CITY OF ABILENE
AIRPORT ADVISORY COMMITTEE
MEETING AGENDA

June 15, 2022 at 4:00 p.m.
Abilene Public Library
209 NW 4th St. Abilene, KS 67410

Agenda Item
Call to Order.
Approval of Agenda.
Approval of minutes from March 9, 2022.
Business. 1. Airport Consultant Selection
Adjournment.

Abilene Airport Advisory Committee Minutes
Abilene City Hall - 419 N. Broadway
March 9, 2022 @ 4:00 p.m.
Abilene, Kansas

1. Call to Order

Roll Call – Abilene Airport Committee Present: Jim Price (Chair), Jay Luesman (Vice Chair), Jim Curtis (Airport Manager), Steve Cathey (Committee Member), Ralph Viola (Committee Member), Bruce Youtsey (Committee Member)

Staff Present: City Finance Director Rothchild and City Manager Marsh

Approval of Agenda

2. Agenda Approval for the March 9, 2022 Abilene Airport Advisory Committee meeting.

Motion by Jim Curtis, Steve Cathey seconded to approve the agenda as presented. Motion carried unanimously 6-0.

3. Approval of minutes from March 3, 2021

Motion by Ralph Viola, seconded by Bruce Youtsey to approve the agenda as presented. Motion carried unanimously 6-0.

4. Elect Officers: (Chairperson, Vice-Chairperson, and Secretary)

Motion by Bruce Youtsey to name Jim Price as Chairperson, seconded by Ralph Viola. Motion Carried 6-0
Motion by Bruce Youtsey to name Steve Cathey as Vice-Chairperson, seconded by Jim Price. Motion Carried 6-0
Motion by Jim Price to name Jay Leusman as Secretary. Seconded by Bruce Youtsey. Motion Carried 6-0

5. Financial Report

City finance director gave an update on Airport Finances. No action necessary.

6. Environmental Assessment Overview

Airport Engineer Diane Hofer updated the board on the status of the environmental assessment. No action necessary.

7. Future Capital Improvement Projects and next steps after Environmental Assessment

Airport Engineer Diane Hofer updated the board on the upcoming project list and possible financing options from the FAA. Discussed the number of aircrafts registered at the municipal airport. Count was 15 and was last counted in December of 2021 and that lasts for two years. Discussed the upcoming obstruction removal project in 2023 and that a second project could be started and funded by the City then could be reimbursed in 2024 by FAA if it is a qualifying project.

8. Hangar replacement discussion

Discussed that if we wait, we could utilize the FAA funds to help pay for a replacement hangar project in 2023-2024. If we you act now, you'll be limited to only the funds that are currently available which may only fund a couple of bays. No action necessary.

9. Sale of Hangar 20 and ground lease discussion

Finance Director Rothchild provided an update on the recent sale of hangar 20 and the need to review and complete a new ground lease agreement with the new owner. No action taken.

10. Review of Spill Prevention, Control, and Countermeasures Plan for Agricultural Chemicals

Lon gave a quick breakdown of how the plan was started and how we moved forward in the planning. Jay moved into a deeper discussion of the plan and what would be needed for other companies to operate. Discussed the opportunity to develop a permanent location and some estimated costs for a permanent containment location. No action taken.

Adjournment

9. Motion to adjourn the March 9, 2022 Airport Advisory Committee meeting.

Motion by Bruce Youtsey, seconded by Steve Cathey to adjourn. Motion carried unanimously 6-0.

(Seal)

_____
Jim Price, Chair

ATTEST:

_____
Marcus Rothchild,
Finance Director

NOTICE TO AIRPORT CONSULTANTS

The City of Abilene is hereby soliciting Statement of Qualifications from consultants for airfield development projects that are anticipated to occur within the next five years at the Abilene Municipal Airport (K78) located in Abilene, KS. Subject to receipt of Federal funding and/or State funding, these projects may include the following:

1. Land Acquisition – Estimated Cost $100,000
2. Obstruction Mitigation – Estimated Cost $600,000
3. Construct Hangars – Estimated Cost $760,000
4. Construct or Rehabilitate Terminal Building – Estimated Cost $650,000
5. Expand Apron – Estimated Cost $390,000
6. Rehabilitate Runway, Taxiway, and Apron – Estimated Cost $750,000

These projects have been developed from the Sponsor's Airport Capital Improvement Plan (CIP) prepared with assistance from Olsson Engineering. A copy of each project CIP Data Sheet will be made available upon request.

The services to be provided may include, but are not limited to, preliminary design, final design, bidding, construction observation, and incidental special services such as geotechnical/subsurface investigations and topographic surveying.

A qualification based selection process conforming to FAA Advisory Circular 150/5100-14E *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects* will be utilized to select a consultant. Fee information will not be considered in the selection process and shall not be submitted with the Statement. Fees will be negotiated for projects as federal funds become available. The agreement(s) between the Sponsor and the selected consultant will be subject to all applicable Federal Rules and Regulations as identified in AC 150/5100-14E.

Consultants will be rated by a selection committee according to the following selection criteria and the weight given to each:

1. Capability to perform all aspects of the projects (25%) – qualifications of prime firm (and subconsultants, if any);
2. Relevant experience of key personnel from prime firm (and subconsultants, if any) and role; (15%)
3. Knowledge of FAA standards, policies, and procedures (15%);
4. Recent experience with comparable projects at similarly sized airports (15%);
5. History of meeting schedules and staying within budget (15%); and
6. Understanding of the project's potential challenges and Sponsor's concerns (15%).

The Sponsor intends to short list up to five of the highest rated firms based on the submittals and conduct phone, informal, and/or formal interviews.

Statements must be concise and contain no more than twenty-eight (28) pages of material (14 sheets of paper, double sided). This excludes the front and back covers, the two-page cover letter (1 sheet of paper, double sided), table of contents, section dividers, and resumes. Consultants must submit two hard copies of their Statement and a PDF of their Statement (submitted via email) to the following person:

City of Abilene
Attn: Marcus Rothchild
419 N. Broadway
P.O. Box 519
Abilene, KS 67410
marcus@abilenecityhall.com

All statements must be received by 5:00 p.m. on Thursday May 26th, 2022. Statements received after this deadline will not be considered. The Sponsor reserves the right to reject any and/or all Statements. Submittals will become property of the Sponsor.

CITY OF ABILENE, KANSAS

AIRFIELD DEVELOPMENT PROJECTS
AT
ABILENE MUNICIPAL AIRPORT

STATEMENT OF QUALIFICATIONS

05.26.2022

olsson®

May 26, 2022

City of Abilene
Attn: Marcus Rothchild
419 N. Broadway
P.O. Box 519
Abilene, KS 67410

RE: Statement of Qualifications for Airfield Development Projects at Abilene Municipal Airport

Dear Mr. Rothchild and Selection Committee Members:

The City of Abilene, Kansas needs an engineering consultant who has diverse expertise in aviation and a history of finding creative solutions to challenges. You also need a consultant you trust – one that will listen to city staff and the airport board, understand the needs of your airport, and balance those needs with Federal Aviation Administration (FAA) requirements.

Olsson is that consultant and more. We are a project partner, and we can fulfill all requirements for the anticipated projects at your airport. There is no better choice than our team. Here's why:

WE KNOW YOUR AIRPORT AND WE'RE COMMITTED TO ABILENE.

Having completed the environmental assessment (EA) for your airport, we have intimate knowledge of the airport and your future projects. In addition to the recent EA, our team previouslyprovided design and construction observation to pave and light a full parallel taxiway and rehabilitate Runway 17/35 and parallel and connecting taxiways. We know this facility and understand the needs and desires of your staff and tenants, which means we can hit the ground running and make headway on your priority projects right away.

WE HAVE THE CAPACITY AND EXPERTISE TO ACCOMPLISH YOUR GOALS.

Many consulting firms offer a one-size-fits-all engineering approach, applying what works for civil and roadway projects to airport projects. At Olsson, we do things differently. We employ a large team of 20 individuals who are dedicated solely to working on airports. This team is made up of professional engineers, technicians, and construction observers who stay informed about aviation issues and up to date on FAA requirements. What does this mean for you?

- Focused guidance and advice related to aviation issues
- Access to backup staff who are knowledgeable and experienced
- Creative solutions to technical and financial challenges faced by airports
- Skilled advocacy before the FAA and Kansas Department of Transportation Division of Aviation staff

IN-HOUSE SERVICES COMBINED WITH LOCAL KNOWLEDGE AND BOOTS ON THE GROUND.

With Olsson, you have access to all the necessary disciplines and services under one roof. We can provide everything you need to take a project from conception to construction including field operations like geotechnical engineering, drilling, materials testing, and special inspections. When subconsultants, materials testing labs, and other third-party services are involved, clients expend more resources than if a single consultant handles the entire project. Similarly, our team members work together every day using the same network, data filing system, and other technologies. This simplifies communication and coordination and results in more creative and focused solutions for your projects.

WE SUPPORT YOUR PROGRAMMING AND FUNDING GOALS.

Grant administration and programming at airports is challenging – it requires more than simply executing projects. Successful consultants take ownership of projects; they understand the funding/entitlement process and behave as an extension of the city's staff. For this effort, I will serve as your daily point-of-contact for grant administration, capital improvement planning, project management, and beyond. I will meet with the FAA Central Region staff members on a regular basis to make sure they understand the nature and significance of your projects.

Because of Olsson's proactive approach and expertise, our clients have received more than $70 million in discretionary funds above and beyond their FAA entitlement in the past 10 years. Our Kansas clients have also received over $7 million in KDOT aviation grant funds, and we wrote most of those applications.

WE ARE RESPONSIVE AND PROVIDE HIGH-QUALITY SERVICE THE FIRST TIME.

At Olsson, we are committed to serving clients – it's our top priority as a firm. Just ask any of our airport clients – most of them have re-selected Olsson multiple times for five-year terms. We respond to inquiries quickly, we make frequent site visits to check in with our clients, and we always uphold your best interests.

Our team is eager to continue helping the City of Abilene, Kansas plan for future improvements at your airport. If you have any questions about our qualifications, please feel free to contact me at dhofer@olsson.com or call 402.641.4468.

Sincerely,

Dlane Hofer, PE
Olsson Project Manager

Mark Bachamp, PE
Olsson Client Manager

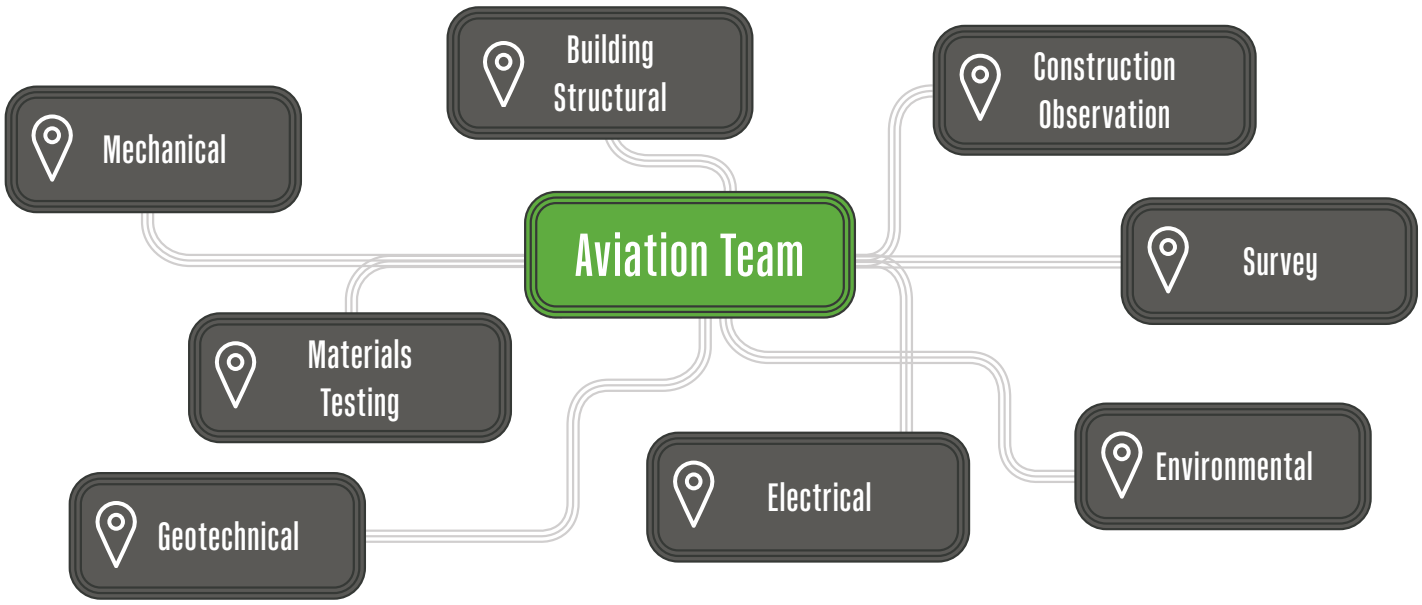
CONTENTS

Capability to Perform All Aspects of the Projects

Olsson is a full-service firm, and we can perform all aspects of the projects listed in your Notice to Airport Consultants. Not only do we offer technical services, but we also provide management services to meet airport's project management, agency coordination, and funding needs.

Our technical services for airport clients include:

- Airport Layout Plans (ALPs) and Master Plans
- Environmental Assessments and Compliance
- Land Acquisition and Easements
- Geotechnical Investigations
- Pavement Studies and Design
- Drainage Studies and Design
- Engineering Design (Plans and Specifications)
- Airfield Lighting Design
- Aviation Fuel Systems Design
- Construction Administration
- Construction Quality Control
- Materials Testing



COMPREHENSIVE MANAGEMENT SERVICES

In addition to our technical capabilities, our services always include project management, agency coordination, and funding guidance.

PROJECT MANAGEMENT SERVICES

- Airport Capital Improvement Planning
- Grant Applications and Sponsor Certifications
- Runway Commissioning
- DELPHI Drawdowns
- Disadvantaged Business Enterprise (DBE) Reports, Goals, and Programs
- Davis-Bacon Wage Rate Reports and Interviews
- Auditor Assistance and Financial Reports
- Quarterly and Annual Reports

AIRPORT MANAGEMENT ADVICE AND GUIDANCE SERVICES

- Leases
- Fueling Operations
- Aerial Applicators and Spraying Operations
- Environmental Compliance
- Economic Impact
- Through-the-fence Operations
- Minimum Standards for Aeronautical Users
- Airspace Evaluations and Determinations
- Pavement Maintenance
- Spill Prevention, Control and Countermeasure (SPCC) Plans
- Airport Governing Structures
- Marketing and Community Relations
- Security
- Zoning
- Industrial Land Development Consulting

Project Team

The organizational chart below illustrates the Olsson team and our management approach for this airport engineering contract. **We have 20 staff members who are dedicated to airport projects only.** Our diverse team includes planners, engineers, and technicians who have the technical expertise to meet the city's engineering needs. This team has a proven track record working on similar projects together, which will facilitate smooth contract administration and project completion. Following the organizational chart, we provide key staff members' qualifications. ***Detailed resumes can be found in the Appendix.***

CITY OF ABILENE

Project Manager
Diane Hofer, PE

Assistant Project Manager
Chris Corr, PE

Client Manager
Mark Bachamp, PE

Airport Management Advisor
Steve Stockam

AIRFIELD DESIGN
Chris Corr, PE
Brian Coomes, PE
Heather Olson, PE
Jon Benes
Matt Danielson

LAND ACQUISITION
Danielle Allen

STRUCTURAL
Mike Spilinek, PE, SE

SURVEY
Chad Weller, RLS

ELECTRICAL
Frank Egelhoff, PE
Becky Zoubek, LC, LEED AP®

GEOTECHNICAL
Tom Kettler, PE
Nick Menefee, PE

CONSTRUCTION OBSERVATION
Chad Slominski
Don McElravy

RELEVANT PROJECT EXPERIENCE OF KEY PERSONNEL

Diane Hofer, PE

PROJECT MANAGER

Diane has more than 35 years of experience at more than 100 airports. Prior to joining Olsson, Diane served as the deputy director of planning and engineering for the Nebraska Department of Aeronautics, which is now the Nebraska Department of Transportation (NDOT) Division of Aeronautics. Now, she is Olsson's subject matter expert for aviation. ***Diane managed previous projects at your airport including the environmental assessment, runway whitetopping, and parallel taxiway paving and lighting. She will be your project manager and primary point of contact.***

Chris Corr, PE

ASSISTANT PROJECT MANAGER

Chris is a seasoned engineer who has experience working at more than 50 airports throughout Kansas, Nebraska, and Iowa. Previously, Chris worked for an asphalt paving contractor, which gives him insight into project management, bidding, and construction methods related specifically to pavement and reconstruction projects. In addition, Chris has experience with the design of buildings including hangars and terminal buildings. Recently, he completed taxiway, apron, and runway projects in Beloit, Norton, Larned, Atwood, Oberlin, and St. Francis, Kansas. ***Chris will assist Diane with management and project designs for your projects.***

Mark Bachamp, PE

CLIENT MANAGER

Mark, a long-time resident of Kansas, is currently serving as the city engineer for the City of Abilene. He provided support during the city's recent environmental assessment at the airport and has managed other infrastructure and roadway projects for the city. Because of his proximity and familiarity with city staff and processes, ***Mark is the ideal client manager. He will be available to make site visits, answer questions, and serve as a link between the city and the Olsson team.***

Steve Stockam, PE

AIRPORT MANAGEMENT ADVISOR

As the former airport manager of the Joplin Regional Airport in Joplin, Missouri, Steve is passionate about transportation, specifically aviation. He seeks to provide operators, tenants, and users with best-in-class facilities and services. During his 31 years serving as the airport manager for the City of Joplin, Steve was responsible for the daily operation of the commercial airport, including the two industrial parks on the airport's grounds. He worked directly with airlines, tenants, regulatory agencies, and other city departments to make sure the airport operated at peak efficiency. ***Steve will be available to answer questions and provide guidance about airport operations.***

RELEVANT PROJECT EXPERIENCE OF KEY PERSONNEL

Curtis Christianson, PE

AIRFIELD DESIGN

Curtis has 21 years of experience in the civil engineering industry. He has successfully managed the design and construction of runways, taxiways, aprons, storage hangars, lighting improvements, navigational aids, and terminal buildings. Curtis has experience with projects ranging from runway reconstruction in Cambridge, Nebraska, to taxiways in North Platte, Nebraska, both of which received discretionary funding. Also, he was the project manager for the Runway 15/33 pavement rehabilitation in El Dorado, Kansas and lighting improvements in Eureka, Kansas. ***Curtis will assist the team with project designs.***

Brian Coomes, PE

AIRFIELD DESIGN

Brian is a well-rounded professional engineer with primary expertise in the transportation field. He specializes in geometric design, grading, and pavement and applies this knowledge to help municipal airports improve pavement conditions. Brian has managed many successful projects at airports in Kansas and Missouri including runway reconstruction design for Augusta Municipal Airport; taxiway and lighting design at Miami County Airport in Paola, Kansas; and apron expansion at Atkinson Municipal Airport in Pittsburg, Kansas. ***Brian will contribute to project designs for your upcoming projects.***

Danielle Allen

LAND ACQUISITION

Danielle spent 13 years working for a large Class I Railroad company, where she performed real estate acquisitions and managed acquisition and utility relocation personnel. Danielle knows the important role property acquisition and utility relocation play in the timing, feasibility, and monetary constraints of any new project. As someone who is dedicated to successful interactions with property owners, ***Danielle is well versed in real estate due diligence and is an accomplished negotiator. She will assist Diane with negotiations and communication throughout the land acquisition process.***

Mike Spilinek, PE, SE

STRUCTURAL

Mike is a professional structural engineer who has nearly four decades of experience in the Midwest, including the design of airport hangars. He focuses on the structural design of conventional and pre-engineered metal buildings. Mike has expertise in steel design, but he also works with concrete, masonry, wood, and foundational materials. He has worked on various hangar projects in Chadron, Loup City, Ogallala, Rushville, and other airports throughout Nebraska. ***He will lead the evaluation and design for structural projects at your airport.***

Knowledge of FAA Standards, Policies, and Procedures

The Olsson Aviation team's sole focus is airport planning and engineering. We make it our business to fully understand the FAA regulations, standards, policies, and procedures.

The Olsson Aviation team works closely with FAA staff including **Jason Knipp, Todd Rastofer, Dan Wilson, Andrea McKinnie, and Nardos Wills**. We also have many relationships in other FAA divisions, including Flight Program Operations and Technical Operations. The relationships Olsson has cultivated with aviation officials mean we understand both the written and unwritten rules of the agency. This understanding saves your airport valuable time and resources.

We also know how to package funding for airports in Kansas. Our familiarity with FAA and KDOT Division of Aviation procedures means that your staff will not have to hassle with extensive paperwork. The Olsson team will coordinate with FAA and KDOT Division of Aviation, and we will prepare the necessary documents for your signature before you need them. Our team will make sure that FAA's and KDOT's deadlines are met with complete and accurate submittals so that funds are not lost!

The Olsson Aviation team provides high-quality services not only during projects but also between projects as well. Diane and Mark will be available to answer questions and keep the airport informed on the FAA and KDOT funding issues and deadlines. This type of assistance will continue throughout our professional relationship and beyond.

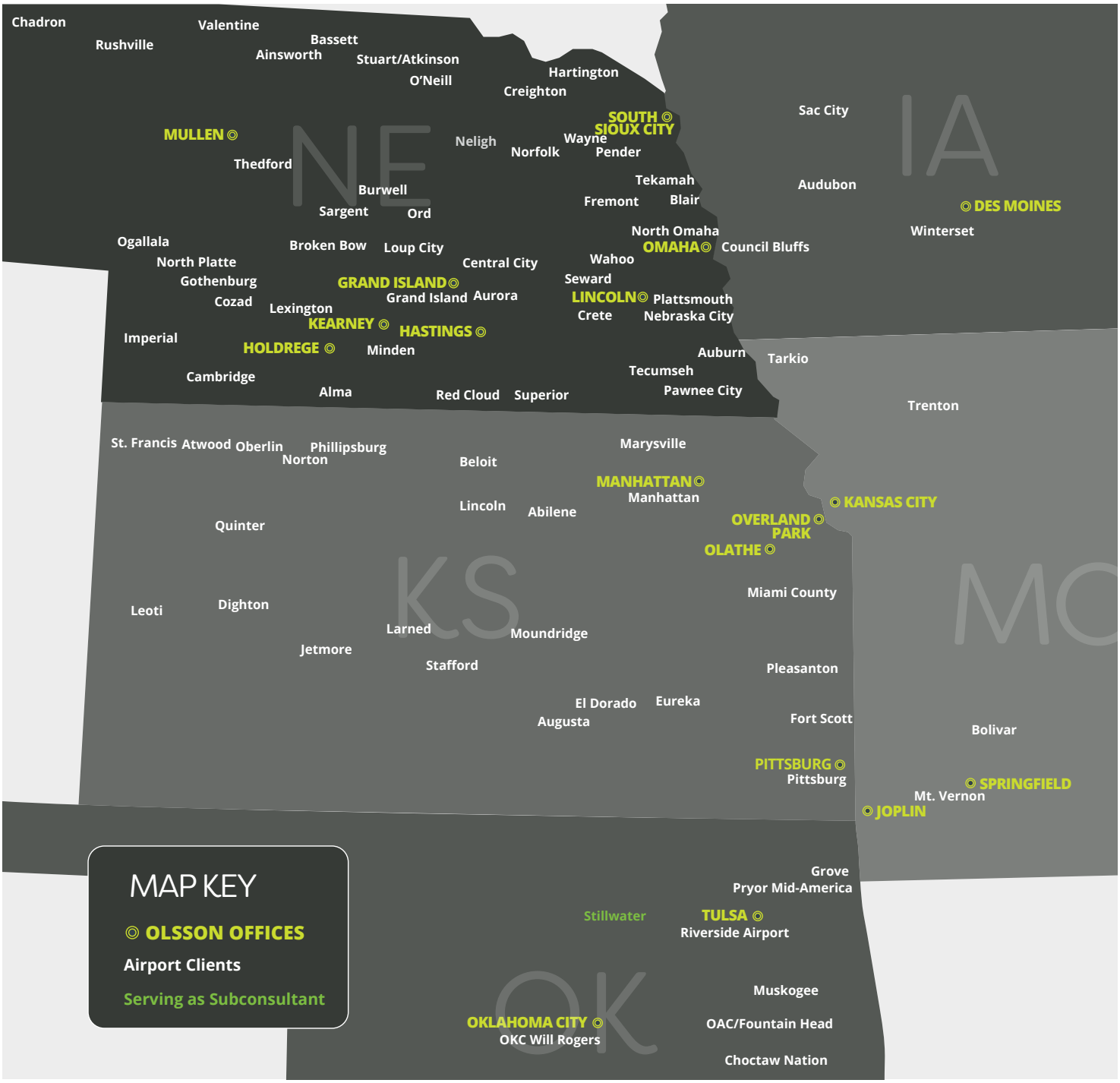
Simply put - we know what questions to ask and who to ask to get information that will benefit your airport.

In addition to our practical experience, we stay abreast of current and upcoming FAA changes and industry trends through:

- **Membership roles on the Kansas Airport Association**
- **Membership in the American Association of Airport Executive**
- **Participation on Airport Cooperative Research Program (ACRP) panels**
- **Attendance and participation at state and national conferences**

Recent Experience with Comparable Projects at Similarly Sized Airports

At Olsson, we serve clients across the Midwest, many of which are similarly-sized to the Abilene Municipal Airport. Projects for these airports include runways, taxiways, and apron pavement and lighting; terminals, hangars, and equipment buildings; roads and parking lots; land acquisition; environmental studies; ALPs; and fuel systems. Keep reading for more detailed descriptions of select projects.



ABILENE MUNICIPAL AIRPORT

ABILENE, KANSAS

Last year, the City of Abilene partnered with Olsson for an environmental assessment (EA), which is the first step to removing obstructions to the runway approach. Removing obstructions will not only improve safety, but it will also make the airport eligible for future FAA grants for hangars.

Prior to the EA, our team helped the city complete $4.4 million worth of airfield improvements from 2009 to 2015 including projects to design, pave, and light a full parallel taxiway and rehabilitate Runway 17/35.

The parallel taxiway project came out of the city's ALP, which showed the taxiway 240-feet from the runway centerline. However, we recommended the city consider an additional 60-feet, which would allow the airport to add an instrument approach with visibility minimums of less than one mile. Because the city already owned the land, the additional costs were low compared to the added value. In addition to the taxiway, our team designed a connector to the T-hangar to improve the flow of traffic at the airport.

When it came to constructing the concrete taxiway, our team developed a construction phasing schedule that sequenced grading, paving, and lighting to make sure the taxiway could open to traffic as soon as possible. Following the taxiway project, our team designed more electrical upgrades including a new vault so that we could move the airport's regulators from the shop hangar to the vault.

In 2014, we investigated the rest of the pavement at the airport including Runway 17/35 and the remaining parallel and connecting taxiways. We recommended a concrete overlay or whitetopping directly on top of the asphalt. Bids for the project came in 11 percent under the engineer's estimate and construction was completed in 2015.

PROJECT REFERENCE

Marcus Rothchild
Finance Director
City of Abilene
785.263.3970

MANHATTAN REGIONAL AIRPORT

MANHATTAN, KANSAS

Fiver years ago, the City of Manhattan selected Olsson to provide engineering services at Manhattan Regional Airport. Right now, we are designing the reconstruction of Runway 3/21, which is estimated to cost $39 million. Because the airline must use this runway for normal operations, it was imperative that we devise a construction phasing plan that keeps runway closures to a minimum. To do this, we decided to pulverize the existing concrete and place an aggregate bond-breaker and new concrete directly on top of the rubble.

Because of the change in the runway elevation, six taxiway intersections will have to be reconstructed as part of the project. The airport has a defined taxi route for very large military and charter aircraft, so the designs standards for each taxiway vary depending on aircraft usage. All taxiways will be designed to meet FAA's updated fillet design standards. The new fillets will be narrower and longer, which means that the adjacent taxiway lights will have to be moved as well.

Up to 10 navigational aids owned by FAA may be impacted by this project, including a medium-intensity approach light system with runway (MALSR), Glideslope and Localizer. The Olsson team is managing coordination with FAA Technical Operations and FAA Flight Procedures to make sure the design meets all FAA standards.

This includes environmental requirements related to obstruction removal. Our team identified trees north and south of the runway as obstructions. Working with airport staff, FAA, and property owners, we developed a solution to address trees in different locations. Some trees will be removed completely while others will be cut to the stumps or trimmed.

Ten Olsson teams are participating in 15 separate tasks to complete the design, which is a testament to our diverse, in-house capabilities. All teams are working together to address things like FAA design standards, geotechnical investigations and solutions, environmental planning and permitting, bridge access for a construction route, and more.

KEY PROJECT SIMILARITIES

- Key personnel– Diane Hofer and Mark Bachamp
- Obstruction removal
- Rehabilitate runway
- Coordinate with FAA Central Region and KDOT staff to secure funding

PROJECT REFERENCE

Brandon Keazer
Airport Director
Manhattan Regional Airport
785.587.4597

MORITZ MEMORIAL AIRPORT

BELOIT, KANSAS

The City of Beloit selected Olsson in 2018 to prepare a new master plan and ALP for Moritz Memorial Airport. This project came on the heels of a previous runway extension project that increased traffic at the airport. With new tenants and more visibility, city staff thought it would be a good time to identify future capital improvement needs and give the airport a fresh look.

The project kicked off with a Planning Advisory Committee meeting and included forecasting traffic and based aircraft, analyzing alternatives, conducting an environmental overview, and preparing new ALP drawings.

In 2020 we designed the following improvements that came out of the new master plan and ALP:

- Runway safety area (RSA) grading northwest of Runway end 17
- Shoulder grading along Runway 17/35, north turnaround, and connecting taxiway
- Rehabilitation of the south apron including joint resealing, crack repairs, and marking
- Reconstruction of the southeast taxilane and hangar approach

We worked quickly to submit the preliminary plans just 45 days from notice to proceed. Our prompt actions allowed the city to retain funds that were expiring and take advantage of 100 percent FAA grant funds.

The following year, we designed repairs and joint resealing for the runway, taxiway, and portions of the apron. Once again, we worked quickly to make sure the city did not lose FAA funds that were set to expire in 2022.

KEY PROJECT SIMILARITIES

- Key personnel– Diane Hofer and Chris Corr
- ALP and obstruction removal plan
- Rehabilitate runway
- Coordinate with FAA Central Region and KDOT staff to secure funding

PROJECT REFERENCE

Jason Rabe
City Administrator
City of Beloit
785.738.3551

MARYSVILLE MUNICIPAL AIRPORT

MARYSVILLE, KANSAS

Our relationship with the Marysville Municipal Airport dates to 2007. Most recently, we designed the reconstruction of the airport's entrance road and parking lot. Prior to that, we provided design and construction observation to reconstruct and reconfigure the existing 40-year old apron. The apron was used primarily as a taxilane to access hangars, which meant that very little pavement was actually available for aircraft parking. Our team reconfigured the apron and tiedown layout to provide four tiedowns and improve hangar access.

The most significant project we have done to date is the rehabilitation of Runway 16/34. After researching several seal coat alternatives, our team recommended Thermoplastic Coal Tar Emulsion Micro-Surface, commercial name, Grip-Flex. The project also included crack repair and re-marking. **Construction was completed three weeks ahead of schedule.**

Marysville is fortunate to have received several grants from both the FAA and KDOT. In 2014, for example, the city was awarded a Kansas Airport Improvement Program (KAIP) grant for acquisition of

an Automated Weather Observing System (AWOS). Our team prepared specifications and project closeout documents for the AWOS station. That same year, we designed a concrete connecting taxiway, which was funded under a separate KAIP grant.

Other projects at the airport have included electrical improvements such as PAPIs, REILS, and replacing the wind cone, segmented circle, beacon, and beacon pole; grading the parallel taxiway and installing storm sewers with inlets and culverts; updating the airport master plan and ALP drawing set; and a pavement condition inspection and pavement maintenance plan.

In 2020, the city re-selected Olsson for a third, consecutive five-year term.

KEY PROJECT SIMILARITIES

- **Key personnel -Diane Hofer and Heather Olson**
- **Expand and reconstruct apron**
- **Rehabilitate runway**
- **Coordinate with FAA Central Region and KDOT staff to secure funding**

PROJECT REFERENCE

Austin St. John
City Administrator
City of Marysville
785.562.5331

RED CLOUD MUNICIPAL AIRPORT

RED CLOUD, NEBRASKA

Our team at Olsson has partnered with the Red Cloud Airport Authority for the past 14 years to make sure the community of roughly 1,000 residents has access to a first-class aviation facility.

In 2019, **we helped the airport authority with a successful FAA grant application to fund 100 percent of its runway rehabilitation project.** The project addressed the runway pavement as well as the runway safety area (RSA) and primary surface encroachment issues. **To keep the project on track, our team navigated time critical hurdles including acquiring land and relocating a 60 year old Bureau of Reclamation irrigation line.**

During the bid phase, we included several bid alternates, which allowed the airport authority to expand the existing runway with new pavement underdrains, paved hammerhead style runway turnarounds, and LED runway and taxiway lights.

This project was awarded the best general aviation concrete paving project by the Nebraska Concrete Paving Association in 2020.

Before tackling the runway project, our team helped the airport authority replace six outdated sliding T-hangar doors with bi-fold doors. To carry the new load of the bi-fold doors, our in-house structural engineers designed a free-stranding structure adjacent to the T-hangar. The project also included new electrical service and exterior lighting.

We have also completed pavement inspection and designed and provided construction observation for joint and crack seal and electrical improvements at the airport. Our attention to detail and accurate plan sets have saved the airport time and money over the past 14 years.

KEY PROJECT SIMILARITIES

- **Key personnel – Diane Hofer**
- **Large runway rehabilitation project**
- **Land acquisition and easement**
- **Structural improvements**

PROJECT REFERENCE

Dayre Williams
Chairman
Red Cloud Airport Authority
402.746.2500

SEARLE FIELD

OGALLALA, NEBRASKA

The City of Ogallala selected Olsson for three, five-year terms to provide engineering services for projects at Searle Field. **We just finished designing and providing construction observation for the second new T-hangar in 10 years.**

In addition to providing design, bid, and construction phase services for two new T-hangars, our team rehabilitated Searle Field's existing 8-place T-hangar and paved the parking lot. We replaced the existing sliding doors with new hydraulic doors and installed new wall and roof sheeting. We also paved portions of the floor that were not previously paved. Finally, our in-house electrical engineers designed a new electrical system to support the hydraulic doors and the lighting upgrades.

During construction, the contractor became insolvent and was unable to complete the project. Olsson stepped up and worked diligently with the bonding company and the city to find a replacement contractor. To ensure the project was completed as quickly and as smoothly as possible, **we went beyond the typical construction phase services. Members of our team coordinated meetings with FAA and NDOT and went above and beyond to comply with grant requirements.**

We also collaborated with the City of Ogallala on a new shop hangar with office and electrical vault, beacon, wind cone, and ALP. We continue to work with the city, airport board, and tenants, to maintain and improve Searle Field.

KEY PROJECT SIMILARITIES

- **Key personnel -Diane Hofer and Chris Corr**
- **Design new hangars**
- **Coordinate with FAA Central Region and KDOT staff to secure funding**

PROJECT REFERENCE

Jane Skinner
City Clerk
City of Ogallala
308.284.6001

$4 MILLION IN FAA GRANT MONEY IN 13 YEARS

LARNED-PAWNEE COUNTY AIRPORT

LARNED, KANSAS

Olsson has partnered with the Larned-Pawnee County Airport, jointly operated by the City of Larned and Pawnee County, since 2008. Recently, we rehabilitated an existing T-hangar at the airport. The project included new doors and updated electrical components.

Before that, our team designed and provided construction observation for a 60-foot by 50-foot SRE building. Our team recommended a pre-engineered steel building with single bi-fold door, which is less expensive and provides more flexibility than two or more individual doors for each equipment bay area.

In addition to expanding the airport's storage capacity, Olsson completed several pavement improvement projects. In 2014, we helped the airport reconstruct the apron and connecting taxiway. The existing concrete on the apron and taxiway failed prematurely due to alkali-silica reaction (ASR). The deterioration required complete removal and replacement of the pavement. Olsson's airport and geotechnical experts recommended new concrete and base material on the existing subgrade. **The reconstruction was complex, but we maintained access to the airport's main runway throughout the entire project.**

This was not the first time we undertook a major reconstruction project at the airport. In 2012, our team provided engineering services for the full reconstruction of the 4,200-foot by 75-foot concrete Runway 17/35.

Over the course of the past 13 years, Olsson has also assisted the airport with obstruction evaluation, lighting improvements, entrance road and parking lot pavement, and ALP updates with Airport GIS survey. We continue to look for ways to bring quality, expert solutions to the Larned-Pawnee County Airport.

KEY PROJECT SIMILARITIES

- **Key personnel -Diane Hofer and Chris Corr**
- **Design new hangars**
- **Coordinate with FAA Central Region and KDOT staff to secure funding**

PROJECT REFERENCE

Steve Gross
Airport Manager
Larned-Pawnee County Airport
620.285.5609

History of Meeting Schedules and Staying Within Budget

Schedule

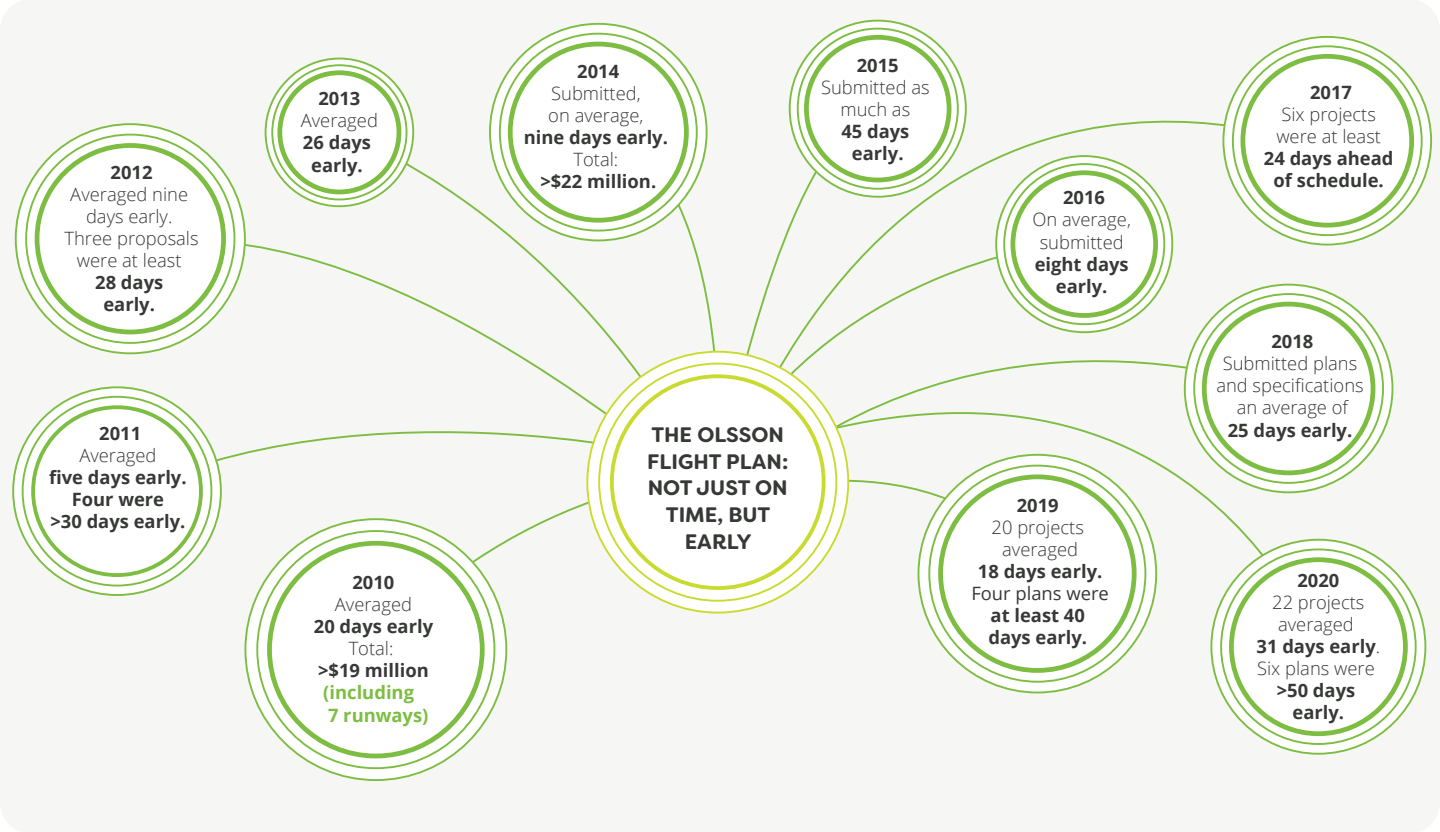
Our Aviation team takes pride in meeting even the most demanding schedules. **Because adhering to these schedules is critical to securing FAA funding, we use a variety of tools and programs to keep your projects on schedule.** On complex projects, we undertake detailed critical-path analyses to manage key tasks that directly affect the schedule.

Because we have completed so many airport projects, we have a good understanding of the time required for planning, designing, reviewing, and constructing. We have proven our ability to meet tight schedules and deadlines on many projects. I**n 2020, we submitted one set of plans and specifications within two weeks of notice to proceed.** The graphic below displays statistics proving our ability to meet and exceed client deadlines.

Budget

Maintaining a high-quality facility within a limited budget is a challenge. **We want to help you design a project that meets your needs without breaking the bank. Our experience on a wide range of projects at airports across the Midwest makes us keenly aware of the factors that might affect your budget, such as contractor availability and expertise, materials costs, etc.** We integrate these factors into the design process to help us choose a design that is good for your airport and appropriate for your budget.

We reviewed data for Olsson airport projects that closed between midyear 2020 to midyear 2021. Of the 25 projects we completed during that time, the majority had no change orders. That's just one of the ways we saved our clients a combined total of more than $455,000. The chart on the following page displays this data.



The following chart illustrates our ability to control costs and stay on budget. The 25 projects listed closed between midyear 2020 and midyear 2021. The cost estimate is provided in the second column and the final cost is listed in the third column. **The final cost of projects listed was under the FAA grant award 85 percent of the time.**

Table 2. Project Budget Data

Project Location	Project Type	Cost Estimate at Time of Grant	Final Cost	Under/Over FAA Grant
Atwood, KS	Seal coat	$270,000	$247,630	– $22,370 (8%)
Atkinson, NE	Taxiway	$427,778	$405,262	– $22,516 (5%)
Auburn, NE	Fuel facility	$382,222	$378,897	– $3,325 (1%)
Bolivar, MO	Seal coat	$1,033,554	$1,007,358	– $26,196 (3%)
Burwell NE	Fuel facility	$373,333	$366,585	– $6,748 (2%)
Chadron, NE	Hangar	$804,211	$784,199	– $20,012 (2%)
Council Bluffs, IA	Fuel system	$1,008,850	$961,594	– $47,256 (5%)
Creighton, NE	Box hangar	$728,889	$711,738	– $17,151 (2%)
El Dorado, KS	Runway seal coat	$361,000	$356,948	– $4,052 (1%)
Imperial, NE	Pavement rehabilitation	$543,333	$487,505	– $55,828 (10%)
Larned, KS	Hangar Rehabilitation	$364,700	$356,791	– $7,909 (2%)
Lincoln, KS	Runway	$602,516	$609,211	$6,695 (1%)
Nebraska City, NE	Pavement rehabilitation	$516,000	$470,480	– $45,520 (9%)
Norfolk, NE	Runway rehab & lighting	$3,090,000	$2,967,251	– $122,749 (4%)
O'Neill, NE	Electrical improvements	$274,444	$236,385	– $38,059 (14%)
Oberlin, KS	Apron expansion	$885,182	$856,873	– $28,309 (3%)
Ord, NE	Entrance road & parking	$278,889	$287,480	$8,591 (3%)
Paola, KS	Taxiway	$1,053,000	$1,047,774	– $5,266 (0.5%)
Pender, NE	4-place T-hangar	$766,667	$752,832	– $13,835 (2%)
Phillipsburg, KS	Taxiway and taxilane	$456,000	$444,350	– $11,650 (3%)
Plattsmouth, NE	Taxiway	$3,962,353	$4,022,488	$60,135 (1.5%)
Seward, NE	10-place T-hangar	$1,412,222	$1,410,176	– $2,046 (0.1%)
Tecumseh, NE	Roadway	$741,111	$724,345	– $16,766 (2%)
Trenton, MO	Apron/taxiway reconstruction	$1,211,000	$1,193,881	– $17,119 (1%)
Sac City, IA	Credit card reader	$89,600	$93,552	$3,952 (4%)
TOTALS		**$21,636,855**	**$21,181,585**	**– $455,270 (2%)**

Understanding of the Projects' Potential Challenges and the Sponsor's Concerns

Our project management philosophy is the reason that more than 93 percent of our business came from repeat customers in 2021. You need a partner who will deliver on the scope, schedule, and budget for your projects, and Olsson is that partner.

At Olsson, we provide you with outstanding projects by making sure each project task is on track and clearly communicated to you – from start to finish. Our approach follows the industry standards laid out by the Project Management Institute (PMI), and we manage the key elements of a project purposefully throughout the project's life cycle.

Successful project management begins with clear expectations. Frequent, open, and honest communication is our number one method for establishing expectations and resolving concerns. We meet with your team, conduct site visits, and have conversations about airport operations to make sure we understand your goals for every project.

Clearing the Runway 17 Approach

The Runway 17 approach is obstructed by trees and railcars north of the airport. As a result, the instrument approach is not available (NA) at night, the approach minimums are higher than desired, and the airport has not been able to secure an FAA grant for hangar improvements. The lack of funding became critical when a 2020 storm destroyed an existing hangar and the insurance funds for the hangar were not sufficient to replace the building at current prices. **Therefore, the city has an urgent need to clear the obstructions, so you can proceed with hangar replacement funding.**

Our team will be laser-focused on the next steps for tree removal and obstruction mitigation. As a first step, we must acquire easements to remove the trees. Diane Hofer has assisted more than 30 airports with land acquisition. Recently, she helped the airport authority in Cambridge, Nebraska purchase easements in only three months. This project had a willing seller, which simplified the process; however, Diane has the federal expertise and experience negotiating with landowners to help the City of Abilene do the same thing.

Once the easement is secured, we will continue with tree removal, tree trimming, and setting poles with obstruction lights near the railroad tracks. If the city is willing to proceed with design while the easements are wrapping up, we can complete these items in 2023. To do this, the FAA will likely require a bid opening by March 31, 2023; our team is prepared to start design this fall to meet that deadline.

After the obstruction project is bid, we will turn our attention to exploring hangar options.

Hangar Replacement

Olsson has already provided several options for replacing the T-hangar in its current location or building new construction south of that site. The existing site is narrow, which limits building options. The ALP shows more locations north of the apron and individual hangars along the road. There are pros and cons to each option and our team will analyze the costs to help the city make the best decision.

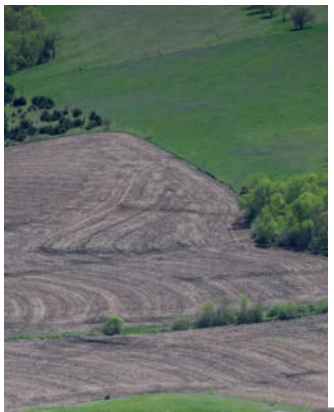
Our team members have experience with conventional and pre-engineered metal buildings and steel design. **Mike Spilinek, the structural engineer for your projects, previously worked for a metal building manufacturer.** He understands manufacturers' preferences, which means more efficient designs and lower construction costs for your airport.

Shown to the right are just a few examples of the dozens of hangars and equipment facilities our team has completed in the past five years.

Terminal Building

The existing pilot's lounge is attached to the shop hangar. It needs renovations and is too small to adequately meet the city's terminal needs. A new terminal building is eligible for FAA grant funds but designing a building that meets federal requirements will result in a higher price tag. KDOT's Kansas Airport Improvement Program (KAIP) provides 90-percent grants for terminal remodeling and this funding option does not have the same federal requirements. However, KAIP grants are highly competitive.

When the city is ready to tackle this project, we will evaluate the existing building to determine necessary improvements, which may include mechanical, electrical, and/or structural renovations. We will use this information, combined with our knowledge of potential funding options, to guide the city towards a decision that is in the best interests of the airport, staff, and tenants.



Apron Expansion

Additional apron is planned north of the existing apron. Because of recent interest from several agricultural sprayers, the city is considering expanding the apron sooner than originally planned in the master plan. Though the ALP shows a separate area that could be used for seasonal agricultural spraying operations, this area must be re-evaluated before moving forward with design. Our team has recent experience redesigning aprons used by aerial sprayers in Marysville, Kansas and Cozad, Nebraska.

The new apron will be constructed on land recently donated to the city, which means the FAA must recognize the donation and the process must meet FAA standards before design begins. Diane's knowledge of FAA's land acquisition procedures will be invaluable when it comes to documenting the donation.

Pavement Rehabilitation

Within the next five years, the concrete pavement will need minor rehabilitation such as re-sealing joints, repairing cracks, and replacing select panel. Olsson was the airport engineer during the runway and parallel taxiway construction project. Diane managed those projects, and her knowledge of the history and construction of this pavement will result in an efficient design for the rehabilitation. Olsson has designed many concrete pavement rehabilitation projects in recent years, including Beloit, Kansas and Lexington, Nebraska. Our knowledge of best practices in the industry will result in a superior design.

Funding

In recent years, the city has transferred its FAA funds to other airports while you worked through the steps required for the obstruction mitigation. However, FAA entitlement funds are urgently needed to carry out the improvement projects discussed above.

Typically, major projects are completed over multiple years as airports wait on AIP funds to bank. Potentially, new Bipartisan Infrastructure Law (BIL) funds may shorten that waiting period. We will know more about those funds as soon as FAA publishes official guidance later this year.

The possibility of additional funds combined with Olsson's knowledge of funding systems and requirements may help the city complete more projects over the next five years. Our team will assist you with both AIP- and KDOT-funded projects while making sure that you meet federal and state requirements and are eligible for future BIL funds should they become available.

RESUMES

olsson®

EDUCATION

- B.S., Civil Engineering, University of Nebraska-Lincoln

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, CO, IA, KS, MO, NE, OK

OLSSON EXPERIENCE

- 2003 to Present

OVERALL EXPERIENCE

- 1982 to Present

DIANE HOFER, PE

Project Manager

EXPERIENCE SUMMARY

Diane brings over 30 years of experience in airport project management, planning, and design. She is well-versed in complex projects at airports of all sizes ranging from ALPs to construction projects. Her experience includes more than 100 airports and 300 airport projects. Diane focuses on holistic, cost-effective solutions for publicly owned airports, and that is what she will do for the City of Abilene.

RELEVANT EXPERIENCE

- City of Abilene, Pave and Light Parallel Taxiway and Add New Electrical Vault at Abilene Municipal Airport; Abilene, KS
- City of Abilene, Whitetop and Light Runway and Taxiway at Abilene Municipal Airport; Abilene, KS
- City of Abilene, Environmental Assessment at Abilene Municipal Airport; Abilene, KS
- City of Augusta, Extend, Widen, and Reconstruct Runway and Taxiway,; Replace Runway and Taxiway Lights; and Relocate NAVAIDS and Water Line at Augusta Municipal Airport; Augusta, KS
- City of Beloit, Repair and Joint Seal Runway, Taxiways, and Apron at Moritz Memorial Airport; Beloit, KS
- City of Beloit, Master Plan and ALP at Moritz Memorial Airport; Beloit, KS
- City of Larned, Reconstruct and Light Runway 17/35 at Larned-Pawnee County Airport; Larned, KS
- City of Larned, SRE Building at Larned-Pawnee County Airport; Larned, KS
- City of Manhattan, 5-Year Master Agreement with Manhattan Regional Airport; Manhattan, KS
- City of Manhattan, Reconstruct and Light Runway 3/21 and Taxiways and Replace/Relocate NAVAIDs at Manhattan Regional Airport; Manhattan, KS
- City of Marysville, Reconstruct Apron at Marysville Municipal Airport; Marysville, KS
- City of Pittsburg, Reconstruct and Reconfigure Apron and Taxiway, Including Lights at Atkinson Municipal Airport; Pittsburg, KS
- Cozad Airport Authority, Expand, Reconstruct, and Repair Apron at Cozad Municipal Airport; Cozad, NE
- Cheyenne County Airport Commission, Land Acquisition Services at Cheyenne County Municipal Airport; St. Francis, KS
- Lexington Airport Authority, New Terminal Building at Jim Kelly Field; Lexington, NE
- City of Ogallala, Replace Hangar Doors at Searle Field; Ogallala, NE
- Leoti Airport, Land Acquisition Services at Mark Hoard Memorial Airport; Leoti, KS

CHRIS CORR, PE

Assistant Project Manager

EXPERIENCE SUMMARY

Chris is a seasoned engineer with experience related to design and construction of runways, taxiways, aprons, and hangars at municipal airports. He has assisted over 50 cities, counties, and airport authorities in the Midwest with projects ranging from ALPs to the construction of new buildings. Chris has valuable knowledge of project management, bidding, and construction methods. He serves many clients in the Kansas area.

RELEVANT EXPERIENCE

- City of Beloit, Repair and Joint Seal Runway, Taxiways, and Apron at Moritz Memorial Airport; Beloit, KS
- City of Beloit, Grade Runway Safety Area. Reconstruct Hangar Ramp. Repair and Joint Seal Apron at Moritz Memorial Airport; Beloit, KS
- Cheyenne County Airport Commission, Reconstruct Apron and Pave Taxilanes at Cheyenne County Municipal Airport; St. Francis, KS
- Cheyenne County Airport Commission, Reconstruct and Light Taxiway and Hangar Taxilanes at Cheyenne County Municipal Airport; St. Francis, KS
- City of Fort Scott, Design Runway Extension, Widening, and Rehabilitation at Fort Scott Municipal Airport; Fort Scott, KS
- Gove County Healthcare Endowment Foundation, Pave and Light New Runway, Taxiway, and Apron at Gove County Airport; Quinter, KS
- City of Larned, SRE Building at Larned-Pawnee County Airport; Larned, KS
- City of Larned, Rehabilitate T-hangar with New Doors, Siding, Roof, and Electrical System at Larned-Pawnee County Airport; Larned, KS
- City of Manhattan, Reconstruct and Light Runway 3/21 and Taxiways and Replace/Relocate NAVAIDs at Manhattan Regional Airport; Manhattan, KS
- City and County of Norton, Repair and Joint Seal Runway, Taxiways, Turnaround, and Apron at Norton Municipal Airport; Norton, KS
- City of Oberlin, Expand Apron at Oberlin Municipal Airport; Oberlin, KS
- City of Oberlin, Prepare Airport Zoning Regulations and Mapst Oberlin Municipal Airport; Oberlin, KS
- Rawlins County, New Taxiway and Taxilane at Atwood-Rawlins County Airport; Atwood, KS
- Rawlins County, Seal Coat and Repair Runway, Taxiway, and Apron at Atwood-Rawlins County Airport; Atwood, KS
- City of Ogallala, Rehabilitate 8-place T-hangar and Replace Door and Pave Parking Lot at Searle Field; Ogallala, NE
- City of Ogallala, Construct 6-place T-hangar and Taxilanes at Searle Field; Ogallala, NE

EDUCATION

- B.S., Civil Engineering, University of Nebraska-Lincoln

PROFESSIONAL REGISTRATIONS

- Professional Engineer: IA, KS, NE

CERTIFICATIONS/TRAINING

- ACI Concrete Field Testing Technician – Grade I
- NDOT Concrete Field Inspector – Level I
- ATI 101 – Portable Nuclear Density/Moisture Gauge Use and Safety Training

OLSSON EXPERIENCE

- 2010 to Present

OVERALL EXPERIENCE

- 2010 to Present

MARK BACHAMP, PE

Client Relationship Manager

EXPERIENCE SUMMARY

Mark is dedicated to making every project he works on a success. He has been a project manager for several complex, multimillion-dollar projects. From design through construction, he coordinates design staff and resources to provide a quality final product. Mark supported the Olsson team during the recent environmental assessment at the Abilene Municipal Airport and he will continue to do the same for your upcoming projects.

EDUCATION

- B.S., Civil Engineering, Kansas State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: KS

OLSSON EXPERIENCE

- 2011 to Present

OVERALL EXPERIENCE

- 1984 to Present

RELEVANT EXPERIENCE

- City of Abilene, Environmental Assessment at Abilene Municipal Airport; Abilene, KS
- City of Abilene, Taxiway Lighting Improvements at Abilene Municipal Airport; Abilene, KS
- City of Abilene, New Police/City Hall Building; Abilene, KS
- City of Manhattan, 5-Year Master Agreement with Manhattan Regional Airport; Manhattan, KS
- City of Manhattan, Parking Lot Improvements at Manhattan Regional Airport; Manhattan, KS
- Gove County Healthcare Endowment Foundation, Pave and Light New Runway, Taxiway, and Apron at Gove County Airport; Quinter, KS
- City of El Dorado, Replace Lights on Runway 4/22, Runway 15/33, and Taxiway A and Install PAPIs on Both Runways at Captain Jack Thomas Memorial Airport; El Dorado, KS
- City of Eureka, Taxiway Lighting at Lt. William M. Milliken Airport; Eureka, KS
- City of Marysville, Preliminary Plats at Marysville Municipal Airport; Marysville, KS
- U.S. Army National Guard and City of Salina, Salina East Land Acquisition and UTES MVSC Bullpen Expansion Project DOFE-T270; Salina, KS
- City of Manhattan, Manhattan Traffic Operations Center Design/Build; Manhattan, KS
- City of Manhattan, Aggieville Infrastructure Analysis; Manhattan, KS
- City of Manhattan, Comprehensive Plan; Manhattan, KS
- City of Manhattan, Casement Road Bridge Improvements; Manhattan, KS
- City of Salina, Greeley Avenue Bridge Improvements; Salina, KS
- Kansas State University, 17th Street Pedestrian Mall; Manhattan, KS
- Kansas State University, Campus-wide Chiller Expansion; Manhattan, KS

BRIAN COOMES, PE

Airfield Design

EXPERIENCE SUMMARY

Brian is a well-rounded professional engineer with primary expertise in the transportation field. He specializes in geometric design, intersection layout and grading, and pavement marking. He applies this knowledge to help municipal airports improve pavement conditions. Brian takes an active role in the design and management of projects, including being on-site during construction.

RELEVANT EXPERIENCE

- City of Pittsburg, Reconstruct and Reconfigure Apron and Taxiway, including Lights at Atkinson Municipal Airport; Pittsburg, KS
- City of Tarkio, Rehabilitate Apron and Taxiway Pavement; Tarkio, MO
- City of Tarkio, Construct Hangar at Gould Peterson Memorial Airport; Tarkio, MO
- City of Tarkio, Reconstruct and Light Runway, Taxiways & Apron; Tarkio, MO
- City of Tarkio, Install New 100LL Fuel Tank and Card Reader; Tarkio, MO
- City of Bolivar, Seal Coat Runway, Taxiways, and Apron at Bolivar Municipal Airport; Bolivar, MO
- City of Mount Vernon, ALP for Mount Vernon Municipal Airport; Mount Vernon, MO
- City of El Dorado, Seal Coat Runway 4/22 at Captain Jack Thomas Memorial Airport; El Dorado, KS
- City of El Dorado, Replace Lights on Runway 4/22, Runway 15/33, and Taxiway A and Install PAPIs on Both Runways at Captain Jack Thomas Memorial Airport; El Dorado, KS
- City of Eureka, Runway 18/36 Surface Treatment at Lt. William M. Milliken Airport; Eureka, KS
- City of Fort Scott, Design Runway Extension, Widening, and Rehabilitation at Fort Scott Municipal Airport; Fort Scott, KS
- City of Fort Scott, Construction Engineering for New Electrical Vault at Fort Scott Municipal Airport; Fort Scott, KS
- City of Fort Scott, Overlay Runway and Taxiways at Fort Scott Municipal Airport; Fort Scott, KS
- City of Grove, Overlay Runway and Taxiways, and Replace Lights at Grove Regional Airport; Grove, OK
- Miami County, Pave Partial Parallel Taxiway at Miami County Airport; Paola, KS
- Miami County, Replace Runway Lights, PAPIs, and REILs at Miami County Airport; Paola, KS

EDUCATION

- B.S., Civil Engineering, Kansas State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: KS, TX, MO, OK, AR,

OLSSON EXPERIENCE

- 2017 to Present

OVERALL EXPERIENCE

- 2008 to Present

CURTIS CHRISTIANSON, PE

Airfield Design

EXPERIENCE SUMMARY

Curtis has worked in the aviation industry for over a decade. His experience ranges from small lighting projects to large-scale runway reconstructions. Curtis has a strong background in construction observation, so he understands constructability issues. He focuses on designs that are effective and easy to implement.

EDUCATION

- B.S., Civil Engineering, North Dakota State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: NE

OLSSON EXPERIENCE

- 2010 to Present

OVERALL EXPERIENCE

- 1999 to Present

RELEVANT EXPERIENCE

- City of Harrisonville, Seal Coat Runway, Taxiways, and Apron at Lawrence Smith Memorial Airport; Harrisonville, MO
- City of Maryville, Improve Fuel System at Northwest Missouri Regional Airport; Maryville, MO
- City of Trenton, T-Hangar Site Preparation and Taxilanes at Trenton Municipal Airport; Trenton, MO
- City of El Dorado, Reconstruct Taxiways at Captain Jack Thomas Memorial Airport; El Dorado, KS
- Auburn Airport Authority, Replace Fuel System with Aboveground Tank, Pump, and Accessories at Farington Field; Auburn, NE
- City of Broken Bow, Expand Apron and Relocate Fuel System at Keith Glaze Field; Broken Bow, NE
- Burwell Airport Authority, T-hangar and Terminal Building at Cram Field; Burwell NE
- Burwell Airport Authority, New Fuel Tank and Pump System at Cram Field; Burwell, NE
- Crete Airport Authority, Replace Fuel System (Jet A and 100LL) and Credit Card Reader at Crete Municipal Airport; Crete, NE
- City of Hastings, Fuel System Improvements at Hastings Municipal Airport; Hastings, NE
- Imperial Airport Authority, Reconstruct Apron, Taxiways, and Hangar Taxilanes at Imperial Municipal Airport; Imperial, NE
- Loup City Airport Authority, Construct T-hangar and Taxilanes at Loup City Municipal Airport; Loup City, NE
- Minden Airport Authority, Improve Fuel System at Pioneer Village Field; Minden, NE
- Minden Airport Authority, Replace Taxilane and Repair Apron at Pioneer Village Field; Minden, NE
- O'Neill Airport Authority, Construct North Parallel Taxiway at O'Neill Municipal Airport; O'Neill, NE