

Build Kansas Fund | Fiscal Year 2024 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Murl Riedel, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2024-063-GP

Date: July 3, 2024

Attached, please find an application made to the Build Kansas Fund by Stanton County. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 11 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-9. Page 9 provides the table of funding sources.
- Attachments – executive summary, pages 10-11.

Project Overview

Stanton County seeks funding from the Federal Aviation Administration for funding available through the Airport Infrastructure Grant (AIG) program to reconstruct the southern two-thirds of the Runway 17-35 parallel taxiway and to replace the Medium Intensity Taxiway Lighting (MITL) system at the Stanton County Municipal Airport (JHN).

This opportunity is a formula BIL program with a local match requirement of 10% of the total project cost. The entity is requesting \$49,778.00 from the Build Kansas Fund. This request has the potential to unlock \$448,000.00 in federal funds.

The deadline is July 12, 2024, and this Build Kansas Fund application was received on June 24, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on June 26, 2024, following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2024-063-GP (Stanton)
Project Name	Stanton County Municipal Airport (JHN) Project
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	Great Plains Development Inc
Infrastructure Sector(s)	Transportation
BIL Program	Airport Infrastructure Grant (AIF)
BIL Program Type	Formula
BIL Application Deadline	7/12/2024
Build Kansas Fund Request	\$49,778.00
Technical Assistance Received	General No
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Support on application and budget submission
Application Notes	Build Kansas Fund contribution of \$49,778.00 will unlock \$448,000.00 in federal BIL funding.

Steering Committee Funding Recommendation	June 26, 2024 Approve
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Advisory Committee Funding Recommendation	DATE Approve or Deny
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Completeness Review Data

Date Build Kansas Application Received:	6/24/2024
Date Of Completeness Check:	6/25/2024
Date Forwarded to Steering Committee:	6/25/2024

Title	Stanton County Commission	06/24/2024
	by Ian Wright in Build Kansas Fund Fiscal Year 2024 Application	id. 46845498
	iwright@hwlochner.com	

Original Submission 06/24/2024

Score	n/a	
	Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Stanton County Commission	
Project Name:	Stanton County Municipal Airport (JHN) - Reconstruct South 2/3 Parallel Taxiway	
Entity type:	County Government	
Applicant Contact Name:	Sandy Barton	
Applicant Contact Position/Title:	County Clerk	
Applicant Contact Telephone Number:	+16204922140	
Applicant Contact Email Address:	sbarton@stantoncountyks.com	
Applicant Contact Address:	201 N. Main Street	
Applicant Contact Address Line 2 (optional):		
Applicant Contact City:	Johnson	
Applicant Contact State:	Kansas	
Applicant Contact Zip Code:	67855	

Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	Ian Wright
Project Contact Position/Title:	Project Manager / Civil Engineer
Project Contact Telephone Number:	+13165189244
Project Contact Email Address:	iwright@hwlochner.com
Project Contact Address:	15717 College Boulevard
Project Contact Address Line 2 (optional):	
Project Contact City:	Lenexa
Project Contact State:	Kansas
Project Contact Zip Code:	66219

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible:	Yes
Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component:	Yes
What is the primary county that the project will occur in?	Stanton County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for: Bipartisan Infrastructure Law Airport Infrastructure Grant Funding

What is the funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity? Federal Aviation Administration

What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity? 20.106

What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 7/12/2024

What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity? 2024

Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: \$448,000.00

Enter the total project cost: \$497,778.00

Enter the required non-federal match percentage: 10.0

Part 4: Build Kansas Fund - Match Application Information

Enter the non-federal match amount being requested from the Build Kansas Fund: \$49,778.00

Is the project able to move forward with a lesser match amount than requested? Yes

If you are awarded less match than the amount requested, at what amount would your project NOT be able to move forward? 0.0

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table.xlsx](#)

Part 5: Build Kansas Fund - Means Test

Confirm that there are no available funding sources currently planned to go unused by your entity that could be leveraged for this project: Yes

Confirm there are no available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies that could be used for this match:

Yes

Confirm that you have explored other readily available funding sources (federal or non-federal) to be used for this match:

Yes

Briefly describe your efforts to find other available funding sources for this project:

The Bipartisan Infrastructure Law (BIL) local match to the federal grant has been planned for utilizing local funding mechanisms. At this point in time and throughout past research, there are no known funding sources available (federal or local) that could fund the BIL local match.

Part 6: Additional Information

Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

[JHN_TW_Reconstruction_-_Executive_Summary_-_Build_Kansas_Fund.docx](#)

Provide any additional information about this project (optional):

This project is comprised of a combination of AIP-NPE funds, AIG-BIL funds, and discretionary funds. Both the AIP-NPE and AIG-BIL funds have been "set aside" or allocated to the Commission and the local match can be made regardless of approval of this application. The discretionary funding is contingent upon selection from the FAA, which will be decided after bids are received. The project costs are as follows:

Total Project Cost: \$4,738,500

AIG-BIL Funds: \$448,000.00

Local Match to AIG-BIL Funds: \$49,778.00

AIP-NPE Funds: \$163,800.00

Local Match to AIP-NPE Funds: \$18,200.00

Discretionary Funds: \$3,652,850.00

Local Match to Discretionary Funds: \$405,872.00

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

Persons and Titles: Ian Wright
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Project Manager / Civil Engineer

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score	n/a
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Pre-Award Information:

Post-Award Information:

Deviation Report:

Source	Amount		Zip Code	% of project in zip code
BIL Federal Funds (applied for)	\$ 448,000.00		67855	100
Build Kansas Funds (non-federal match)	\$ 49,778.00			
Additional Project Contribution (if applicable)	\$ -			
TOTAL PROJECT COST	\$ 497,778.00			

Description of the Project

Stanton County, Kansas (County) and H.W. Lochner, Inc. (Lochner) entered into a contract for engineering services to reconstruct the southern two-thirds of the Runway 17-35 parallel taxiway and to replace the Medium Intensity Taxiway Lighting (MITL) system at the Stanton County Municipal Airport (JHN).

Project Location, Analysis of Current Airfield Conditions, and Needs Addressed

The Stanton County Municipal Airport is located on the east side of Johnson City in central Stanton County in southwestern Kansas. The airport consists of concrete Runway 17-35 (5,200' x 75'), asphalt Runway 8-26 (1,889' x 60'), a full-length concrete parallel taxiway serving Runway 17-35, and a secondary asphalt and concrete parallel taxiway/taxilane west of the parallel taxiway. Per the FAA Form 5010-1 Airport Master Record, the airport serves 37 based aircraft: 34 single-engine aircraft, two multi-engine aircraft, and one helicopter. The airport is currently undergoing an Airport Master Plan (AMP) project. Existing airfield information can be found in **Appendix I: Runway Data Table**. **Appendix I** identifies Runway 17-35 and Runway 8-26 as having a Runway Reference Code (RRC) of B-II and A-I (small), respectively. A particular ARC is assigned to the runway based upon its characteristics of the typical aircraft (design aircraft) that is expected to use the pavement.

Originally constructed in 1984, the southern two-thirds of the parallel taxiway served the airport as primary Runway 17-35 through 2009. The runway spanned 60 feet in width by 4,000 feet in length. In 2008 and 2009, Lochner deigned and oversaw the construction of the current primary runway, Runway 17-35, and converted the original Runway 17-35 to a parallel taxiway. In 2012, Lochner designed and oversaw the construction of a 1,200-foot parallel taxiway extension, creating a full-length parallel taxiway serving Runway 17-35 by connecting the existing southern two-thirds parallel taxiway to the new Runway 17 threshold. While the newer portion of the parallel taxiway, referred to as the northern one-third, is in excellent shape, the remaining parallel taxiway pavement, referred to as the southern two-thirds, continues to significantly deteriorate as it surpasses 37 years old.

In September 2021, Lochner traveled to the Stanton County Municipal Airport to meet with members of the Airport Board and the Airport Manager. During this trip, Lochner also spent time on the airfield examining the condition of the pavement and documenting distresses for future reference and CIP planning. Pavement distresses included joint spalling, durability cracking, and linear cracking, all of which were documented in multiple areas along the southern two-thirds of the parallel taxiway. Currently, the southern two-thirds of the parallel taxiway is non-usable as Foreign Object Debris (FOD) is so prevalent, it is a danger to users and their aircraft.

Expected Project Outcomes

Lochner and their subconsultants completed a pavement/geotechnical and survey analysis of the project area to aid in the design of the reconstruction of the pavement. Five unconfined compressive strength tests on the existing concrete pavement cores determined a high compressive strength value, indicating the existing pavement is eligible for use as aggregate base course for this project. This presents an excellent opportunity to recycle the current material for use with the new pavement section, should the Contractor elect to do so. A FAARFIELD analysis utilizing the pavement/geotechnical data, as well as the expected aircraft fleet mix expected to utilize the pavement, determined a pavement section consisting of six-inch-thick PCC pavement atop a six-inch-thick aggregate base course atop a nine-inch-thick stabilized subgrade. Additionally, to comply with the ongoing Airport Layout Plan (ALP) update, the connections between the parallel taxiway and the parallel taxilane were reconfigured and removed in some locations.

As part of the Runway 17-35 and parallel taxiway extension in 2012, Light Emitting Diode (LED) Medium Intensity Taxiway Lights (MITL) were installed to illuminate the newly constructed northern one-third of the parallel taxiway. These 24-inch tall lights, as well as the existing lights on the southern two-thirds of the parallel taxiway, were connected into one system and powered by a 7.5 kW Constant Current Regulator (CCR). As part of this project, all lights on the southern two-thirds of the parallel taxiway will be removed and disposed of off Airport property. All circuitry will be abandoned in-place, unless uncovered during grading operations, which will then be removed as needed. All proposed taxiway edge lights illuminating the reconstructed pavement will be 24 inches in height, to match the lights located on the northern one-third of the parallel taxiway and located ten feet from the edge of pavement. The lights will be base mounted and all cable will be enclosed in a one-inch conduit. The lights will also be LED type equipped with an arctic option. Since LED lights produce far less heat compared to incandescent bulbs, the arctic option equips the light fixture with a component that uses a thermostatically controlled heater to prevent ice and snow from building up and obscuring the light output. LED lights with an arctic option melt ice similar to traditional incandescent fixtures.

There are a total of six (6) airfield guidance signs replaced or installed as new with this project. Each runway holding position sign will be installed on a new concrete foundation and located in-line with the runway holding position markings. These signs will be spliced into taxiway lighting circuit during construction. Two lighted L-858Y inbound destination sign panels shall be furnished by the owner and then installed by the contractor. These shall be placed on the midfield connecting Taxiway B3 and north connecting Taxiway B4, respectively. One new L-858Y inbound destination sign will be installed on taxiway B.

Project Goals

Reconstructing this pavement and installing new LED taxiway lights and guidance signs will provide a safe airfield experience for all based and itinerant users. This will significantly increase safety as currently, aircraft must back-taxi down the runway since the parallel taxiway is not usable. The new pavement will serve aircraft for twenty years, or longer, and will foster growth at the Stanton County Municipal Airport.

Project Collaborators

- Federal Aviation Administration (FAA)
- Stanton County
- Lochner
- Local Tenants Based at the Stanton County Municipal Airport

Budget

\$163,800 FY2024 FAA AIP Grant – 016 (90%)
 \$18,200 Local Matching Funds for Grant – 016 (10%)

\$3,652,850 FY2024 FAA AIP Grant – 018 (90%)
 \$405,872 Local Matching Funds for Grant – 018 (10%)

\$448,000 FY2024 FAA BIL Grant – 019 (90%)
\$49,778 Local Matching Funds for Grant – 019 (10%)

\$4,738,500 Total Project Costs