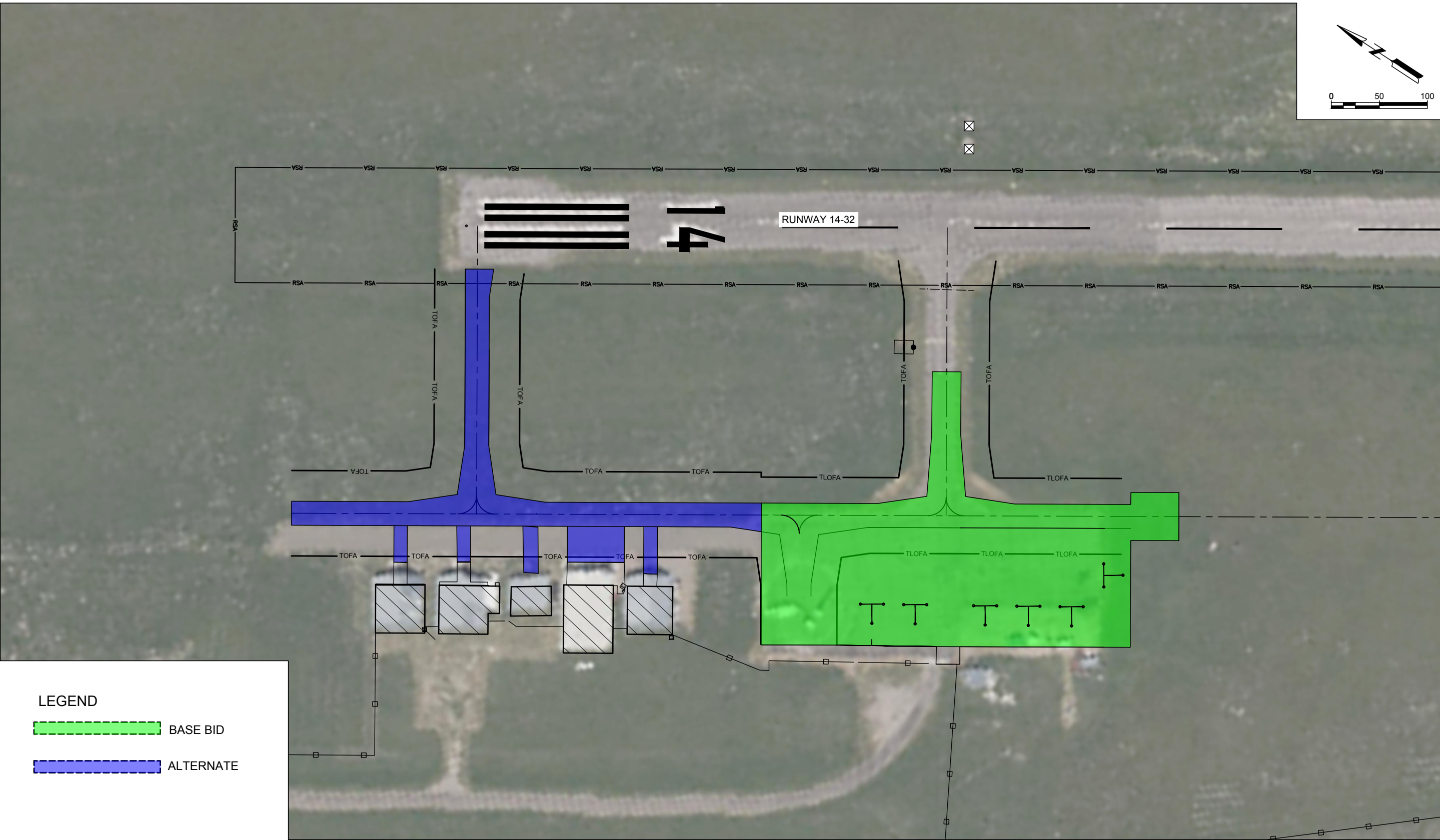
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 - a. Need to have title to land before applying for the FAA grant.
2. Topographic Survey – spring of 2025
3. Design – fall / winter of 2025 / 2026

4. Bidding – spring / summer of 2026

2026 AIP Grant (Phase 3) & 2026 IJA Grant (Phase 4) – Construction – obtain grants in summer / fall of 2026

1. Bidding – spring / summer of 2026
2. Construction Agreement – fall of 2026
3. Order and take delivery of materials – fall / winter of 2026 / 2027
4. Construction – summer of 2027

Phase 5 may be needed depending on construction bid results and available funding for the project.



CITY OF MARTIN
MARTIN MUNICIPAL AIRPORT
RUNWAY 14 CONNECTION TAXIWAY REALIGNMENT & APRON RECONSTRUCTION

4667129-251600.01
6/3/2025

Mead
& Hunt

EXHIBIT 1.0

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Taxiway Realignment; Apron Reconstruction & Taxilane Recon

AIRPORT: Martin Municipal Airport

1. Objective:

Limit space is available today for itinerant users to park and tiedown aircraft along with no available hangar development area. This project will provide additional general aviation apron area, areas for fuel system and reconstruct aging pavement. The project will correct non-standard layout.

2. Benefits Anticipated:

This project will address the realignment of the Runway 14 connecting taxiway to meet current FAA design criteria, reconstruct a portion of the general aviation apron which has outlived its useful life and to facilitate the Runway 14 connecting taxiway realignment, and the pavement rehabilitation of Runway 14-32 and hangar taxilane to preserve and extend the pavement life. The 2021 PCI Study indicated that Runway 14-32 had a PCI rating of 75 which is in the lower end of fair condition and the connecting taxiway had a PCI rating of 63 which in average category.

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

The project will utilize a standard form of project delivery to include a design - bid - build approach with a single phase of construction

4. Geographic Location:

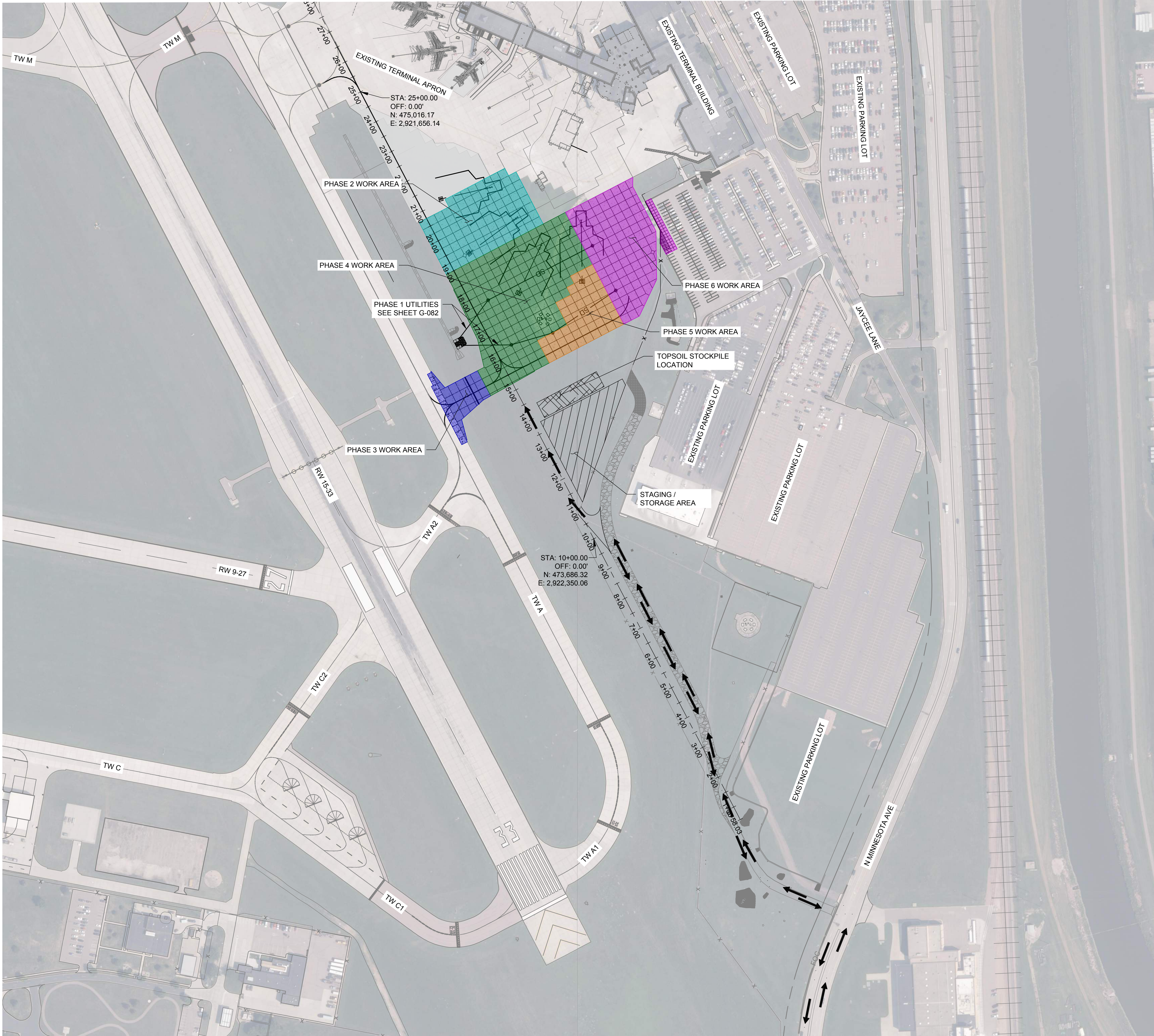
Martin Municipal Airport; City of Martin; County of Bennett; and State of South Dakota

5. If Applicable, Provide Additional Information:

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

Ms. Jean Kirk	City of Martin Finance Director
101 Main Street	
Martin, SD 57551	Telephone No.: 605.685.6525

X:\28907\00\210946.04\TECH\CIVIL\APRON PHASE 2\DRAWINGS\G-021 PROJECT LAYOUT PLAN.DWG
5/19/2025 10:39:45 AM



LEGEND:

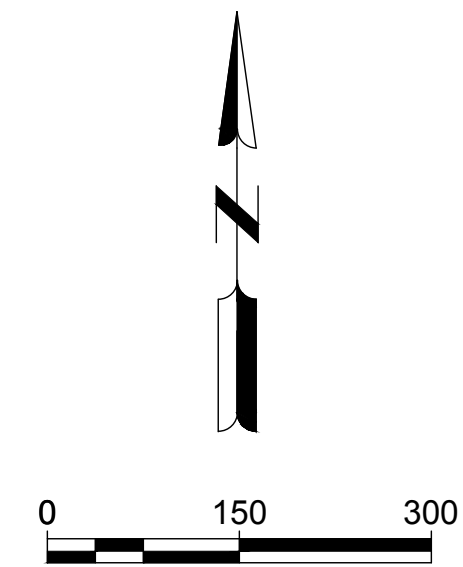
- ← ← HAUL ROUTE
- STAGING / STORAGE AREA
- TOPSOIL STOCKPILE LOCATION
- BASE BID - PHASE 1 UTILITIES & PHASE 2 WORK AREA (6,875 SY)
- ALTERNATE A - PHASE 3 WORK AREA (1,900 SY)
- ALTERNATE B - PHASE 4 WORK AREA (13,593 SY)
- ALTERNATE C - PHASE 5 WORK AREA (3,820 SY)
- ALTERNATE D - PHASE 6 WORK AREA (7,506 SY)

BASIS OF ESTIMATE

- TOPSOIL REMOVAL (P-152) - STRIP 4" OVERALL EXCAVATION OR EMBANKMENT AREAS (INCLUDED IN UNCLASSIFIED EXCAVATION)
- UNCLASSIFIED EXCAVATION - SUBCUT (P-152) - ACTUAL C.Y. MEASURED IN PLACE EXCAVATION BY DTM SURFACE COMPARISON
- EMBANKMENT (P-152) - 10% ADDITIONAL VOLUME HAS BEEN ADDED FOR SHRINKAGE - NO DIRECT PAYMENT/MEASUREMENT
- SUBBASE COURSE (P-154) - COMPACTED VOLUME IN PLACE
- SEPARATION GEOTEXTILE (P-154) - ACTUAL S.Y., NO OVERLAP INCLUDED
- CRUSHED AGGREGATE BASE COURSE (P-209) - COMPACTED VOLUME IN PLACE
- SUBGRADE REPAIR AGGREGATE (PLAN NOTES) 5% OF PAVED AREA - COMPACTED VOLUME IN PLACE
- CONCRETE PAVEMENT (P-501) - ACTUAL S.Y.
- TOPSOIL REPLACEMENT (T-905) - MEASURED IN STOCKPILES BY DTM SURFACE

SURVEY NOTES

- GROUND & CONTROL POINTS PROVIDED BY IDG, 2023.
- THE CONTRACTOR SHALL VERIFY ALL CONTROL POINTS USED FOR CONSTRUCTION PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- COORDINATES SHOWN ARE BASED ON SOUTH DAKOTA STATE PLANE - SOUTH ZONE COORDINATE SYSTEM. THE PROJECT CONTROL POINTS AND BENCHMARKS AREA SHOWN HEREIN. ALL UNITS ARE IN U.S. SURVEY FEET.



Mead & Hunt
Mead and Hunt, Inc.
1905 N Plaza Blvd, Suite 2
Rapid City, SD 57702
phone: 888-364-7272
meadhunt.com

FSD
SIOUX FALLS REGIONAL AIRPORT

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SIOUX FALLS REGIONAL AIRPORT
CONSTRUCT PHASE 2 TERMINAL
APRON EXPANSION
2801 JAYCEE LANE
SIOUX FALLS, SD 57104

ISSUED

90% DRAFT SET

M&H NO.: 2890700-210946.04
DATE: May 6, 2025
DESIGNED BY: DSM
DRAWN BY: DSM
CHECKED BY: TJH
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PROJECT LAYOUT
PLAN

SHEET NO.

G-021

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Terminal Apron Expansion - Phase 2

AIRPORT: Sioux Falls Regional Airport

1. Objective:

FSD completed a Terminal Planning Study (TPS) that identified the need for a concourse expansion project. The passenger terminal apron project serves the proposed net-5 additional gates concourse with associated holdrooms and passenger boarding bridges. The project serves to provide capacity to accommodate current demand due to increased passengers and upgauging of aircraft. The Phase 2 Apron Expansion serves to construct the remaining apron and taxilane of the overall program.

2. Benefits Anticipated:

The Concourse Expansion is part of a capacity project in order to meet current demand at the airport. Currently the airport does not have enough parking positions for all RON aircraft and a concourse that cannot meet the needs of a larger peak hour associated with the upgauged aircraft.

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

The design team led by Mead & Hunt was selected to complete the design & construction administration. Mead & Hunt has provided the planning & design services using FAA funding from a previous grant. The project was bid using a design, bid & build process with bid opening on June 19, 2025. Construction schedule is based on completion date with work starting on or before September 30, 2025 and final completion in July 3, 2027.

4. Geographic Location:

Sioux Falls, South Dakota

5. If Applicable, Provide Additional Information:

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

Dan Letellier, Executive Director Sioux Falls Airport Authority
2801 N. Jaycee Lane, Sioux Falls, SD 57104
605-367-7375

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Expand and Improve Passenger Terminal Building, Phase 1 - Construction
AIRPORT: Sioux Falls Regional Airport
1. Objective: Phase 1 Passenger Terminal Building Expansion will provide Footings and Foundations, Mechanical, Electrical and Plumbing for the Six Gate Concourse Expansion Project. This project provides capacity in the form of positions and the ability to park larger, Group III aircraft. The project also provides passenger amenities including restrooms, mother's room, and family restrooms.
2. Benefits Anticipated: Adding six gates to the concourse will alleviate overcrowding within the concourse and allow the airport to consider additional carriers and routes.
3. Approach: (See approved Scope of Work in Final Application) The design team was led by Mead & Hunt. They've provided planning and engineering/architecture. This consistent project team through planning and design will work through construction will ensure contract documents are followed. Observation, testing, and general administration will be provided.
4. Geographic Location: Sioux Falls, South Dakota
5. If Applicable, Provide Additional Information:
6. Sponsor's Representative: (include address & telephone number) Dan Letellier, Executive Director 2801 N Jacey Ln, Sioux Falls, SD, 57104 (605) 336-0762

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Schedule II – Replace Runway 7 and Runway 25 Supplemental Wind Cones
AIRPORT: Pierre Regional Airport (PIR)
1. Objective: Schedule II – Replace Runway 7 and Runway 25 Supplemental Wind Cones (Associated with Schedule I - Runway 13-31 Rehabilitation Project Funded Under AIP-050)
2. Benefits Anticipated: To replace the outdated Runway 7-25 supplemental wind cones with a more reliable solar powered system.
3. Approach: (See approved Scope of Work in Final Application) Morris, Inc. - Prime Contractor
4. Geographic Location: Pierre Regional Airport, Pierre, Hughes County, South Dakota
5. If Applicable, Provide Additional Information: N/A
6. Sponsor's Representative: (include address & telephone number) Casey D. Pamperien Airport Manager 3800 Airport Road, #209, Pierre, SD 57501 605.773.7447

Project Narrative (Justification)

Platte Municipal Airport Master Plan, ALP Update, and Approach Survey

The Platte Municipal Airport would like to develop Instrument Approach Procedures (IAP) for Runway 14/32 at the airport. Developing IAP's will allow the airport to be used during adverse weather conditions including periods of low cloud cover and low visibility (fog). This will make the airport a more attractive destination to both local and transient users as many airports in the area do not have IAPs developed. Part of developing an IAP includes completing an Approach Survey. This survey will ensure that no obstructions or hazards are present that could pose as hazards to aircraft using the airport. The survey includes two different components; a ground component and an air component. A large portion of the costs associated with the survey come from the air component as an aircraft is required to come and determine if any obstructions are present for the runway. The airport master plan and airport layout plan (ALP) are also required to be updated. The master plan, ALP, and approach survey shall be completed, submitted, and approved by the FAA.