



# Lincoln Airport Authority

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lincoln Airport Authority		DIVISION: Lincoln Municipal Airport		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)  (Control Number) (Project Number) (Work Phase)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25
1	<b>Master Plan</b>			835.0	FAA									
				0.0	LAA									
	TOTAL			835.0		0.0		0.0		0.0		0.0		0.0
2	<b>Snow Removal Equipment - Loader</b>			291.0	FAA									
				0.0	LAA									
	TOTAL			291.0		0.0		0.0		0.0		0.0		0.0
3	<b>General Aviation Development</b> LNK is experiencing strong GA growth and has developed aircraft storage on almost all available hangar sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. Step 1 of this process is to accomplish necessary preliminary design, environmental assessments, grading and infrastructure installations.													
								1,350.0	FAA					
								150.0	LAA					
	TOTAL			0.0		0.0		1,500.0		0.0		0.0		1,500.0
4	<b>Taxiway Alpha &amp; Taxilane Kilo Rehab</b> Taxilane Kilo provides critical access to a large variety of GA tenants, both large and small. This pavement has begun to fail, so reconstruction is critical, needed infrastructure. Taxilane Alpha pavement rehabilitation will complete the multi-year reconditioning of the GA runway and taxiway infrastructure.													
								2,200.0	FAA					
								220.0	LAA					
	TOTAL			0.0		2,420.0		0.0		0.0		0.0		2,420.0
5	<b>SRE-Sweeper (Replace #4454)</b> Lincoln's current inventory of SRE (Snow Removal Equipment) includes 5 sweepers, the oldest of which was acquired in 1994 (3-31-0050-16). Per the FAA's Snow Removal Equipment Calculations spreadsheet, LNK is eligible for up to 5 sweepers. Adding the proposed sweeper to the fleet would reduce overall snow removal times and provide operational flexibility when other sweepers are out of service.													
								486.0	FAA					
								48.6	LAA					
	TOTAL			0.0		534.6		0.0		0.0		0.0		534.6
6	<b>Runway 18/36 - Pavement Rehabilitation Design</b> The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of its useful life. This preliminary design/design project will more accurately define the scope of work and cost.													
								720.0	FAA					
								80.0	LAA					
	TOTAL			0.0		0.0		800.0		0.0		0.0		800.0
7	<b>Runway 18/36 - Pavement Rehabilitation Construction</b> The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial.													
										7,200.0	FAA			
										800.0	LAA			
	TOTAL			0.0		0.0		0.0		8,000.0		0.0		8,000.0
8	<b>Runway 14/32 Rehabilitation - Design</b> Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation in 2024.													
												540.0	FAA	
												60.0	LAA	
	TOTAL			0.0		0.0		0.0		0.0		600.0		600.0

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				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24
9	<b>Runway 14/32 Rehabilitation - Pavement and Lighting</b> With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitation (monimal 5" mill & overlay, 8650' x 150') of the existing pavement. This pavement was constructed in 2002, with sealcoats applied in 2006 (LNK-34) and 2015 (LNK-51). With preliminary design completed in the previous year, we would like to bid and construct a rehabilitation of the existing lighting system. This lighting system was installed in 2002 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age of over 20 years, would propose to replace the entire system with a new LED MIRL system, including the re-spacing of runway lights to meet current design criteria and the replacement of a 30+ year old emergency generator (serves Rwy 14/32, 17/35 and Twys A, C, E, K, N, P).										8,100.0 900.0	
	TOTAL			0.0		0.0		0.0		0.0	9,000.0	9,000.0
10	<b>Terminal Ramp Rehabilitation - Phase II</b> As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II our planned Terminal Ramp rehabilitation. While we are proposing this project for 2022, we would like to be able to adjust the timing of the project based on pavement conditions.										3,600.0 400.0	
	TOTAL			0.0		0.0		0.0		0.0	4,000.0	4,000.0
<b>FUNDING SUMMARY</b>												
<b>FAA FUNDS</b> FAA(Airport Improvement Program)					1,126.0	2,686.0	2,070.0	7,200.0	540.0	0.0		12,496.0
SUB-TOTAL FEDERAL FUNDING				1,126.0	2,686.0	2,070.0	7,200.0	540.0	0.0		12,496.0	
<b>STATE FUNDS</b> NDA (NE Dept. of Aeronautics)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SUB-TOTAL STATE FUNDING				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>LOCAL FUNDS</b> LAA (Lincoln Airport Authority)				0.0	268.6	230.0	800.0	60.0	0.0		1,358.6	
SUB-TOTAL LOCAL FUNDING				0.0	268.6	230.0	800.0	60.0	0.0		1,358.6	
<b>TOTAL</b>				<b>1,126.0</b>	<b>2,954.6</b>	<b>2,300.0</b>	<b>8,000.0</b>	<b>600.0</b>	<b>13,000.0</b>	<b>26,854.6</b>		

