Lincoln Airport Authority Lincoln Airport Au

**Lincoln Airport Authority** 

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA			AGENCY: Lincoln Airport Authority							
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION: Lincoln Municipal Airport						
PROJ NO	PROJECT	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
(Map)	(Location & Distance)	PRIORITY PROJECTS								
	(Improvement Description) (Control Number) (Project Number)	(Work Phase)	PRIOR FISCAL YEARS FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
1	Master Plan		835.0 FAA 0.0 LAA							
		TOTAL	. 835.0	0.0	0.0	0.0	0.0	0.0	0.0	
2	Taxiway Alpha & Taxilane Kilo Rehab		3,300.0 FAA 0.0 LAA							
		TOTAL	3,300.0	0.0	0.0	0.0	0.0	0.0	0.0	
3	SRE-Sweeper (Replace #4454)	TOTAL	532.8 FAA 0.0 LAA	0.0	0.0	0.0	0.0	0.0	0.0	
4	Snow Removal Equipment (SRE) Building	TOTAL	532.8	0.0	0.0	0.0	0.0	0.0	0.0	
	The Lincoln Airport has purchased a number of pieces of SRE in the last few years and more are anticipated in the planning period. The existing buildings that have been used to store this equipment are essentially full and are unable to store the new future equipment. The construction of new facility to store federally-funded SRE is proposed.			3,150.0 FAA 350.0 LAA						
		TOTAL	0.0	3,500.0	0.0	0.0	0.0	0.0	3,500.0	
5	Runway 18/36 - Runway Surface Condition Sensors The existing runway surface condition sensors wire installed in 2014. The equipment has become unreliable and non-functioning in some cases. The project proposal includes replacement of the sensors on both Runway 18/36 and Runway 14/32.			450.0 FAA 50.0 LAA					500.0	
		TOTAL	0.0	500.0	0.0	0.0	0.0	0.0	500.0	
6	Runway 18/36 - Pavement Reconstruction Design 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 it's useful life. This preliminary design/design project will more accurately define the scope of work and cost.	TOTAL	. 0.0	330.0 FAA 934.0 OF 36.0 LOCAL 1,300.0	0.0	0.0	0.0	0.0	1,300.0	
_	D	70111		1,00010	5.0				,	
7	Runway 18/36 - Pavement Reconstruction Construction  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.				15,870.0 FAA 45,067.0 OF 1,763.0 LOCAL					
		TOTAL	0.0	0.0	62,700.0	0.0	0.0	0.0	62,700.0	
8	General Aviation Development									
	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	0.0	1,500.0	0.0	0.0	1,500.0	
9	Runway 14/32 Rehabilitation - Design									
	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 sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed.						540.0 FAA 60.0 LAA			
		TOTAL	0.0	0.0	0.0	0.0	600.0 LAA	0.0	600.0	

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TRANSPORTATION IMPROVEMENT PROGRAM			DIVISION: Lin	ncoln Municipal Airpo	ort				
PROJ NO	PROJECT	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
(Map)	(Location & Distance)		PRIORITY PROJECTS						
	(Improvement Description) (Control Number) (Project Number)	er) (Work Phase	PRIOR FISCAL YEARS FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
			TEARO					TROOKAW	00010
10	Relocate Run-up Pad  The existing run-up pad at the Lincoln Airport is located on the west side of the airfield opposite of the majority of the users. This necessitates multiple runway crossings to use and, as such, represents a safety concern. This has been also identified as a concern by the Runway Safety Action Team (RSAT). A 2014 study identified several concepts to mitigate the issue and was the preliminary step to construct a relocated pad.	TOTAL	. 0.0	0.0	0.0	0.0	3,150.0 FAA 350.0 LAA 3,500.0	0.0	3,500.0
		TOTAL	0.0	0.0	0.0	0.0	3,300.0	0.0	0,000.0
11	Runway 14/32 Rehabilitation - Pavement and Lighting  With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitatior (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 200 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age 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).	2. Of						10,080.0 1,120.0	
		TOTAL	. 0.0	0.0	0.0	0.0	0.0	11,200.0	11,200.0
12	Oak Creek Levee Improvements In the years following Hurricane Katrina in 2005, the Oak Creek Levee that runs around the West and South portions of the airfield was decertified due to national changes in freeboard requirements. The proposed project would construct improvements to the existing levee system to allow for recertification.	f	20				0.0	3,150.0 350.0	3,500.0
		TOTAL	0.0	0.0	0.0	0.0	0.0	3,500.0	3,500.0
13	Terminal Ramp Rehabilitation - Phase II As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. While we are proposing this project for 2022, we would like to be able to adjust the timir of the project based on pavement conditions.	g TOTAL	0.0	0.0	0.0	0.0	0.0	3,600.0 400.0 4,000.0	4,000.0
14	Interlocal Agreement for Minimum Revenue Guarantee Lancaster County and the City of Lincoln each pledged \$1.5 million of their American Rescue Plan Act (ARPA) funds for a total of \$3 million to an Interlocal agreement with the Lincoln Airport Authority to be used as a Minimum Revenue Guarantee (MRG) for the purpose of developing/encouraging new or expanded regularly scheduled passenger air service. The Interlocal Agreement continues through December 31, 2026. The funds will be drawn down as needed. Any unexpended funds will be returned to the City and County at the end of the agreement period. The funds shown are FY 2022-23 but may be used in any of the fiscal years through FY 2025-26.	TOTAL	. 0.0	3,000.0 OF 3,000.0	0.0	0.0	0.0	0.0	3,000.0
		.0171	0.0	2,200.0	0.0	0.0	0.0	5.0	0,000.0
15	Terminal Building - HVAC Cooling Tower Reconstruction  This project replaces the existing Lincoln passenger terminal facility's cooling towers, fans, internal exhauast ducts and adjacent control equipment and pllumbing. The cooling towers and exhause ductwork are original to the 1974-era Terminal building at the Lincoln Airport. Significant degradation of the metal ductwork indicates the existing infrastructure is nearing the end of its useful life. In 2014, a locally-funded project was undertaken in an attempt to rehabilitate the towers and gain some additional use life. The currently observed level of oxidationi and deterioration indicates that a complete replacement of the cooling towers and adjacent ancillary equipment is now warranted.	TOTAL	. 0.0	650.0 FAA 350.0 LAA 1,000.0	0.0	0.0	0.0	0.0	1,000.0

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