Attachment #3

DEPARTMENT OF TRANSPORTATION

Division of Finance & Management
Office of Air, Rail & Transit
700 East Broadway Avenue
Pierre, SD 57501
O: 605.773-3574 | dot.sd.gov

TO: South Dakota Aeronautics Commission

FROM: Jack Dokken, Office of Aeronautics

DATE: September 18, 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.

Chamberlain 3-46-0071-018-2025

IIJA: Phase 4 construction terminal parking lot, drainage improvements, fence, AWOS antenna relocation.

Federal Share	$ 83,435.00
State Share	$ 2,196.00
Local Share	$ 2,196.00
Total	$ 87,826.00

Mitchell 3-46-0037-034-2025

AIP: Phase 1 design shift runway 18/36.

Federal Share	$ 299,250.00
State Share	$ 7,875.00
Local Share	$ 7,875.00
Total	$ 315,000.00

Pierre 3-46-0044-052-2025

IIJA: Phase 1 design construct parallel taxiway C, MITL and crack seal twy B.

Federal Share	$ 537,035.00
State Share	$ 14,133.00
Local Share	$ 14,132.00
Total	$ 565,300.00

Rosebud 3-46-0082-021-2025

AIP: Phase 2 construction of hangar taxilane extension (200'x35').

Federal Share	$ 413,250.00
State Share	$ 10,875.00
Local Share	$ 10,875.00
Total	$ 435,000.00

State of SD 3-46-4600-031-2025

AIP: Statewide pavement maintenance at multiple airports.

Federal Share	$ 838,095.00
State Share	$ 22,055.00
Local Share	$ 22,056.00
Total	$ 882,206.00

Sturgis 3-46-0054-023-2025

IIJA/SB144: Reconstruct GA terminal building including interior, expansion of pilot briefing area and two restrooms. SB144 funds were approved July 18, 2024 for $210,000.

Federal Share	$ 258,360.00
State Share	$ SB144
Local Share	$ 6,799.00
Total	$ 271,958.00

Sturgis 3-46-0054-025-2025

AIP Construct parallel taxiway, phase 2 construct 1131' of taxiway – design, construct, engineering.

Federal Share	$ 1,100,000.00
State Share	$ 28,948.00
Local Share	$ 28,948.00
Total	$ 1,157,896.00

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Phase 4 - Construction of 1,116 General Aviation Terminal Building

AIRPORT: Chamberlain Municipal Airport

1. Objective:

Construction associated with the Reconstruct Terminal Building project, including drainage and parking lot improvements, AWOS antenna relocation, and fence installation. This grant request is Phase 4 of the project.

2. Benefits Anticipated:

A new Terminal Building that will provide ADA accessibility and replace aging passenger facility, AWOS antenna relocation for pilot/weather reporting inside the facility, fence installation for security, and drainage/parking area improvements for safety to enter/leave the facility.

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

See Scope of Work included in the grant application for the Terminal Building.

4. Geographic Location:

Chamberlain, SD

5. If Applicable, Provide Additional Information:

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

Ryan Falch
3535 Vadneis Heights Center, St. Paul, MN 55110
(715) 651-1327

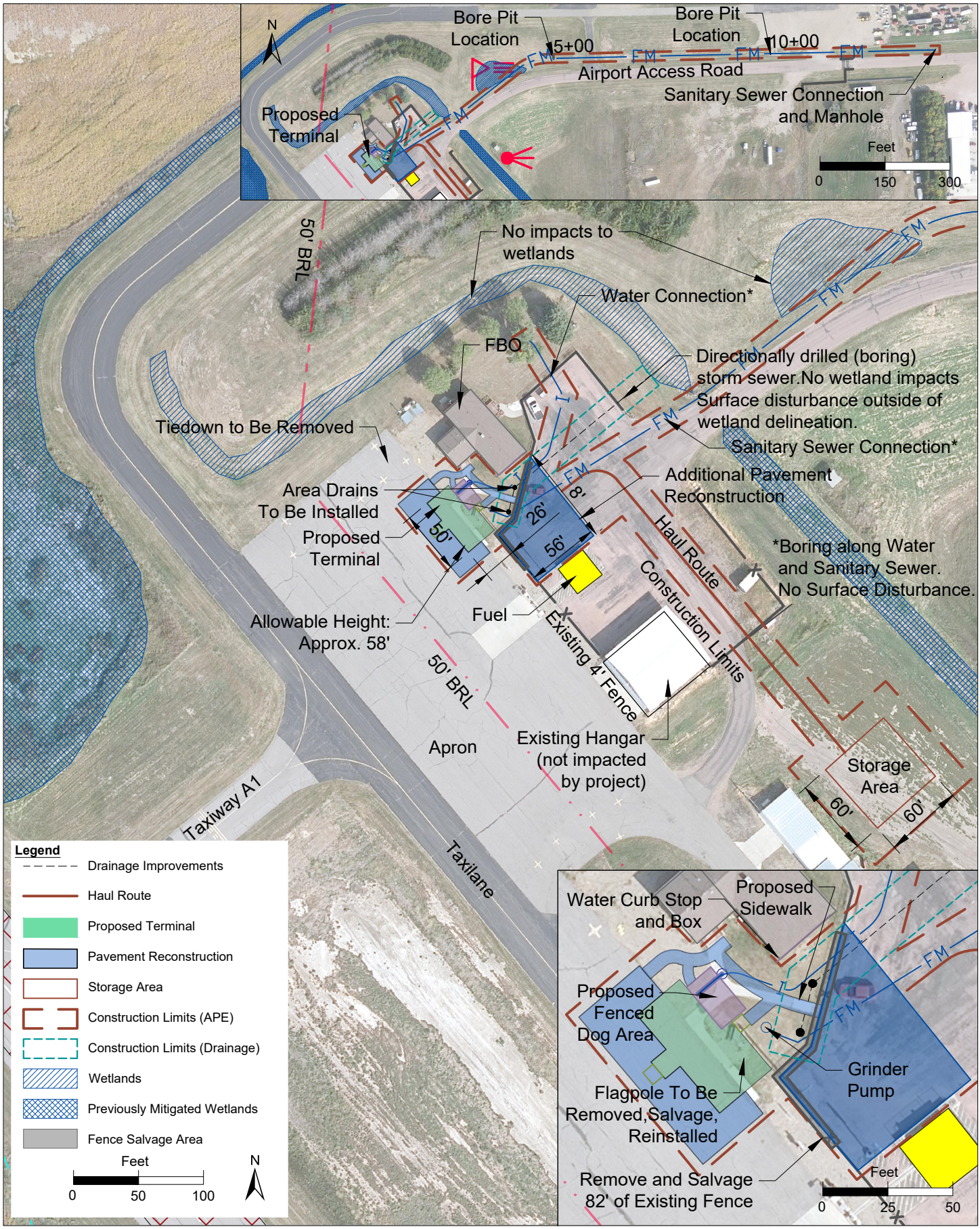
Submit by Email

Project Figure

Figure 1

Chamberlain Municipal Airport
Chamberlain, South Dakota

Parking Lot Recon & Drainage Improvements
09/2024; CHAMB Common



\\sehinc.com\panzura\pzprojects\AE\C\CHAMB\Common\Airport\Environmental\CATEX\2022 Terminal_CatEx 2nd Update\Figures\Data\9V9_Fig 1_Parking Lot Update_07242024.dwg 9/23/2024 3:43 PM bhanson

Project Narrative (Justification)

AIP – Design Runway 18/36 Shift, Reconstruction, and Lighting Improvements project.

Runway Reconstruction:

The Mitchell Municipal recently completed an updated master plan and ALP update for the airport. This master plan update discussed the airport's two runways in detail. Runway 13/31 is the airport's primary runway and is constructed to the FAA's C-III design standards. These include a runway length of 6,700 ft and a runway width of 100 ft. The airport's existing crosswind runway, Runway 18/36 is approximately 5,500 ft long and 100 feet and meets C-II design standards. However, during the completion of the master plan update, it was determined that the existing crosswind runway exceeds the needs of the airport and should be reduced in size in order to satisfy the requirements for smaller B-II aircraft. This will require reducing both the length and width of the runway to meet these requirements. Additionally, the two existing runways currently intersect near the 31 and 36 ends. This current intersecting configuration is dangerous for airport users and poses an increased risk of runway incursions and collisions.

The condition of Runway 18/36 has began to deteriorated to a point where reconstruction is necessary. The SD DOT completes a Pavement Condition Index (PCI) survey on all airport pavements every three years. The results from this survey give a section a pavement a score from 0 to 100 with 100 being the best. The PCI results for the different section of pavement on Runway 18/36 are provided below. It can be seen by the decreasing PCI values, that the pavement on the runway is reaching the end of its intended lifespan. The runway was originally constructed in 1942 of 7-10 inches of concrete. A 3 inch asphalt overlay was constructed in 1975 and a rubberized friction course was overlaid in 1996. The runway was narrowed to 100 feet and MIRL was installed in 1999. The runway also includes a few small areas of differing pavement sections near the intersection with Runway 13/31. All of these pavement sections are exhibiting signs of distress and failure and should be reconstructed.

Mitchell (MHE)										
Branch ID	Pavement		2015		2018		2021		2024	
	Age	Material	PCI	Condition	PCI	Condition	PCI	Condition	PCI	Condition
Runway 18/36	1996	Asphalt	65	Fair	63	Fair	61	Fair	53	Poor
Runway 18/36	1996	Asphalt	80	Satisfactory	75	Satisfactory	67	Fair	33	Failed
Runway 18/36	1996	Asphalt	74	Satisfactory	75	Satisfactory	66	Fair	53	Poor

Runway Lighting:

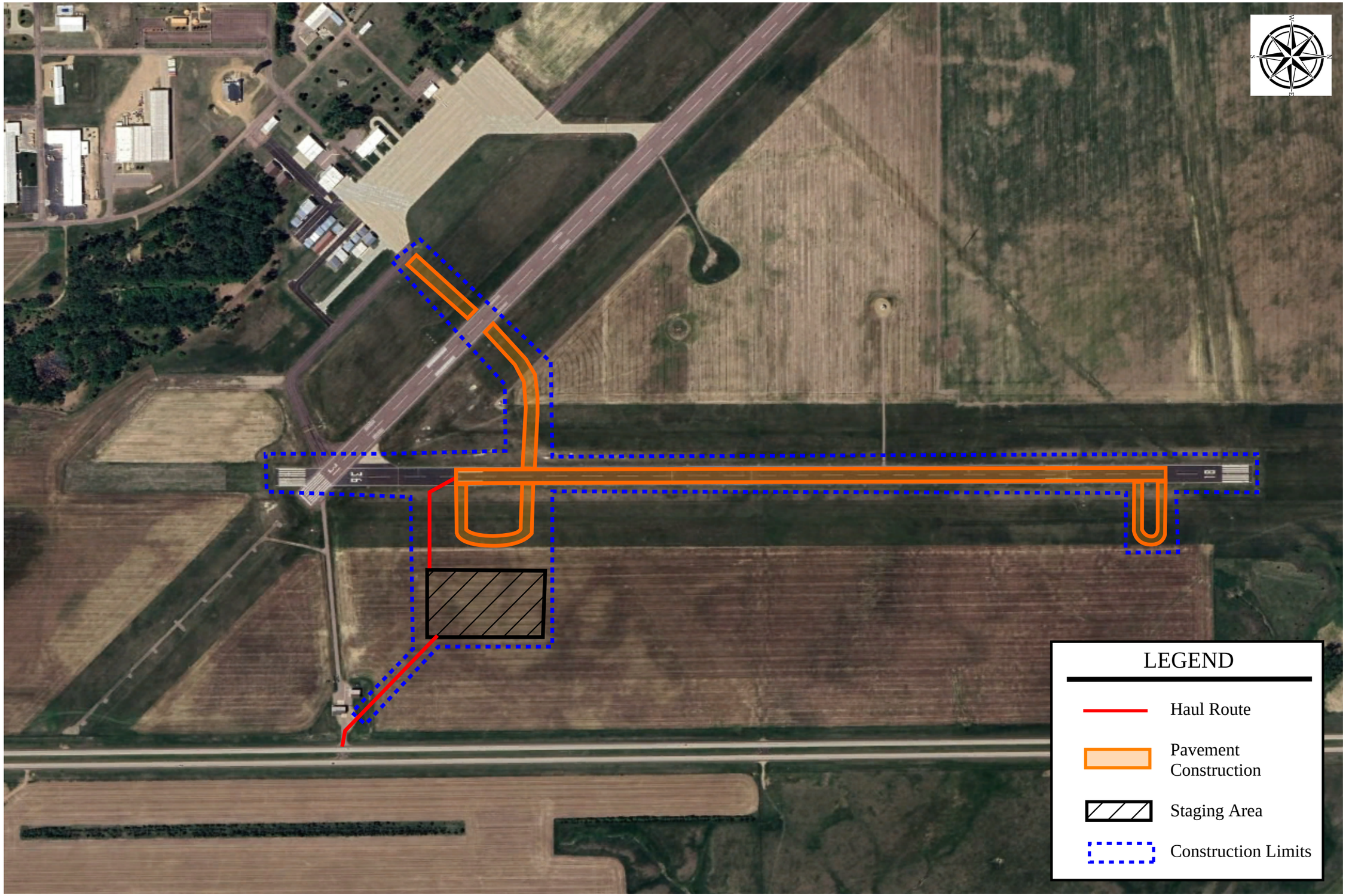
The runway is proposed to be reconstructed at 75 feet wide. With the narrowing of the runway, the existing incandescent MIRL will be replaced with new LED MIRL. The new LED units will replace the incandescent units, resulting in less energy usage and long-term savings on replacement parts for the City. Additional lighting improvements will include: replacement of the system control box, installation of new runway Precision Approach Path Indicators (PAPI) and Runway End Identifier Lights (REILs). All of these lighting upgrades will include LED light fixtures and provide greater visibility to pilots and more reliability to the airport.

Runway Shift:

The shifting of Runway 18/36 to decouple it from Runway 13/31 will provide a great enhancement to the safety of the airport. The intersecting of runway has long been an avoidable practice but many times surrounding land restraints force them to occur. With the shortening of the runway the airport will have plenty of land space available to accommodate a shift of the runway to the north. Decoupling the runways will increase the safety of all airport users while also eliminating the confusion that comes along with intersecting runways.

Beacon Replacement

The existing beacon structure is an old water tower constructed in the 1940's and is located southeast of the hangar area. The tower is not in use as a water tower and is only used as the beacon tower now as the beacon was placed there out of convenience in the 1940's. The City recently had the structure evaluated. The results of the study by Alberston Engineering, Inc. showed that a 15' barrier must be constructed around the structure and that it would eventually need to be demolished. The City will handle results of the study themselves. However, a new beacon and beacon structure are required as soon as possible. A new, centrally located beacon is also proposed to be constructed with this project.



No.	Revisions	By	App.	Date

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the law of the State of South Dakota.
Registration No.

416 Production St N.
P.O. Box 111.
Aberdeen, S.D. 57402
Phone: 605.225.1212.
Fax: 605.225.3189
Email:
bobb@helmsengineering.com

Helms & Associates
CIVIL ENGINEERS & LAND SURVEYORS

Runway 18/36 Reconstruction
Preliminary Project Sketch

Mitchell Municipal Airport
Mitchell, SD

Drawn By:
Chk' By:
Proj. No:
Dwg. No:
VP. No:
Date:

OF

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Rehab. T/W B, Construct Parallel T/W C, and Convert Existing T/W C to ARFF Access Route

AIRPORT: Pierre Regional Airport (PIR)

1. Objective:

Rehabilitate T/W B from R/W 7 Threshold to T/W A1, Construct R/W 7-25 Parallel T/W C from R/W 35 Threshold to R/W 13 Threshold, and Rehabilitate Existing T/W C and Convert to ARFF Access Route (Environmental and Design)

2. Benefits Anticipated:

Extend the life of the existing T/W B pavement and T/W C pavement (to be converted to an ARFF access route) and eliminate the need for aircraft to back-taxi on R/W 7-25.

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

The environmental phase included completing a documented categorical exclusion. The design phase includes completing a topographical survey and geotechnical investigation along with producing a design report, project plans, and specifications in accordance with FAA criteria and project specific needs. It also includes calculating a project budget and opinion of probable construction costs. After producing a set of final plans and specifications, bids will be solicited from prospective contractors. The Sponsor's DBE Program will also be updated.

Lochner – Consultant: Engineering Design and Bidding Services
Brosz Engineering - Subconsultant for Survey Services
Aaron Swan & Associates - Subconsultant for Geotechnical Investigation Services
DBE Plans & Goals Preparation Services - Subconsultant for DBE Program Update Services

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 AREA

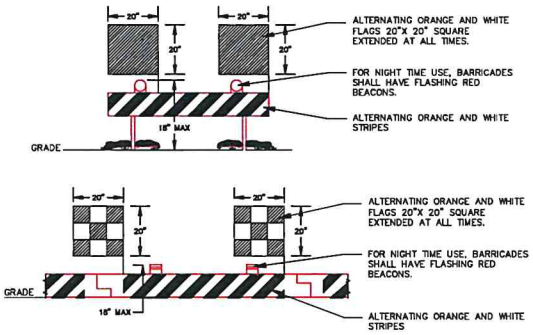
Point Number	Full Description	Latitude	Longitude	Point Elevation
1	PROJECT AREA	N43° 15' 26.88"	W100° 51' 21.69"	2702'
2	PROJECT AREA	N43° 15' 31.06"	W100° 51' 22.71"	2702'
3	PROJECT AREA	N43° 15' 30.49"	W100° 51' 27.30"	2703'
4	PROJECT AREA	N43° 15' 27.66"	W100° 51' 26.60"	2703'
5	PROJECT AREA	N43° 15' 27.81"	W100° 51' 25.45"	2703'
6	PROJECT AREA	N43° 15' 28.34"	W100° 51' 25.57"	2704'
7	PROJECT AREA	N43° 15' 28.64"	W100° 51' 23.26"	2704'
8	PROJECT AREA	N43° 15' 22.81"	W100° 51' 22.81"	2703'

STAGING AREA

Point Number	Full Description	Latitude	Longitude	Point Elevation
9	STAGING AREA	N43° 15' 28.90"	W100° 51' 22.67"	2702'
10	STAGING AREA	N43° 15' 30.84"	W100° 51' 23.17"	2704'
11	STAGING AREA	N43° 15' 30.57"	W100° 51' 25.16"	2705'
12	STAGING AREA	N43° 15' 28.63"	W100° 51' 24.66"	2705'

HAUL ROUTE

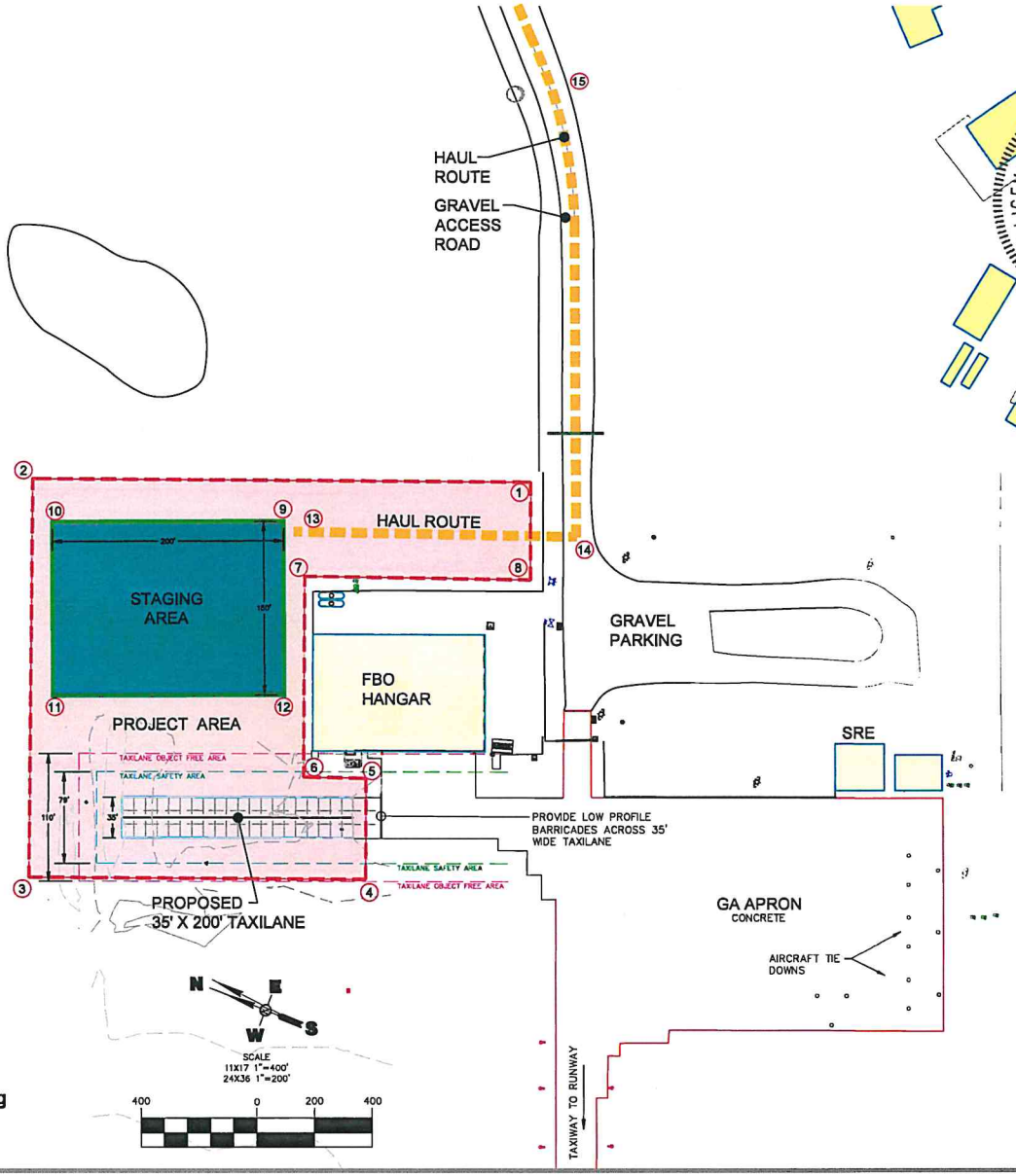
Point Number	Full Description	Latitude	Longitude	Point Elevation
13	HAUL ROUTE	N43° 15' 28.79"	W100° 51' 22.77"	2702'
14	HAUL ROUTE	N43° 15' 26.40"	W100° 51' 22.22"	2703'
15	HAUL ROUTE	N43° 15' 27.46"	W100° 51' 16.77"	2698'

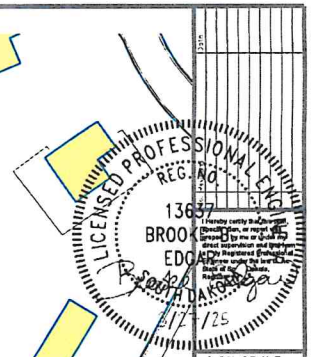


LOW PROFILE BARRICADE DETAILS
NO SCALE

PROJECT LEGEND

- TSA — RUNWAY SAFETY AREA
- TOFA — OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- SECTION LINE
- QUARTER LINE
- EXISTING FENCE
- OHE — OVERHEAD ELECTRIC LINE
- PROPERTY CORNER
- RUNWAY THRESHOLD LIGHTS
- RUNWAY LIGHTS
- TAXIWAY LIGHTS
- RUNWAY MARKERS/CONES
- LIGHT POLE
- BEACON
- TIE DOWNS
- POWER POLE
- SURVEY MARKER
- CULVERTS
- STORM SEWER MANHOLES
- DECIDUOUS TREE
- CONIFEROUS TREE
- EXISTING CONCRETE SURFACING
- EXISTING GRAVEL SURFACING
- BUILDINGS
- **Project Area**
- **Equipment Parking & Staging Area**
- **Haul Route**





418 Production St N.
P.O. Box 111
Aberdeen, SD 57402
Phone: 605.225.1212
Fax: 605.225.3189
Email: bobb@helmsengineering.com
Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS

CONSTRUCTION SAFETY PHASING PLAN

HANGAR TAXILANE EXPANSION
ROSEBUD SIOUX TRIBAL AIRPORT
ROSEBUD SOUTH DAKOTA

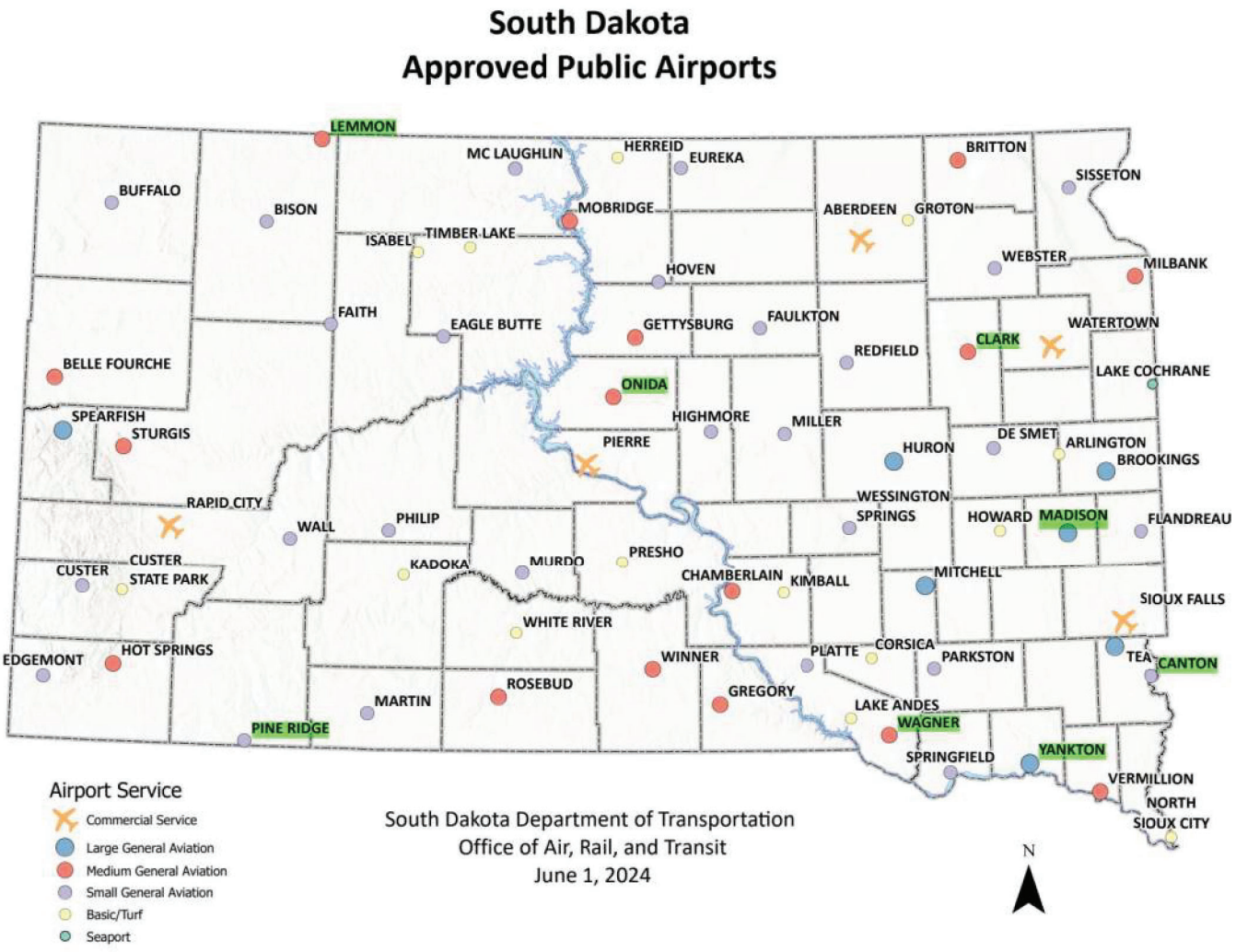
Drawn By:	WRD/CDH
Chk' By:	BBE
Proj. No:	A-8395
Dwg. No:	8395-PNT
VP. No.	8395-PNT -
Date:	6/7/25

Project Narrative (Justification)

Hangar Taxilane Expansion

The Rosebud Sioux Tribal Airport is in need of additional hangar taxilane space at the airport. Currently, there is only 175' of hangar taxilane on the airfield and that is occupied by a large hangar that is owned by an air ambulance service. According to airport officials, there are a number of local pilots with aircraft who are wanting to store their aircraft at the airport. However, with the lack of existing hangar taxilane pavement, there is not any space for the construction of a hangar with paved access. Extending the hangar taxilane by 200' will provide the space needed to construct a new hangar at the airport. By extending the taxilane and providing additional space for hangar construction, the airport will see an increase in the number of based aircraft and operations at the airport. Additionally, the tribe is looking into the possibility of constructing their own revenue producing hangar that they can rent out to local and transient pilots which will provide an additional income source for the airport.

The proposed taxilane will be constructed with a 39" paving section with perimeter underdrain to help minimize the effects of frost on the pavement. The 39" section is 65% of frost depth and will include subbase, aggregate base course, and concrete surfacing. The perimeter underdrain piping will help to remove water from the subgrade under and around the pavement helping to reduce subgrade swelling during the winter months.



Projected Airport Treatments

Airport	Treatment	Segments (See PCI Maps)
Canton	Route and Seal Cracks, P-608 Emulsified Surface Treatment, Temporary Pavement Markings, and Permanent Pavement Markings	All Asphalt Surfaces, except new hangar taxi built in 2024
Clark County	Route and Seal Cracks, P-608 Emulsified Surface Treatment, Temporary Pavement Markings, and Permanent Pavement Markings	Runway Only – 6105, 6110, 6115
Lemmon (Optional at this time – Need FAA Approval)	Route and Seal Cracks and P-608 Emulsified Surface Treatment	Access Road Only (Optional at this time)

Madison	Route and Seal Cracks, P-608 Emulsified Surface Treatment, and Permanent Pavement Markings	105, 210, 410, 505, 4105, 4120 Include Pavement Markings on other PCC Surfaces (405 Hangar Taxi Area & 805 Runway End Connectors-Turnarounds)
Onida	Route and Seal Cracks, P-608 Emulsified Surface Treatment, Crack Leveling, and Permanent Pavement Markings	All Asphalt Surfaces, except the Runway, 13 End Teacup, & PCC Apron Include Pavement Markings on 4110 PCC Apron
Pine Ridge	Route and Seal Cracks,P-608 Emulsified Surface Treatment, Crack Leveling, Temporary Pavement Markings, and Permanent Pavement Markings	All Asphalt Surfaces
Wagner	Route and Seal Cracks, P-608 Emulsified Surface Treatment, Crack Leveling, Temporary Pavement Markings, and Permanent Pavement Markings	All Surfaces, except the PCC Apron Include Pavement Markings on PCC Apron
Yankton	Route and Seal Cracks, P-608 Emulsified Seal Coat, Temporary Pavement Markings, and Permanent Pavement Markings	All Asphalt Surfaces (2/20 Runway only)

Description of Work

This project shall include the remodel of the existing airport terminal. The work will include site preparation, reconstruction of building entrance, remodel of existing building, site restoration and various other items of related construction.

FAR PART 77 APPROACH SURFACE, 20:1
AIRPORT DESIGN APPROACH SURFACE NO.5, 20:1
AIRPORT DESIGN APPROACH SURFACE NO.6, 30:1
DEPARTURE SURFACE 40:1
DEPARTURE SURFACE 40:1 + 150'
section line
quarter line
property line
Alkali Road
10' high wildlife fence
1000'
500'
400'
275'
150'
300'
200'
135th Avenue
HAUL ROUTE
TAXILANE
HANGAR (TYP)
rwy object free area
rwy obstacle free zone
rwy safety area
PARTIAL PARALLEL TAXIWAY
GENERAL AVIATION APRON (CONCRETE)
HANGAR
PARKING
HANGAR TAXILANES
TERMINAL AREA REMODEL
STAGING AREA (TURF)
PROJECT AREA (TURF)
GENERAL AVIATION APRON (ASPHALT)
240'
252'
to city of Sturgis
FAR PART 77 APPROACH SURFACE, 20:1
AIRPORT DESIGN APPROACH SURFACE NO.2, 20:1
250'
120'
200'
240'
rwy safety area
rwy object free area
rwy obstacle free zone
TURF RUNWAY 5/23
120'
County Highway MC 12
75'
CONCRETE RUNWAY 11/29
rwy safety area
rwy obstacle free zone
rwy object free area
quarter line
property line
section line
FAR PART 77 APPROACH SURFACE, 20:1
AIRPORT DESIGN APPROACH SURFACE NO.2, 20:1

N
W
E
S

SCALE
11X17 1"=400'
24X36 1"=200'

400 0 200 400

VP. No. 9396-02 - 2 LAYOUT

LICENSED PROFESSIONAL ENGINEER
REG. NO. 13577
BROOKE B. ELLIS
EDGAR
SOUTH DAKOTA
5/27/2025

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

Date
No. Revision

SPN Helms
CIVIL ENGINEERS & LAND SURVEYORS
416 Production St N.
P.O. Box 111,
Aberdeen, S.D. 57402
Phone: 605.225.1212
Fax: 605.225.3189
Email: bobb@helmsengineering.com

PROJECT LAYOUT PLAN

GENERAL AVIATION TERMINAL REMODEL
STURGIS MUNICIPAL AIRPORT
STURGIS SOUTH DAKOTA

Drawn By:	CDH
Chk' By:	BBE
Proj. No:	A-9396
Dwg. No:	9396-02
Date:	5/28/25

C102
OF
11

Project Narrative (Justification)

BIL – Terminal Building Remodel

The Sponsor is proposing to remodel the existing Terminal Building/ Pilots lounge at the Sturgis Municipal Airport. The existing terminal building is aging, crowded, and not able to accommodate the needs of the growing and incredibly busy airport. Since 2017, the airport has expanded from 43 based aircraft and 17 hangars to 103 based aircraft and 35 hangars, with several more private hangar constructions planned. The airport has several jets based at the airport and currently has 5 Certified Flight Instructors (CFIs) using the airport as a base for their operations. These demand increases have led the airport to outgrow the existing terminal building and realize the need to construct a new larger facility. However, due to other safety critical needs at the airport (full parallel taxiway); the sponsor has shifted its focus from constructing a new terminal to remodeling the existing building. The remodel of the existing terminal will include: updating the building's interior, and expanding the pilot briefing area to accommodate larger groups.

The airport has secured Airport Terminal Program (ATP) funding from the South Dakota Legislator's Senate Bill 144. This funding will cover approximately 60% of the construction cost for the terminal remodel. The airport's FAA Bipartisan Infrastructure Law (BIL) entitlements will be utilized to cover the remaining 40% of construction and 95% of the engineering fees associated with the project. The remaining 5% share of the engineering fees will be paid for by the Sponsor.

DESCRIPTION OF WORK

This project shall include the construction of Parallel Taxiway A and connector taxiways. This work includes Asphalt/Base Removal, Grading, Geotextile Separator Fabric, Subbase Course, Aggregate Base Course, PCC Paving or Asphalt Base/Surface Course, Pavement Marking, Topsoil, Seeding and Fertilizing, Mulching, Electrical Duct and Conductors, Medium Intensity Taxiway Lighting, Airfield Signage, and other items of related construction.

DEPARTURE SURF. #7 40:1
AC DESIGN APPROACH, #5. 20:1
AC DESIGN APPROACH, #6. 30:1
FAR PART 77 APPROACH 20:1
RUNWAY PROTECTION ZONE
500' 205' 150' 300 200'
DEPARTURE SURF. #7
10' WILDLIFE FENCE
AIRPORT ACCESS ROAD
HANGAR TAXILANE OPEN
HANGARS (TYP.)
CONSTRUCTION ACCESS GATE
HAUL ROUTE
ALKALI ROAD
PROPERTY LINE
HANGARS (TYP.)
ELEC VAULT BEACON
GENERAL AVIATION APRON
PARKING
FBO
TERMINAL
FUEL
GENERAL AVIATION APRON
STAGING AREA (STOCKPILED MATERIALS AND EQUIPMENT)
300' 200'
FAR PART 77 APPROACH 20:1
AC DESIGN APPROACH, #2. 20:1
RUNWAY PROTECTION ZONE
VISUAL APPROACH CLOSED
HAUL ROUTE
240' 120' 250'
HAUL ROUTE
10' WILDLIFE FENCE
RWY END 23 VISUAL APPROACH, 1 MILE EL 3224.75
HAUL ROUTE
PROPERTY LINE
PHASE II EXISTING PARTIAL PARALLEL TAXIWAY LIGHTING
PHASE I EXISTING CONNECTOR TAXIWAY REMOVAL
PHASE II EXISTING CONNECTOR TAXIWAY REMOVAL
125'
133RD AVENUE
STAGING AREA (EQUIPMENT)
RWY OBJECT FREE AREA
RWY SAFETY AREA
RWY OBSTACLE FREE ZONE
PHASE I MID-POINT TAXIWAY CONSTRUCTION
PHASE I TURF RWY 5/23
RWY OBJECT FREE AREA
RWY OBSTACLE FREE ZONE
250' 120'
RUNWAY PROTECTION ZONE
RWY END 5
250' 120' 240'
AC DESIGN APPROACH, #2. 20:1
FAR PART 77 APPROACH 20:1
PROPERTY LINE
10' WILDLIFE FENCE
PHASE II MID-POINT TAXIWAY CONSTRUCTION
PHASE I PARALLEL TAXIWAY CONSTRUCTION
RUNWAY 11/29 75' X 5100'
125' 125' 125'
150' 250' 500' 240'
PROPERTY LINE
10' WILDLIFE FENCE
RWY OBSTACLE FREE ZONE
RWY SAFETY AREA
RWY OBSTACLE FREE ZONE
RWY OBJECT FREE AREA
125'
PHASE II PARALLEL TAXIWAY CONSTRUCTION
RWY END 29 RNAV-GPS APPROACH, 1 MILE VISIBILITY EL 3207.72
RUNWAY PROTECTION ZONE
AC DESIGN APPROACH, #5. 20:1
FAR PART 77 APPROACH 20:1
DEPARTURE SURF. #7
10' WILDLIFE FENCE
PROPERTY LINE
300' 200'
150' 250' 500'
AC DESIGN APPROACH, #6. 30:1
DEPARTURE SURF. #7 40:1

N W E S

SCALE
11X17 1"=400'
24X36 1"=200'
400 0 200 400

PROJECT LEGEND

- CONTOUR LINE 1' INTERVAL
- CONTOUR LINE 5' INTERVAL
- PROPERTY LINE (EXISTING)
- BARB WIRE FENCE
- WILDLIFE FENCE
- SECTION LINE
- QUARTER LINE
- PROPERTY CORNER
- RUNWAY THRESHOLD LIGHTS
- RUNWAY LIGHTS
- TAXIWAY LIGHTS
- RUNWAY MARKERS/CONES
- LIGHT POLE
- LIGHTED WINDCONE
- BEACON
- PROPANE TANK
- FUEL TANK
- PAPI LIGHT
- ELECTRIC GATE CARD READER
- EX TIE DOWNS
- FUT-ULT TIE DOWNS
- BUILDINGS
- POWER POLE
- SURVEY MARKER
- BENCH MARK
- CULVERTS
- STORM SEWER MANHOLES
- DECIDUOUS TREE
- CONIFEROUS TREE
- TREE LINE
- EXISTING RUNWAY PROTECTION ZONE
- FUTURE RUNWAY PROTECTION ZONE
- ULTIMATE RUNWAY PROTECTION ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY SAFETY AREA
- EXISTING RUNWAY OBSTACLE FREE ZONE
- PHASE I, CONSTRUCTION PROJECT AREA
- PHASE II, CONSTRUCTION PROJECT AREA

NOTE: ITEMS NOT LISTED IN LEGEND SHALL BE AS LABELED

LICENSED PROFESSIONAL ENGINEER
REG. NO. 13637
BROOKE B. EDGAR
SOUTH DAKOTA
5/27/2025

I Hereby certify that this report, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State Of South Dakota.
Registration No.

No.	Revision	Date

416 Production St N.
P.O. Box 111,
Aberdeen, S.D. 57402
Phone: 605.225.1212
Fax: 605.225.3189
Email: bobb@helmsengineering.com

SPN Helms
CIVIL ENGINEERS & LAND SURVEYORS

PROJECT LAYOUT PLAN

PARALLEL TAXIWAY CONSTRUCTION
STURGIS MUNICIPAL AIRPORT
STURGIS SOUTH DAKOTA

Drawn By:	CDH
Chk' By:	BBE
Proj. No:	A-10027
Dwg. No:	10027-01
VP. No:	LAYOUT
Date:	5/28/25

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: AIP # 3-46-0054-024-2025

AIRPORT: Sturgis Municipal Airport

1. Objective:

Parallel Taxiway Construction - 1,131 LF of 4,300 LF of taxiway

2. Benefits Anticipated:

A Parallel Taxiway constructed for Runway 11/29 will increase the safety of the aircraft using the Sturgis Municipal Airport as the aircraft will not need to back taxi along Runway 11/29.

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

See approved "Scope of Work" for the project.

4. Geographic Location:

Sturgis Municipal Airport
Sturgis, Meade County, South Dakota

5. If Applicable, Provide Additional Information:

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

Kevin Forrester (605) 347-4422
1040 Harley-Davidson Way
Sturgis, SD 57785