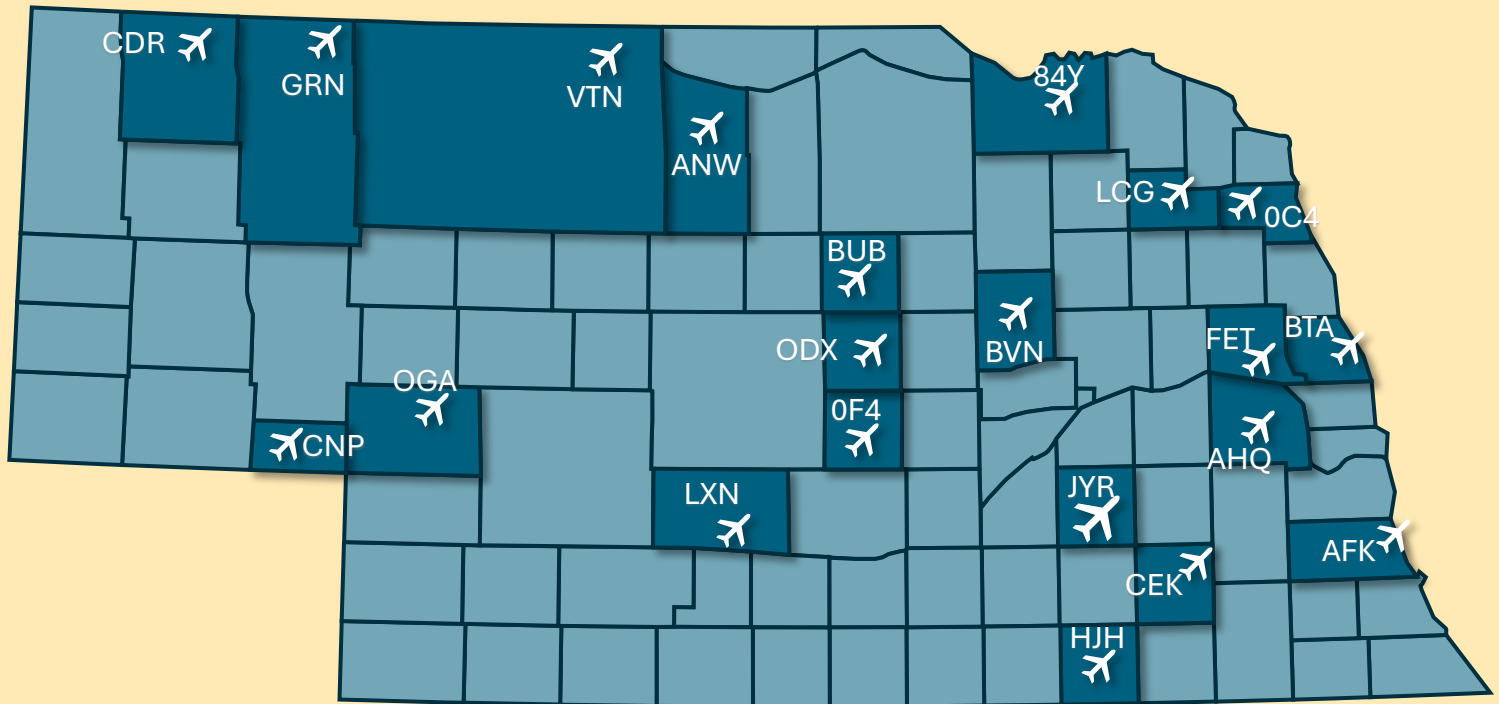


FY27 State Aid Grant Requests (State Aid Only)



21 PUBLIC-USE AIRPORTS REQUESTED STATE AID ONLY GRANTS FOR FY27 PROJECTS

- | | | |
|--------------------|-----------------------|-------------------|
| → Ainsworth (ANW) | → Crete (CEK) | → Ogallala (OGA) |
| → Albion (BVN) | → Fremont (FET) | → Ord (ODX) |
| → Blair (BTA) | → Gordon (GRN) | → Pender (0C4) |
| → Bloomfield (84Y) | → Hebron (HJH) | → Valentine (VTN) |
| → Burwell (BUB) | → Lexington (LXN) | → Wayne (LCG) |
| → Chadron (CDR) | → Loup City (0F4) | → Wahoo (AHQ) |
| → Chappell (CNP) | → Nebraska City (AFK) | → York (JYR) |

NDOT DIVISION OF AERONAUTICS PROJECT PRIORITIZATION MATRIX

B	C	D	E	F	G	H	I	J	K	L	
Indicates FAA component	Airport			Project						Total	PRIORITY
Project	Compliance	NPIAS/Non-NPIAS	Airport Code	Purpose	Component	Type	Self-funding	Alignment with SASP	Special Considerations		
Maximum Point Values →	30	20	20	100	90	100	10	25	40		
LCG (G07) Rwy 5/23, TWY A and Connecting Taxiway Lighting Fixtures and Electrical Improvements	30	10	14	75	90	62	0	25	20	174	1
BUB (G03) Rwy 15/33 and Connecting Taxiway Lighting and Electrical Improvements	30	10	14	75	90	62	0	25	20	174	1
VTN (L02) Land Acquisition for Future Rwy 14/32 Extension and Airfield Safety Improvements	30	10	16	68	90	43	0	25	20	172	3
OC4 (M06) Alternates to Federal Match Project (Taxiway Lights and Wind Cone w/ Segmented Circle)	30	10	16	75	90	62	0	25	15	171	4
LXN (R02) Rehabilitate Turf Rwy 1/19	30	10	16	70	90	90	0	25	10	170	5
CEK (X05) Remove and Replace Taxilane Pavement	30	10	16	75	70	100	0	25	15	168	6
ODX (G04) Rwy 13/31 and Center Connecting Taxiway lighting and electrical improvements; PAPI Replacement	20	10	14	75	90	62	10	25	20	166	7
BTA (X07) Corporate Hangar Area Expansion - Water Main and Taxilane	30	10	18	68	70	100	10	25	5	165	8
BVN (G07) Replace Taxiway Lighting - Phase 1 (South Taxiway and Mid-Connector)	30	10	14	75	70	62	0	25	20	165	9
LXN (X02) Construct Taxilane & Reconstruct Hangar Apron Parking Area	30	10	16	68	70	100	0	25	10	162	10
CDR (G09) Install Taxiway Lighting on Rwy 21 Turnaround	30	10	16	68	70	62	0	25	15	160	11
ANW (G09) Rwy 17/35 Lighting Fixtures	30	10	14	70	90	62	10	25	0	160	12
CNP (X01) Reconstruct Taxiway, Apron and Taxilanes	20	10	12	75	70	100	10	25	15	156	13
HJH (R02) Rehabilitate Rwy 12/30	20	10	14	70	90	100	5	25	5	153	14
AHQ (X06) Rehabilitate Taxiway - Phase 2	30	10	16	70	70	100	0	25	0	152	15
OGA (G05) Partial Parallel Taxiway Lighting	20	10	16	68	70	62	0	25	20	150	16
FET (G02) Replace Rotating Beacon and Tower	30	10	16	75	25	68	0	25	20	146	17
OF4 (G02) Replace Rwy 16/34 and Taxiway Lighting	10	10	14	75	90	62	0	25	20	144	18
JYR (M02) Replace Wind Cone	30	10	16	100	25	70	0	25	10	140	19
AFK (M02) Construct Airfield Equipment Parking Area	30	10	14	68	45	25	0	25	15	140	20
84Y (M01) Replace and Extend Property Fence	30	20	12	100	25	83	0	25	0	139	21
GRN (P03) Rwy 11/29 As-Built ADIP-AGIS Survey	10	10	14	65	60	100	0	25	0	114	22

NEBRASKA AERONAUTICS COMMISSION

October 16, 2026

FY27 State Aid Project Requests (State Grant Only)

Airport		Scope	Total	State Funding Request	Priority
Ainsworth	1	G09 Rwy 17/35 Lighting Fixtures	100,000	49,999	12
Albion	2	G07 Replace Taxiway Lighting - Phase 1 (South Taxiway and Mid-Connector)	333,333	300,000	9
Blair	3	X07 Corporate Hangar Area Expansion - Water Main and Taxilane	1,160,000	300,000	8
Bloomfield	4	M01 Replace and Extend Property Fence	23,951	21,550	21
Burwell	5	G03 Rwy 15/33 and Connecting Taxiway Lighting and Electrical Improvements	195,000	175,500	1
Chadron	6	G09 Install Taxiway Lighting on Rwy 21 Turnaround	182,000	163,800	11
Chappell	7	X01 Reconstruct Taxiway, Apron and Taxilanes	1,029,000	300,000	13
Crete	8	X05 Remove and Replace Taxilane Pavement	336,700	300,000	6
Fremont	9	G02 Replace Rotating Beacon and Tower	180,000	162,000	17
Gordon	10	P03 Rwy 11/29 As-Built ADIP-AGIS Survey	60,000	54,000	22
Hebron	11	R02 Rehabilitate Rwy 12/30	338,175	300,000	14
Lexington	12	R02 Rehabilitate Turf Rwy 01/19	700,000	630,000	5
	13	X02 Construct Taxilane & Reconstruct Hangar Apron Parking Area	190,000	171,000	10
Loup City	14	G02 Replace Rwy 16/34 Lighting	225,000	202,500	18
Nebraska City	15	M02 Construct Airfield Equipment Parking Area	130,000	65,000	20
Ogallala	16	G05 Partial Parallel Taxiway Lighting	157,000	141,300	16
Ord	17	G04 Rwy 13/31 and Center Connecting Taxiway Lighting and Electrical Improvements; PAPI Replacement	490,000	300,000	7
Pender	18	M06 Alternates to Federal Match Project (Taxiway Lights and Wind Cone w/ Segmented Circle)	330,000	297,000	4
Valentine	19	L02 Land Acquisition for Future Rwy 14/32 Extension and Airfield Safety Improvements	115,000	57,500	3
Wahoo	20	X06 Rehabilitate Taxiway - Phase 2	208,453	187,608	15

Wayne	21	G07 Rwy 5/23, TWY A and Connecting Taxiway Lighting Fixtures and Electrical Improvements	260,000	234,000	1
York	22	M02 Replace Wind Cone	80,000	72,000	19
Total Amount Requested: \$6,823,612 \$4,484,757					

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Ainsworth Regional Airport (ANW)

SCOPE: (G09) Rwy 17/35 Lighting Fixtures

COST ESTIMATE:

DATE OF ESTIMATE: 25-Oct-25

Construction: \$100,000.00
Engineering: \$0.00
Administration: \$0.00
Total: \$100,000.00

ROUNDED: \$100,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$49,999	\$50,001	\$0	\$100,000
50%	50%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 11

Runway Design Code (RDC): Runway 17/35: B-II
Runway 13/31: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 5/20/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Satisfactory to Good
Taxiways: Satisfactory to Good
Aprons: Good

NEBRASKA

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICSREQUEST FOR A
STATE AID PROJECT
APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Ainsworth Regional Airport

Address: 87998 423rd Avenue
Ainsworth, NE 69210

PROJECT DETAILS:

Project Title: Runway 17-35 light fixtures

Project Description:

The existing runway light fixtures on 17-35 are showing their age and need to be replaced with LED lights.

Project Cost
Estimate: \$100,000Requested State
Funds: \$49,999Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation*Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.*

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

This upgrade will insure future safety margins for IFR and night operations. This grant request is for equipment only.

The installation will be completed with local resources.

Consultant selected for this project: N/A

*An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.**If this requirement does not apply to your project, type "N/A" in the blank.*

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The LED runway lights will benefit the instrument approaches and increase safety margins. The projected 50,000 hour life span of these lights will result in lower overall maintenance costs.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Lance Schipporeit

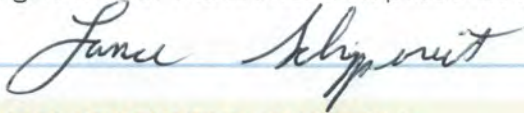
Title: Airport Manager

Email: malsrman@hotmail.com

Phone: 402 760-0453

Signature of Authorized Representative:

Date:



8/24/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Albion Municipal Airport (BVN)

SCOPE: (G07) Replace Taxiway Lighting - Phase 1 (South Taxiway and Mid-Connector)

COST ESTIMATE:

DATE OF ESTIMATE: 25-Aug-26

Construction: \$273,333.00
Engineering: \$60,000.00
Administration: \$0.00
Total: \$333,333.00

ROUNDED: \$333,333.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$300,000	\$33,333	\$0	\$333,333
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 15

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Inprocess of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 6/01/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Albion Municipal Airport (BVN)

Address: 2277 State Highway 14

Albion, NE 686620

PROJECT DETAILS:

Project Title: Phase 1- Taxiway Lighting Replacement (South Taxiway and Mid-Connector)

Project Description:

See Attached.

Project Cost
Estimate: **\$333,333**

Requested State
Funds: **\$300,000**

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tony Levander

Title: Chairman

Email: tony@levanderfh.com

Phone: 402-395-2001

Signature of Authorized Representative:

Tony Levander

Digitally signed by Tony Levander
DN: cn=Tony Levander, o, ou, email=tony@levanderfh.com, c=US
Date: 2026.08.25 12:12:28 -05'00'

Date:

8/25/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska

Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Albion Municipal Airport

Address: 2277 State Highway 14, Albion, NE 68620

PROJECT DETAILS

Project Title:

Phase 1- Replacement of Existing South and Mid-Connector Taxiway Lighting Circuit and Regulator with New Base-Mounted LED Taxiway Lights and Regulator at Albion Municipal Airport

Project Description:

The Albion Municipal Airport proposes the replacement of its aging airport stake-mounted taxiway lights on south and mid-connector taxiways with state-of-the-art LED base-mounted taxiway lights. The taxiway regulator has also reached the end of its useful light and needs to be replaced. The current taxiway lights and regulator have reliably served the airfield since 2008. However, the taxiway lights and regulator have reached the end of their functional lifespan, requiring frequent maintenance and presenting increasing costs for incandescent bulbs and breakaway couplers.

The new project will involve the removal and responsible disposal of the current south and mid-connector taxiway light fixtures and regulator, followed by the installation of a highly efficient base-mounted LED taxiway lighting system and a modern regulator. The LED taxiway lights are designed to provide superior visibility for pilots, both local and transient, during night operations and inclement weather conditions. Due to the maximum state aid grant amount of \$300,000 this will be a 2-phase project with a future phase 2 replacement of the north taxiway lights.

The project encompasses the following major tasks:

- Site assessment and preparation.
- Dismantling and removal of the south taxiway and mid-connector lights and regulator.
- Procurement of FAA-approved L-108 5kV cable, Conduit, and Counterpoise
- Procurement of FAA-approved L-861T(L) Taxiway lights and L-109 Regulator.
- Installation of new infrastructure, including electrical connections and safety measures when working inside the runway safety area.

- Testing, certification, and integration of the new regulator into existing airport lighting controls.
- Final site cleanup and restoration.

This modernization reflects a commitment to safety, innovation, and sustainability in airport operations, in alignment with FAA standards and best practices for general aviation facilities.

Project Justification and Additional Information (Safety, Longevity, etc.):

Enabling Safety, Longevity and Operational Efficiency with New State-of-Art Technology

Albion Municipal Airport's current taxiway lighting system and regulator, installed in 2008, have experienced gradual degradation due to age and weathering. Frequent maintenance is now required to ensure operational reliability.

The existing taxiway circuit utilized older lighting technology that is less energy-efficient and less reliable than modern LED systems. Light output has diminished over time, reducing visibility and potentially impacting safe aircraft operations, particularly during nighttime and low-visibility conditions. Additionally, a contractor completing recent work on the airport's PAPI system noted to the airport that the taxiway lighting circuit is on life support to maintain operational status.

By replacing the aging south taxiway and mid-connector taxiway lights and regulator with LED taxiway lights and new regulator, the airport will address multiple operational challenges:

- Elimination of safety hazards for personnel by facilitating maintenance.
- Considerable reduction in ongoing maintenance costs through improved durability and longevity of LED technology.
- Enhanced lighting performance and reliability, providing superior visibility to pilots and air traffic.
- Support of the airport's long-term strategic plan for sustainable operations and improved service to the aviation community.

To complete the whole taxiway light system replacement the total project cost is estimated to be \$600,000; if additional funds are available the airport would be willing to complete the 2-phase project as one to save on mobilization and safety and phasing costs.

Safety

The replacement project will yield substantial safety benefits. Completing fixture replacement and adjustments poses a high safety risk to airport staff. If a circuit develops a short, or if the regulator having exceeded its useful life fails to shut down properly, it can pose a deadly hazard. The LED taxiway lights will provide superior performance and ensure consistent and reliable illumination of the airport environment, supporting safe taxiing, particularly during periods of low visibility or adverse weather.

Longevity and Sustainability

LED technology is known for its long operational life compared to conventional lighting solutions. Installation of counterpoise and conduit will protect the taxiway lighting system from lightning strikes and water infiltrating taxiway light regulator and connections. This translates to fewer replacements. The energy efficiency of LEDs also contributes to responsible stewardship of airport resources.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

Upgrading the airports taxiway lighting system and regulator will reduce maintenance and energy costs, allowing the airport to allocate financial resources more efficiently and potentially lower operational fees for airport users. The efficient and reliable lighting infrastructure will support increased after-hours and all-weather operations, making Albion Municipal Airport more attractive to business travelers, and general aviation pilots.

Job Opportunities

The installation project will create short-term employment opportunities for local contractors, electricians, and support staff involved in site safety measures, removal, and new taxiway light installation. Long-term, the improved infrastructure could contribute to increased airport activity, indirectly supporting aviation-related businesses such as maintenance shops and hospitality services. The airport recently had an FBO Momentum Aviation move operations to the airfield. This will increase transient aircraft visiting the airport and Momentum Aviation intends to increase their staff in the future.

Local Infrastructure and Tourism

A modernized taxiway lighting circuit will ensure that the airport remains a dependable asset for the community and the region. Enhanced night and all-weather visibility supports medevac services, emergency response, and law enforcement operations, all of which rely on reliable airport access. Tourists, visiting pilots, and event organizers will benefit from safer, more predictable airport conditions, which may encourage more fly-ins, airshows, and regional tourism events.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the City of Albion and surrounding communities. The airport serves as a gateway, providing essential connectivity for business (including agricultural), recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth. The improved taxiway lighting system will bolster Albion's position as a hub for regional air traffic, supporting existing businesses and attracting new investment.

Conclusion

The proposed replacement of the airport's south and mid-connector taxiway lights and regulator with a new LED base mounted lights and regulator is a strategic investment in safety, sustainability, and the long-term vitality of the Albion Municipal Airport. The project will deliver tangible benefits to airport users, community residents, and the region as a whole ensuring that Albion remains accessible, competitive, and ready to grow into the future.

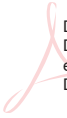
SITE PHOTOS

Site Location: Albion Municipal Airport (BVN)		
Direction Photo Taken: West Description: Existing Taxiway Light Fixture Condition.		
Direction Photo Taken: Southwest Description: Existing Taxiway Light Fixture Condition.		



Form CE 5100-146, Capital Improvement Plan (CIP) Data Sheet

Central Region Airports Division

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Albion Municipal Airport (BVN), Albion, NE		
AIP Project Type:	Remove and Replace Taxiway Lights (South and Mid-Connector)		
Local Priority:	1 - Very High	Fed. Share (AIP):	
Fed. FY Requested:	FY2027	Fed. Share (BIL-AIG):	
NEPA Determination:		State Share:	300,000
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing (on a separate sheet) that clearly identifies the scope of the project.		Local Share:	33,333
		Total Project Cost:	333,333
Project Description: Phase 1- Remove and Replace Taxiway Lights (South and Mid-Connector) Justification: The existing taxiway light circuit and regulator are old and in need of replacement. Replacing the south and mid-connector taxiway lights with new LED light and regulator will provide the airport with years of maintenance free use. Airport Layout Plan (ALP) Status: The project is shown on the approved ALP. Environmental (NEPA) Determination: Categorically excluded per Section B-2. Pavement Project PCI Score: Not Applicable. Pavement Project Dimensions: Not Applicable. Pavement Project Apron Calculations: Not Applicable. FAA-Owned Facility Impact: There are no FAA-owned facilities on the airport. Snow Removal Equipment (SRE) Inventory and Sizing Calculations: Not Applicable. Useful Life: The equipment is at least 10 years old, which exceeds the useful life listed in FAA Order 5100.38, Table 3-8. AIP Funded Equipment Disposal: None. Revenue Producing Project: Not Applicable. Land Ownership: The Airport Authority has the use and occupancy of all land upon which AIP funds will be expended for development. In accordance with Nebraska Statute 3-503, the title of real property remains with the City of Albion			
SPONSOR SIGNATURE BLOCK			
Signature:	Tony Levander  Digitally signed by Tony Levander DN: cn=Tony Levander, o, ou, email=tony@levanderfh.com, c=US Date: 2026.08.25 12:13:46 -05'00'	Date:	08/25/2026
Printed Name:	Tony Levander	Title:	Chairman
Phone Number:		Email:	tony@levanderfh.com

ACIP Cost Opinion

For Planning Purposes Only. Not Intended for Construction.

South Taxiway Lighting Replacement Including Mid-Connector

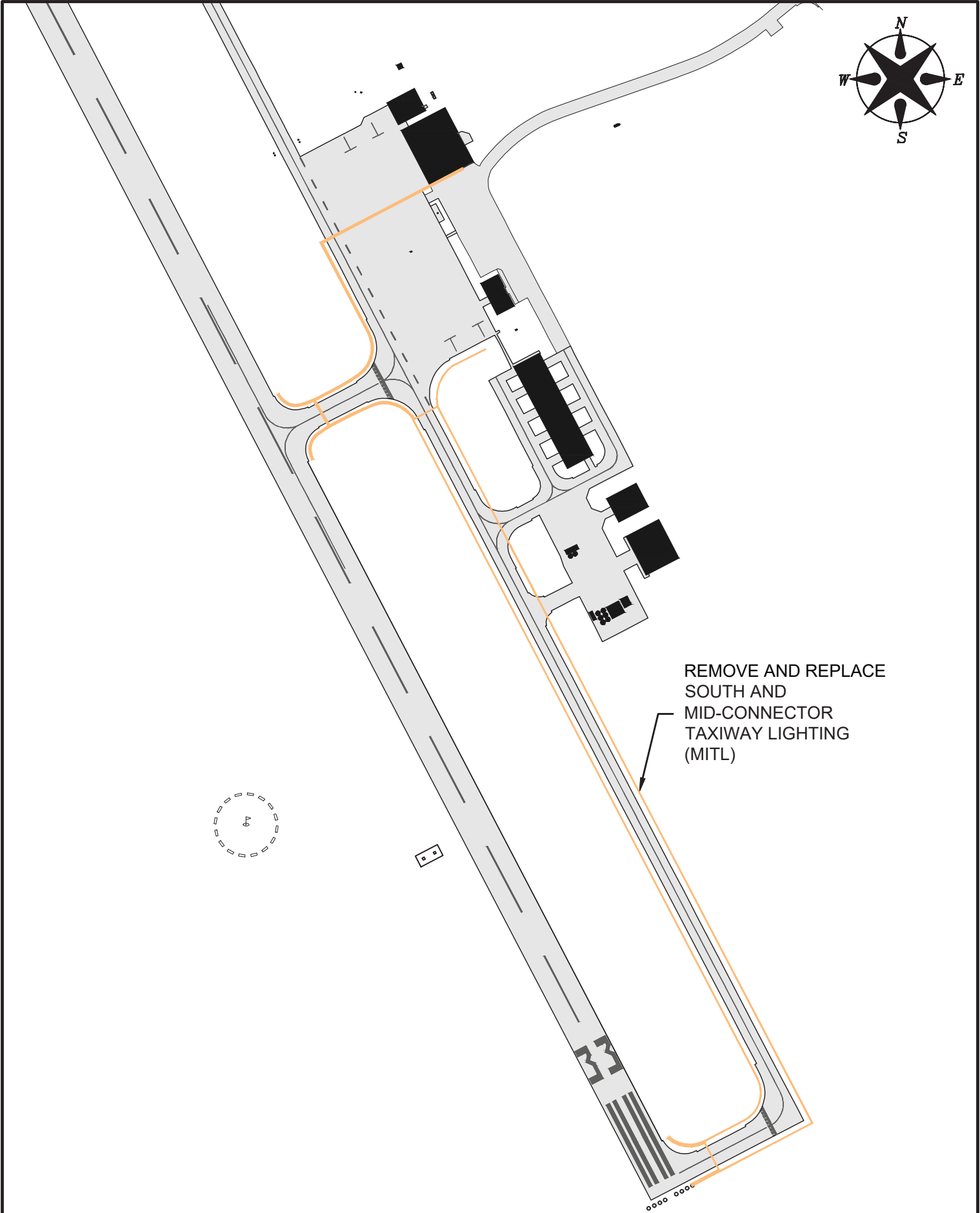
Albion Municipal Airport

Albion, Nebraska

8/24/2026

					South Taxiway / Mid-Connector	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$ 24,773.00	1	\$24,773.00
2	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$ 4.50	5,000	\$22,500.00
3	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	\$ 4.00	4,050	\$16,200.00
4	L-109	7.5 kW 3-Step Regulator in Existing Vault, in Place	LS	\$ 22,500.00	1	\$22,500.00
5	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$ 11.00	3,985	\$43,835.00
6	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$ 85.00	65	\$5,525.00
7	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$ 1,650.00	70	\$115,500.00
8	Olsson 100	Construction Layout and Stakes	LS	\$ 7,500.00	1	\$7,500.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$ 15,000.00	1	\$15,000.00

Total Construction	\$273,333.00
Engineering & Administration*	\$60,000.00
Total (Rounded)	\$333,333.00
State (90%)	\$300,000.00
Local (10%)	\$33,333.00



PROJECT NO. -
DRAWN BY: STR
Date: 07/22/2026

PROPOSED PROJECT
ALBION MUNICIPAL AIRPORT
ALBION, NE



FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Blair Executive Airport (BTA)

SCOPE: (X07) Corporate Hangar Area Expansion - Water Main

COST ESTIMATE:

DATE OF ESTIMATE: 18-Aug-26

Construction: \$922,790.00
Engineering: \$230,697.00
Administration: \$0.00
Total: \$1,153,487.00

ROUNDED: \$1,160,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$1,044,000	\$116,000	\$0	\$1,160,000 Ideal Request
90%	10%	0%	
\$300,000	\$860,000	\$0	\$1,160,000 Capped Request
26%	74%	0%	

Note: State Aid Only Grants are capped at \$300,000

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 62

Runway Design Code (RDC): Runway 13/31: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 6/26/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Blair Executive Airport (BTA) **Blair Executive Airport**

Address: 2785 NE-133, Blair, NE 68008 (Airport)

218 South 16th St, Blair, NE 68008 (Airport Authority)

PROJECT DETAILS:

Project Title: Corporate Hangar Area Expansion

Project Description:

The overall project includes Phases 8 - Construct Water main, 9 - Extend Taxilane and 10 - Extend Taxilane. The primary request consists of 4-inch water main extension to allow for individual water services to be tapped for the future corporate hangars. If funding allows, request for additional taxilane pavement is also requested to be considered for access to an additional 8 corporate hangar lots.

Project Cost Estimate:	\$1,160,000.00	Requested State Funds:	\$300,000.00 per note 1
------------------------	-----------------------	------------------------	--------------------------------

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The upcoming Runway 13 extension is creating more interest and a waiting list at the airport for additional corporate hangar space. The Airport Authority recently received applications for the 6 available hangar lots with the previous taxilane extension, all lots were reserved immediately with interest for additional hangar lots as soon as they become available. Constructing the water main as part of this next phase will provide access to water to the hangars. If funding allows the airport would in addition be interested in extending the taxilanes to increase the number of available hangar lots.

Consideration for additional funding is requested to support construction of the next phase of taxilane pavement extension. As an opportunity may exist to further extend the taxilane at a reduced cost if the work is completed concurrently with the runway extension project. The contractor awarded the runway extension project will be mobilizing an on-site concrete batch plant for the 2027 construction season potentially reducing the mobilization and material costs, resulting in a more cost-effective approach to completing the additional taxilane extension.

Note 1: It is understood that the grants are limited to \$300,000.00. Project limits can be adjusted to adhere to the funding available or if additional local funding becomes available.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

This project would allow for an increase of corporate traffic in and out of the Airport. Further development into corporate hangars would encourage job creation for aircraft maintenance, private pilots, and corporate jet centers. Blair Executive Airport is a relief airport to Eppley Airfield in Omaha, this expansion would encourage further connectivity and accessibility to the metro area. Private developers involved within this area of the airfield, would be encouraged to invest within the Blair area as well.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: W. Johnson

Title: Chairperson

Email: DUMTANSON@GMAIL.COM

Phone: 402-427-4498

Signature of Authorized Representative:

Date:

W. Johnson

08-18-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.



HWY 133

PHASE 8 - CONSTRUCT
WATER MAIN (FY 27)

PHASE 9 - EXTEND
TAXILANE (FY 27)

PHASE 10 - EXTEND
TAXILANE (FUTURE)

PHASE 5/6 - EXTEND TAXILANE
(UNDER CONSTRUCTION)

PHASE 7 - CONSTRUCT
SANITARY SEWER
(COMPLETED)

PHASE 4 - SITE GRADING AND STORM DRAIN
CONSTRUCTION (COMPLETED)

PARALLEL TAXIWAY

PROJECT NO: -
DRAWN BY: JDB
DATE: 08.04.2026

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
August 12, 2026
DATE PRINTED
OLSSON

BLAIR EXECUTIVE AIRPORT PROPOSED PROJECTS

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

EXHIBIT

1

ACIP Cost Opinion

For Planning Purposes Only. Not Intended for Construction.

Watermain Extension (Phase 8), Taxilane Extension (Phase 9), Taxilane Extension (Phase 10)

Blair Executive Airport

Blair, Nebraska

Unit Costs as of 08/2026. No adjustments for inflation. No contingencies are included, per FAA policy.

Item No.	Spec	Description	Unit	Unit Price	Watermain Extension (Phase 8)		Taxilane Extension (Phase 9)		Taxilane Extension (Phase 10)	
					Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$32,000.00	1	\$30,000.00	1	\$27,000.00
2	-	4-inch SDR-21 PVC w/ Tracer Wire and Bedding with Backfill	LF	\$100.00	1,476	\$147,600.00	0	\$0.00	0	\$0.00
3	-	4-inch Gate Valve w/ Box w/ Tracer Wire	EA	\$4,200.00	2	\$8,400.00	0	\$0.00	0	\$0.00
4	-	4-inch 45 degree bend	EA	\$800.00	1	\$800.00	0	\$0.00	0	\$0.00
5	-	Air Release Structure	EA	\$11,000.00	1	\$11,000.00	0	\$0.00	0	\$0.00
6	-	Connect to Existing Water Main	EA	\$3,000.00	1	\$3,000.00	0	\$0.00	0	\$0.00
7	-	2-inch Hydrant	EA	\$3,000.00	1	\$3,000.00	0	\$0.00	0	\$0.00
8	-	Tracer Wire Riser	EA	\$1,000.00	1	\$1,000.00	0	\$0.00	0	\$0.00
9	-	6-inch IPS HDPE (ID X-inch) Cased Road Bore	LF	\$400.00	116	\$46,400.00	0	\$0.00	0	\$0.00
10	-	NRD Water Main Extension County Permit	LS	\$800.00	1	\$800.00	0	\$0.00	0	\$0.00
11	P-152	Embankment in Place	CY	\$8.00	0	\$0.00	500	\$4,000.00	450	\$3,600.00
12	P-152	Muck Excavation	CY	\$16.00	0	\$0.00	50	\$800.00	45	\$720.00
13	P-208	6" Aggregate Base Course	SY	\$20.00	0	\$0.00	2,800	\$56,000.00	2,340	\$46,800.00
14	P-501	Concrete Mix Design	LS	\$15,000.00	0	\$0.00	1	\$15,000.00	1	\$15,000.00
15	P-501	8" Concrete Pavement	SY	\$85.00	0	\$0.00	2,670	\$226,950.00	2,230	\$189,550.00
16	P-620	Marking with Reflective Media	SF	\$3.00	0	\$0.00	225	\$675.00	290	\$870.00
17	P-620	Marking w/o Reflective Media	SF	\$2.50	0	\$0.00	550	\$1,375.00	580	\$1,450.00
18	L-125	L-858C Retroreflective Guidance Sign Relocation	EA	\$1,500.00	0	\$0.00	1	\$1,500.00	1	\$1,500.00
19	L-125	L-858C Retroreflective Sign	EA	\$3,000.00	0	\$0.00	1	\$3,000.00	1	\$3,000.00
20	T-901	Seeding & Mulching	AC	\$5,500.00	2	\$11,000.00	1	\$5,500.00	1	\$5,500.00
21	Olsson 100	Construction Layout and Stakes	LS	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00
22	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00
Total Construction						\$271,000.00		\$350,800.00		\$300,990.00
Engineering & Administration						\$67,750.00		\$87,700.00		\$75,247.50
Total (Rounded)						\$340,000.00		\$440,000.00		\$380,000.00
State (90%)						\$306,000.00		\$396,000.00		\$342,000.00
Local (10%)						\$34,000.00		\$44,000.00		\$38,000.00

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Bloomfield Municipal Airport (84Y)

SCOPE: (M01) Replace and Extend Property Fence

COST ESTIMATE:

DATE OF ESTIMATE: 21-Aug-26

Construction: \$23,951.00
Engineering: \$0.00
Administration: \$0.00
Total: \$23,951.00

ROUNDED: \$23,951.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$21,550	\$2,401	\$0	\$23,951
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 5

Runway Design Code (RDC): Runway 14/32: A-I (Small)

Critical Aircraft: A-I (Small)

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/07/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Bloomfield Municipal Airport 84Y

Address: 54240 880 Rd
Bloomfield Ne 68718

PROJECT DETAILS:

Project Title: Property Fence Replacement and Extension

Project Description:

Replace 1650 feet of high tinsel fence and add 2000 feet with 4 barb wire fence

\$23,951.00

Project Cost
Estimate:

~~\$23,9551.00~~

Requested State
Funds:

\$21,550.00

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Airport Safety and Hazards- Nebraska Revised Statute 3-302

The Nebraska and Department of Aeronautics and Legal Counsel Kevin Loftus, Have recommended that the Bloomfield Airport Authority declare an Airport Hazard at the Bloomfield Municipal Airport.

With The continuous problem with the Neighbors cattle trespassing on the Airport's property, and runway, causing a safety hazard with planes taking off and landing, and with the damage that has occurred with the runway lights .

Consultant selected for this project:

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

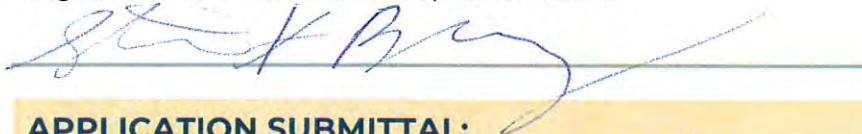
Name: Steven Barney

Title: chairman

Email: steve@bloomfieldag.com

Phone: 402-640-4755

Signature of Authorized Representative:



Date:

8/21/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Bloomfield Airport Authority

Municipal Airport
54240 880 Rd
PO Box 1
Bloomfield, NE 68718

Invoice

Telephone (402)373-2452

2022 – 10 Runway lights Damaged from Trespassing Cows

7 Globes	\$35.00	\$245.00
10 Breakaway Couplers	\$5.95	\$59.50
10 Bulbs	\$2.95	\$29.50
5 Hour Labor	\$100.00	\$500.00
Total		\$834.00

2 days later the follow damage

15 Runway lights Damaged from Trespassing Cows

4 Globes	\$35.00	\$140.00
13 Breakaway Couplers	\$5.95	\$77.35
14 Bulbs	\$2.95	\$41.30
8 Hour Labor	\$100.00	\$800.00
Total		\$1058.65

2023 - 16 Runway Lights Damaged from Trespassing Cows

9 Globes	\$35.00	\$315.00
12 Breakaway Couplers	\$5.95	\$71.40
13 Bulbs	\$2.95	\$38.35
8 Hour Labor	\$100.00	\$800.00
Total		\$1224.75

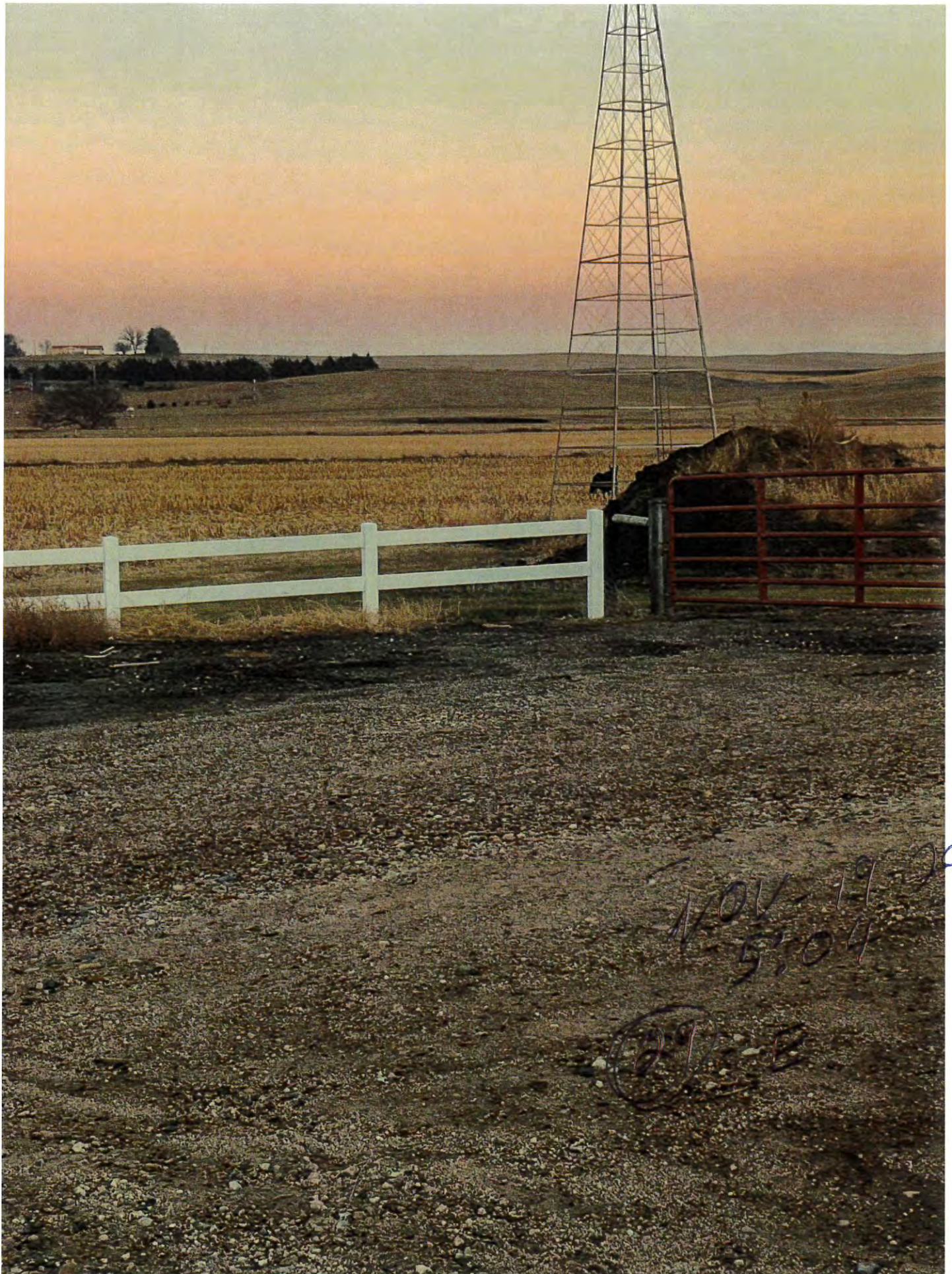
2024 – 9 Runway Lights Damaged from Trespassing Cows

7 Globes	\$35.00	\$245.00
9 Breakaway Couplers	\$5.95	\$53.55
9 Bulbs	\$2.95	\$26.55
4.5 Hour Labor	\$100.00	\$450.00
Total		\$775.10

2025 – 19 Runway Lights Damaged from Trespassing Cows

12 Globes	\$35.00	\$420.00
13 Breakaway Couplers	\$5.95	\$77.35
15 Bulbs	\$2.95	\$44.25
10 Hour Labor	\$100.00	\$1000.00
Total		\$1541.60

Total Due \$5434.10



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STEVE 7:58 SE



STEVE

20

OCT-13-2025 E
6:07



STEVE

17

OCT 13-2025
6:03

SW

OCT 13 2025
5:58 PM SE

⑦

STEVE



out. 14 2025
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STEAK



FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Cram Field (BUB), Burwell, NE

SCOPE: (G03) Rwy 15/33 and Connecting Taxiway Lighting and Electrical Improvements

COST ESTIMATE:

DATE OF ESTIMATE: 10-Aug-26

Construction: \$144,375.00
Engineering: \$50,531.25
Administration: \$0.00
Total: \$194,906.25

ROUNDED: \$195,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$175,500	\$19,500	\$0	\$195,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 11

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/10/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good

NEBRASKA

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICSREQUEST FOR A
STATE AID PROJECT
APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Cram Field (BUB) Cram Field (BUB)

Address: Airport Rd (P.O. Box 730)

Burwell, NE 68823

PROJECT DETAILS:

Project Title: Runway 15/33 & Center Connecting Taxiway Medium Intensity Light Fixture and Cable Replacement

Project Description:

See Attached.

Project Cost
Estimate: \$195,000Requested State
Funds: \$175,500Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation*Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.*

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See Attached.

Consultant selected for this project: Olsson

*An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.**If this requirement does not apply to your project, type "N/A" in the blank.*

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Dale Thomsen

Title: Authority Chairman

Email:

Phone: (308) 730-1102

Signature of Authorized Representative:

Date:

Dale Thomsen

8-10-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Cram Field

Address: Airport Rd, Burwell, NE 68823

PROJECT DETAILS

Project Title:

Runway 15/33 MIRL, Center Connecting Taxiway Lights and Electrical Cable Replacement

Project Description: The project will replace the existing medium intensity runway lights on Runway 15/33 and the existing center connecting taxiway lights with new LED fixtures. The project will also replace associated isolation transformers and electrical cable that serve the lighting system. Existing conduit and light bases will be evaluated during design and construction and reused where they remain in acceptable condition.

The Runway 15/33 lighting system was installed as part of earlier runway improvements completed in 2012. Since that time, the system has continued to support nighttime and reduced-visibility operations at Cram Field. However, the continued use of older lighting equipment, and current issues with the existing system, has increased the importance of a planned replacement project that improves reliability before failures become more frequent or disruptive.

The proposed LED modernization is a targeted rehabilitation of essential visual guidance infrastructure. It will retain the existing airfield layout while improving the quality, efficiency, and dependability of the lighting system used by pilots during takeoff, landing, and taxi operations.

Preliminary Work Elements

- Remove existing Runway 15/33 medium intensity runway light fixtures and center connecting taxiway light fixtures.

- Remove and replace existing electrical cable serving the lighting circuits.
- Replace existing isolation transformers with new components compatible with the LED lighting system.
- Install new LED medium intensity runway and taxiway light fixtures.
- Reuse existing conduit and light bases where field conditions support continued service.
- Provide replacement bid items for conduit or light bases that are found to be damaged, deteriorated, or unsuitable for reuse.

Implementation Approach

The work will be structured to limit operational disruption and construction duration. Because the project emphasizes fixture, transformer, and cable replacement while preserving acceptable existing conduit and bases, it can be completed with less pavement disturbance and fewer impacts to airfield operations than a full reconstruction of the electrical infrastructure.

The project will also allow the airport to address isolated deficiencies discovered during construction through replacement bid items. This approach provides flexibility to correct field conditions where needed while avoiding unnecessary replacement of infrastructure that remains functional.

Project Justification and Additional Information (Safety, Longevity, etc.):

The need for the project is driven by reliability, maintainability, and long-term preservation of a critical airport system. Airfield lighting is essential infrastructure, particularly for airports serving general aviation, agricultural operations, medical transport, emergency response, and visiting aircraft. When lighting equipment becomes difficult to maintain, the risk of outages, inconsistent light output, and operational limitations increases.

The existing lighting system is aging and relies on older components that are becoming less efficient to maintain. Replacement parts for incandescent airfield lighting systems are becoming more difficult to obtain, and continued dependence on older equipment can increase both maintenance cost and the likelihood of service interruptions.

A planned LED conversion is the most effective way to address these concerns. LED fixtures provide improved energy efficiency, longer service life, and reduced maintenance needs. New cabling and transformers will provide a more reliable electrical foundation for the lighting system and reduce the risk of recurring operational issues caused by aging electrical components.

Safety

Reliable runway and taxiway lighting improves pilot situational awareness and provides consistent visual guidance during nighttime operations and periods of reduced visibility. The proposed project will improve the dependability of the lighting system serving Runway 15/33 and the center connecting taxiway, which supports safer approaches, departures, and ground movement.

Longevity

Replacing fixtures, transformers, and cable will extend the useful life of the airfield lighting system and reduce the frequency of reactive repairs. Reusing conduit and base cans where

appropriate will protect prior infrastructure investments while still upgrading the components most important to future system reliability.

Fiscal Responsibility

The project represents a cost-conscious improvement because it avoids broad replacement of infrastructure that remains serviceable. This balanced approach allows State Aid funds to be directed toward the components that provide the greatest operational benefit while controlling costs and minimizing unnecessary construction impacts.

Risk Reduction

Completing the project as a planned improvement reduces the likelihood that the airport will be forced into emergency repairs, extended outages, or piecemeal replacement. A coordinated project will produce a more dependable system and provide a cleaner transition to modern LED lighting technology.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

The project benefits extend beyond the lighting equipment itself. A safer and more dependable airfield lighting system improves airport usability, supports local and regional access, and helps maintain Cram Field as a reliable public-use aviation facility for Burwell and the surrounding area.

Economic Benefits

The project will reduce long-term operating costs through lower energy use and reduced routine maintenance. Improved lighting reliability also supports businesses, agricultural users, and other airport users who depend on consistent access to air transportation.

Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, electrical installation, inspection, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related services and local businesses that rely on the airport for transportation, access, and commerce.

Local Infrastructure

Runway and taxiway lighting are core airport infrastructure. Modernizing this system will strengthen the airport's operational foundation and help preserve Cram Field as a safe, functional, and dependable public-use facility.

Tourism Support

Cram Field supports access to Burwell and nearby regional destinations. Reliable lighting improves the usability of the airport for visiting pilots, recreational users, and aircraft serving local events, outdoor recreation, and business travel.

Improved Access

The lighting upgrade will improve access during nighttime and reduced-visibility conditions. This is important for general aviation users, agricultural operations, emergency response, medical transport, and other users who may need dependable airfield access outside of ideal daytime conditions.

Community Benefits

The project will reduce the likelihood of lighting-related disruptions and provide the community with a more reliable transportation asset. Improved airfield reliability benefits local residents, businesses, airport tenants, transient pilots, and emergency service providers.

Regional Growth

Maintaining dependable aviation infrastructure supports regional connectivity and helps Burwell remain connected to broader transportation, business, agricultural, and emergency service networks. The project supports long-term community resilience and continued regional development.

Benefits and Impacts Summary

The proposed Runway 15/33 and center connecting taxiway LED lighting modernization is a practical and timely investment in Cram Field. The project will replace aging lighting and electrical components, improve nighttime and reduced-visibility operations, reduce future maintenance demands, and extend the useful life of critical airport infrastructure. By reusing existing conduit and light bases where feasible, the airport will preserve serviceable infrastructure while delivering a safer, more efficient, and more dependable airfield lighting system.

Conclusion

Cram Field's proposed LED lighting modernization project is well aligned with the purpose of the State Aid Grant Program. It preserves existing public-use airport infrastructure, improves safety and reliability, reduces long-term maintenance needs, and makes efficient use of available funding. The project will provide lasting benefits to the airport, the City of Burwell, Garfield County, and the broader north-central Nebraska region by ensuring that Runway 15/33 and the center connecting taxiway continue to support safe and dependable aviation operations.

Project Selection and Funding Strategy

The Burwell Airport Authority evaluated several potential projects for State Aid consideration, including construction of the remaining 800 feet of the parallel taxiway originally developed to provide access to an existing hangar. After reviewing project priorities and available funding sources, the Airport Authority determined that the most effective funding strategy would be to preserve its Non-Primary Entitlement funds for future construction of the remaining parallel taxiway segment. As part of this project, the Airport Authority would request FAA participation to

light the parallel taxiway, including the currently unlit runway turnarounds. This approach reduces the amount of State Aid funding requested while leveraging a larger FAA funding share, allowing limited State Aid funds to remain available for additional airports and projects.

Opinion of Probable Cost

Runway 15/33 & Center Connecting Taxiway Medium Intensity Light Fixtures and Cable Replacement

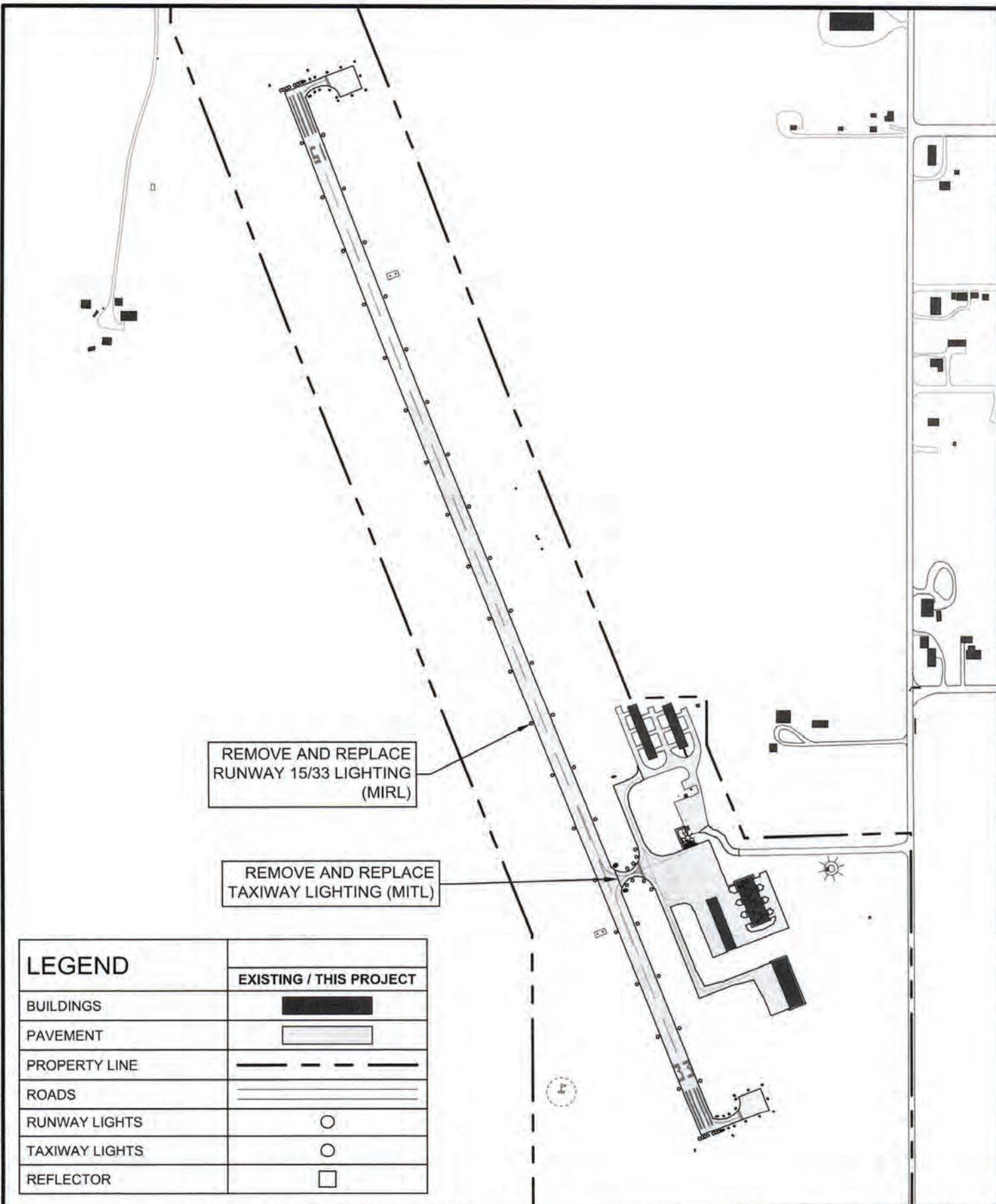
Cram Field
Burwell, Nebraska

July, 2026

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$ 12,000.00	1	\$12,000.00
2	L-108	Cable Removal	LF	\$ 1.00	10,900	\$10,900.00
3	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$ 3.50	10,900	\$38,150.00
4	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$ 7.00	1,000	\$7,000.00
5	L-125	Base-Mounted Light Fixture Removal	EA	\$ 95.00	65	\$6,175.00
6	L-125	L-861(L) Base-Mounted Runway Light	EA	\$ 950.00	37	\$35,150.00
7	L-125	L-861SE Base-Mounted Threshold Light	EA	\$ 1,200.00	16	\$19,200.00
8	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$ 900.00	12	\$10,800.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$ 5,000.00	1	\$5,000.00

Total Construction	\$144,375.00
Engineering & Administration	<u>\$50,531.25</u>
Total (Rounded)	\$195,000.00
State (90%)	\$175,500.00
Local (10%)	\$19,500.00

G:\Market\Transportation\Airports\CIP_2 Data Sheets\Nebraska_State Aid Grant Application\FY 2027 State Grant Applications\Burwell\Lighting\BUB - Sketch - Lighting.dwg
DATE: Aug 10, 2026 6:14pm USER: jbenes



LEGEND	EXISTING / THIS PROJECT
BUILDINGS	
PAVEMENT	
PROPERTY LINE	
ROADS	
RUNWAY LIGHTS	
TAXIWAY LIGHTS	
REFLECTOR	

PROJECT NO: -
DRAWN BY: AMC
DATE: 7/6/2026

PROPOSED PROJECT
CRAM FIELD
BURWELL, NE



601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
olsson.com
TEL 402.474.6311
Olsson - Engineering
Nebraska COA #CA-0638

EXHIBIT
1

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Chadron Municipal Airport (CDR)

SCOPE: (G09) Install Taxiway Lighting on Rwy 21 Turnaround

COST ESTIMATE:

DATE OF ESTIMATE: 18-Aug-26

Construction: \$139,670.00
Engineering: \$41,901.00
Administration: \$0.00
Total: \$181,571.00

ROUNDED: \$182,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$163,800	\$18,200	\$0	\$182,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 12

Runway Design Code (RDC): Runway 03/21: B-II
Runway 12/30: B-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/9/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Satisfactory to Good
Taxiways: Fair to Good
Aprons: Very Poor to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Chadron Municipal Airport (CDR) **Chadron Municipal Airport**

Address: 90 Airport Rd
Chadron, NE 69337

PROJECT DETAILS:

Project Title: Install Taxiway Lights on Runway 21 Turnaround **Install Taxiway Lights on Runway 21 Turnaround**

Project Description:

The project consists of removing the existing retro-reflective taxiway markers serving the Runway 21 turnaround at Chadron Municipal Airport. The work is anticipated to include new LED taxiway edge lights, boring, electrical cable, conduit, junction cans, counterpoise wire, and related airfield electrical improvements necessary to provide a complete and operational lighting system.

Project Cost Estimate:	\$182,000	Requested State Funds:	\$163,800
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The proposed project will replace existing retro-reflective taxiway markers at the Runway 21 turnaround with taxiway edge lighting in an area of the airfield that currently has minimal ambient lighting. The installation of taxiway lights will improve airfield safety by enhancing pavement edge definition, pilot situational awareness, and aircraft guidance during nighttime and reduced-visibility operations. The project will reduce the potential for aircraft pavement excursions, improve winter operational reliability, and provide a long-term, maintainable lighting system that supports the safe and efficient use of the Chadron Municipal Airport. This improvement is consistent with the airport's Capital Improvement Program and will enhance the overall safety and functionality of the airfield.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The installation of taxiway edge lighting at the Runway 21 turnaround will improve the safety, reliability, and usability of Chadron Municipal Airport by providing enhanced visual guidance in an area of the airfield that currently has minimal ambient lighting. Replacing the existing retro-reflective markers with a permanent lighting system will improve pilot situational awareness, reduce the potential for pavement excursions during nighttime and reduced-visibility conditions, and support safer aircraft operations year-round. As the region's Essential Air Service (EAS) airport, Chadron Municipal Airport serves as a critical transportation link for northwestern Nebraska, providing access to commercial air service, healthcare, education, business opportunities, tourism, and government services. This project will enhance operational reliability for commercial passenger, business, agricultural, emergency response, and recreational aviation users while strengthening the airport's role as a key transportation asset that supports regional connectivity, economic development, and quality of life for Chadron and the surrounding communities.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: George Klein

Title: Mayor

Email: clerk@chadron-nebraska.com

Phone: (308) 432-0505

Signature of Authorized Representative:

Date:

George W. Klein

8/18/2026

APPLICATION SUBMITTAL:

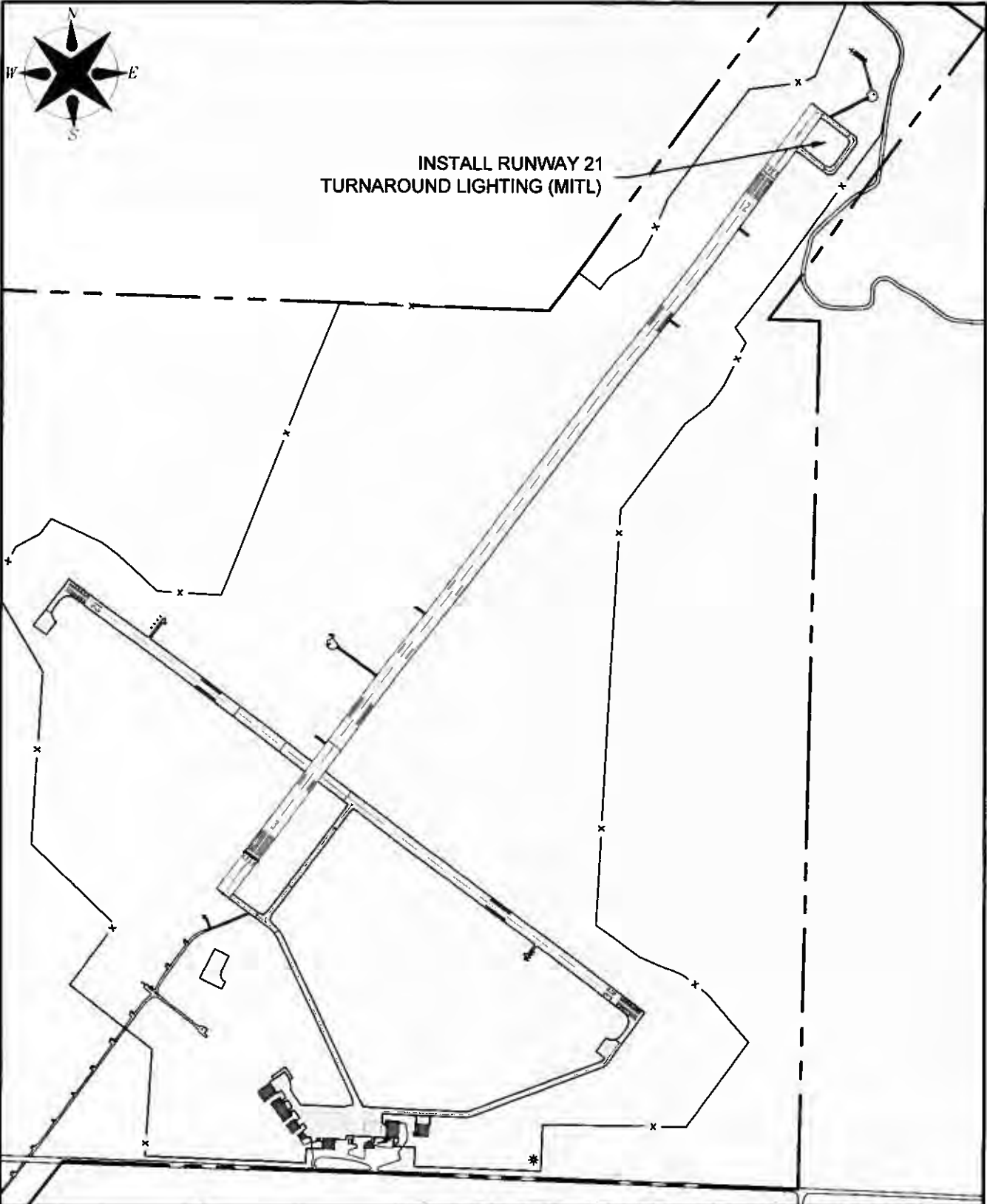
Return Completed Application via Email to:
or

ndot.aeroengineering@nebraska.gov

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for **October 16, 2026**, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



G:\Market\Transportation\reports\CIP_Data Sheets\Nebraska\State Aid Grant Application\FY 2027 State Grant Applications\Chadron3_State Grant - CDR- Sketch - Lighting Rwy 21 Turnaround.dwg
DATE: Jul 29, 2026 3:57pm USER: jones

PROJECT NO: -	PROPOSED PROJECT CHADRON MUNICIPAL AIRPORT		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311 Olsson - Engineering Nebraska COA #CA-0638	EXHIBIT
DRAWN BY: AMC				1
DATE: 7.20.2026				

ACIP Cost Opinion

For Planning Purposes Only. Not Intended for Construction.

Install Runway 21 Turnaround Lighting (MITL)

Chadron Municipal Airport

Chadron, Nebraska

Unit Costs as of 07/2026. No adjustments for inflation. No contingencies are included, per FAA policy.

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$11,700.00	1	\$11,700.00
2	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$6.00	1,870	\$11,220.00
3	L-108	No. 6 AWG Solid Bare Copper Counterpoise Wire, Installed Above Duct Bank or Conduit, Including Connections/Terminations	LF	\$5.00	1,570	\$7,850.00
4	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$18.00	1,450	\$26,100.00
5	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$65.00	120	\$7,800.00
6	L-115	Electrical Junction Structure (L-867B)	EA	\$1,500.00	2	\$3,000.00
7	L-125	Retroreflective Marker Removal	EA	\$100.00	30	\$3,000.00
8	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$1,900.00	30	\$57,000.00
9	Olsson 100	Construction Layout and Stakes	LS	\$3,500.00	1	\$3,500.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$2,500.00	1	\$2,500.00
10	Olsson 102	Construction Testing	LS	\$6,000.00	1	\$6,000.00

Total Construction	\$139,670.00
Engineering & Administration	<u>\$41,901.00</u>
Total (Rounded)	\$182,000.00
State (90%)	\$163,800.00
Local (10%)	\$18,200.00

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Billy G Ray Field (CNP)

SCOPE: (X01) Reconstruct Taxiway, Apron and Taxilanes

COST ESTIMATE:

DATE OF ESTIMATE: 25-Aug-26

Construction: \$885,410.00
Engineering: \$213,200.00
Administration: \$0.00
Total: \$1,098,610.00

ROUNDED: \$1,099,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$989,100	\$109,900	\$0	\$1,099,000 Ideal Request
90%	10%	0%	
\$300,000	\$799,000	\$0	\$1,099,000 Capped Request
27%	73%	0%	

Note: State Aid Only Grants are capped at \$300,000

ADDITIONAL NOTES

Runway reconstruction and new lighting are complete.

AIRPORT FACILITY DATA

Based Aircraft: 5

Runway Design Code (RDC): Runway 12/30: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 4/17/2025
Violations corrected.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Failed per 2025 Inspection. Has since been reconstructed.
Taxiways: Serious per 2025 Inspection. Has since been reconstructed.
Aprons: Serious per 2025 Inspection. Has since been reconstructed.



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Billy G Ray Field (CNP)

Address: Link 25A

Chappell, NE 69129

PROJECT DETAILS:

Project Title: Reconstruction of Connecting Taxiway, Apron, and Taxilanes

Project Description:

Reconstruction of Connecting Taxiway, Apron and Taxilanes.

The total project cost exceeds the annual limit of \$300,000 per airport. Thus, the project is broken down into phases. For FY27, engineering design is included to complete the full design of the project. The project would then be bid in schedules to determine actual construction costs, and awarded such that it meets the funding requirements.

Project Cost Estimate:	\$1,099,000.00	Requested State Funds:	\$300,000.00
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See Attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Chris Ray

Title: Chairman

Email: chrisr@federalcropagency.com

Phone: 308-874-4350

Signature of Authorized Representative:

Date:

Chris M. Ray

9/1/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Billy G Ray Field (CNP) – Chappell, Nebraska

Address: Link 25A, Chappell, Nebraska 69129

PROJECT DETAILS

Project Title:

Reconstruction of Connecting Taxiway, Apron and Taxilanes

Project Justification and Additional Information (Safety, Longevity, etc.):

Existing Conditions

The existing asphalt pavement was constructed approximately 30 years ago and has deteriorated past the point of rehabilitation. The Nebraska Department of Transportation Aeronautics Division (NDOT) completed a pavement condition index study in 2022, and the associated pavement was rated a 12, just a few points above failed. The existing pavement has also settled over its lifetime, allowing water to drain into the adjacent hangars.

With the assistance of NDOT Aeronautics, Runway 12/30 was recently reconstructed with a full-depth-reclamation process and asphalt overlay in 2025 and a new lighting system installed in 2026.

The pavement to be reconstructed in this project is the remaining piece to bring this airport back to life.

Reconstruction and Funding Plan

The existing asphalt pavement is proposed to be removed in its entirety and replaced with concrete pavement. The overall geometrics are to remain the same, as it has continued to adequately service existing tenants and itinerant aircraft. Concrete pavement is proposed due to the quantity required and high prices associated with small quantities.

It is proposed to complete a full design in 2027 to prepare a complete plan set and specifications and bid the project in schedules to determine actual construction costs. Once the

project is bid, schedules will be awarded in line with the funding available. In years 2027 and beyond, the Chappell Airport Authority is prepared to construct this project in a phased approach to ensure funding requirements are maintained.

If additional grant funds are available at earlier dates, the Airport Authority has the local match and is prepared to construct 2 phases or all phases in 2027.

Safety and Operational Reliability

The existing pavement has become a source of foreign object debris (FOD) which can damage aircraft and has surpassed to point of maintenance. Replacing this pavement will provide a long-term solution to protect all aircraft that utilize the airfield. It will be constructed to ensure proper drainage off the pavement to prevent further infiltration into the existing hangars and provide a suitable lifespan for the pavement.

Key safety benefits include:

- Eliminate FOD throughout aircraft routes.
- Allow for snow removal without further damage to the pavement.
- Reduce water infiltration into the existing hangars, protecting equipment and aircraft.

These improvements will support safer and more dependable operations for based aircraft, transient users, emergency responders, medical transport, agricultural aviation, and other airport stakeholders.

System Longevity and Sustainability

Key longevity and sustainability benefits include:

- 20+ year lifespan of new pavement.
- Reduced future maintenance costs
- Protection of existing hangars

Cost-Effective Use of Existing Infrastructure

The proposed project is proposing to replace all existing pavement within the project limits. The existing fuel system and hangars will remain in place, with minor adjustments to the new lighting system to accommodate the proposed fillets.

Justification Summary

Reconstructing the asphalt connecting taxiway, aprons and taxilanes is an imperative step to redefining Billy G Ray Field. This project will complete the puzzle of extending the airport's lifespan while ensuring a safe, reliable, and operational environment for aircraft to utilize.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

The Chappell Airport Authority have already begun to recognize the economic benefit with respect to the recent Runway 12/30 reconstruction and lighting project. The airport has begun to have more traffic, interest in operating and overall use of the airfield. This project will further enhance the economic benefit bringing dependable access to the apron for fuel and hangars for aircraft storage. This project will not just benefit the local people of Chappell, but all aviation services around the region.

Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, inspection, and material supply activities. This project will further the connection with Western Nebraska Community College (WNCC), which operates an Aviation program from the Sidney Municipal Airport, Lloyd W. Carr Field, (SNY) and utilizes Billy G Ray Field often, given its proximity. Continued investment in airport infrastructure also helps sustain aviation-related services and local businesses that rely on the airport for transportation, access, and commerce.

Local Infrastructure

This project will advance the existing local infrastructure ensuring confidence in its reliability. Future maintenance would decrease substantially and could be completed by local forces as required. Completing this project would eliminate the need for replacing critical existing infrastructure and would allow for the Chappell Airport Authority to brainstorm ways to expand the airport's reach in future years.

Improved Access

The pavement associated with this project provides direct access to fuel and hangar space. Replacing this pavement will provide a safer travel path for these aircraft and reduce the liability on the airport associated with the existing FOD. The taxilanes and hangar approaches will be designed to ensure that aircraft can be pushed back into the hangar space, while also providing adequate drainage to avoid water infiltration and ice accumulation.

Community Benefits

On August 14, 2026 the airport hosted a Grand Re-Opening of the airport at the conclusion of the recent lighting project. This event was to show the improvements the Chappell Airport Authority has made in recent years, bringing the airport back to life. The community involvement was impressive with approximately 150-200 people in attendance and proves the local pride in its infrastructure. Completing this project will only expand the airport's reach to the surrounding community.

Regional Growth

Continued investment into Billy G Ray Field will only assist in the regional growth of western Nebraska. Chappell's proximity to Sidney and Ogallala, Nebraska and the Interstate 80 Corridor, this airport provides a great stop for itinerant aircraft or home base for local municipalities.

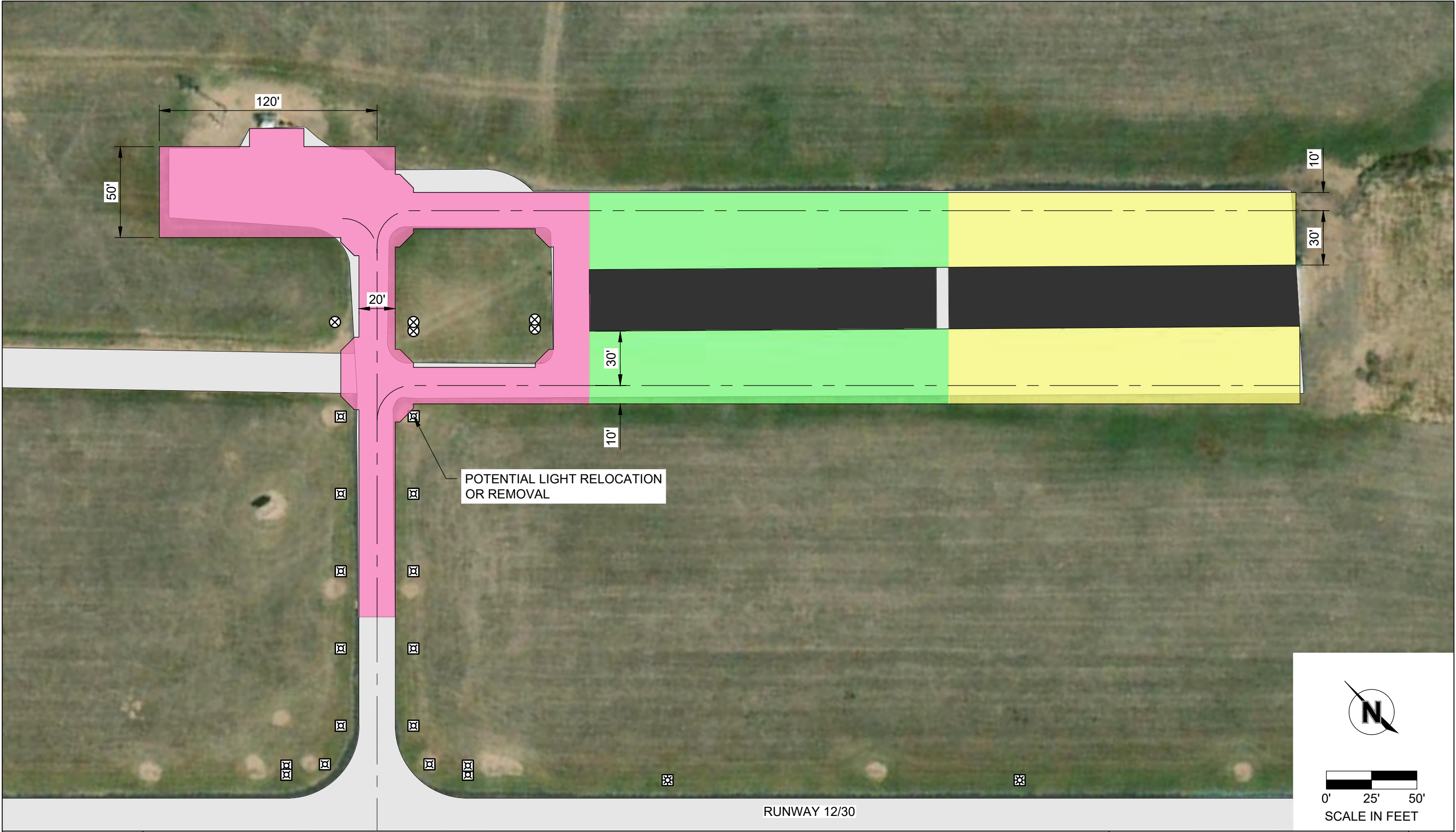
Benefits and Impacts Summary

The proposed project will build on the momentum created by recent runway and lighting improvements at Billy G Ray Field by maintaining dependable and safe access to fuel and hangar facilities while supporting aviation activity throughout the region. Replacing the existing pavement will enhance safety, reliability, drainage, and access to critical airport facilities, while reducing maintenance requirements and long-term infrastructure risks. This project continues the strong community support by investing in its own backyard.





G:\Market\Transportation\Airports\CJP_Data Sheets\Nebraska\Chappell\State Aid Request 2027\CNP - Reconstruct TWY and Apron 30' TLOFA.dwg
DATE: Aug 18, 2026 2:25pm USER: mdanielson



PROJECT NO: XX	FY2027 STATE AID APPLICATION - TAXIWAY, APRON AND TAXILANE RECONSTRUCTION BILLY G RAY FIELD (CNP)		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311 Olsson - Engineering Nebraska COA #CA-0638	EXHIBIT
DRAWN BY: MLD				1
DATE: 08.11.2026				

FY 2027 NDOT STATE AID PROGRAM COST ESTIMATE

For Planning Purposes Only. Not Intended for Construction.

Reconstruct Taxiway, Apron and Taxilanes

Billy G Ray Field (CNP)

Chappell, Nebraska

Unit Costs as of 08/31/26. No adjustments for inflation. No contingencies are included.

					Component 1		Component 2		Component 3		Project Total	
Item No.	Spec	Description	Unit	Unit Price*	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Total Project Quantity	Total Project Amount
1	C-102	Installation and Removal of Silt Fence	LF	\$5.00	400	\$2,000.00	400	\$2,000.00	400	\$2,000.00	1,200	\$6,000.00
2	C-102	Erosion Control Blanket	SY	\$4.00	1,050	\$4,200.00	375	\$1,500.00	375	\$1,500.00	1,800	\$7,200.00
3	C-105	Mobilization*	LS	varies	1	\$30,300.00	1	\$25,400.00	1	\$24,800.00	1	\$80,500.00
4	P-101	Asphalt Pavement Removal	SY	\$15.00	1,850	\$27,750.00	1,750	\$26,250.00	1,680	\$25,200.00	5,280	\$79,200.00
5	P-152	Unclassified Excavation	CY	\$18.00	575	\$10,350.00	525	\$9,450.00	515	\$9,270.00	1,615	\$29,070.00
6	Olsson-200	6" Aggregate Base Course	SY	\$26.00	2,100	\$54,600.00	1,905	\$49,530.00	1,860	\$48,360.00	5,865	\$152,490.00
7	Olsson-105	6" NDOT 47B 4000 Concrete Pavement	SY	\$80.00	1,960	\$156,800.00	1,815	\$145,200.00	1,765	\$141,200.00	5,540	\$443,200.00
8	P-620	Marking with Reflective Media	SF	\$5.00	150	\$750.00					150	\$750.00
9	P-620	Marking w/o Reflective Media	SF	\$6.00	250	\$1,500.00					250	\$1,500.00
10	L-125	Base-Mounted Light Relocation	EA	\$2,500.00	1	\$2,500.00					1	\$2,500.00
11	T-901	Seeding	AC	\$2,000.00	1	\$2,000.00	0.50	\$1,000.00	0.50	\$1,000.00	2	\$4,000.00
12	T-908	Mulching	AC	\$8,000.00	1	\$8,000.00	0.50	\$4,000.00	0.50	\$4,000.00	2	\$16,000.00
13	Olsson-100	Construction Layout and Stakes*	LS	varies	1	\$25,000.00	1	\$10,000.00	1	\$10,000.00	1	\$45,000.00
14	Olsson-101	Temporary Safety and Phasing Procedures*	LS	varies	1	\$8,000.00	1	\$5,000.00	1	\$5,000.00	1	\$18,000.00

* Assumes all work is completed as one project

Total Construction	\$333,750.00	\$279,330.00	\$272,330.00	\$885,410.00
Estimated Design Phase	\$70,000.00	-	-	\$70,000.00
Estimated Bidding Phase	\$3,000.00	\$3,200.00	\$3,400.00	\$9,600.00
Estimated Construction Admin Phase *Assuming 25 working days per Component - 2 Weeks full time and 3 Weeks part time	\$40,000.00	\$42,000.00	\$44,100.00	\$126,100.00
Estimated Closeout Phase	\$2,300.00	\$2,500.00	\$2,700.00	\$7,500.00
Total	\$449,000.00	\$327,000.00	\$323,000.00	\$1,099,000.00
State Aid (90%)	\$404,100.00	\$294,300.00	\$290,700.00	\$989,100.00
Local (10%)	\$44,900.00	\$32,700.00	\$32,300.00	\$109,900.00

GRAND TOTAL	\$1,099,000
State Aid (90%)	\$989,100
Local (10%)	\$109,900

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Crete Municipal Airport (CEK)

SCOPE: (X05) Remove and Replace Taxilane Pavement

COST ESTIMATE:

DATE OF ESTIMATE: 26-Aug-26

Construction: \$311,700.00
Engineering: \$25,000.00
Administration: \$0.00
Total: \$336,700.00

ROUNDED: \$336,700.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$303,030	\$33,670	\$0	\$336,700
90%	10%	0%	
\$300,000	\$36,700	\$0	\$336,700
89%	11%	0%	

Ideal Request

Capped Request

Note: State Aid Only Grants are capped at \$300,000

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 45

Runway Design Code (RDC): Runway 17/35: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/8/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Fair to Good
Taxiways: Fair to Good
Aprons: Very Poor to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Crete Municipal Airport (CEK) Crete Municipal Airport

Address: 2429 County Road F

Crete, Nebraska

PROJECT DETAILS:

Project Title: Removal and Replacement of Taxilane Pavement

Project Description:

The proposed project (Schedule I) includes the removal and replacement of existing taxilane pavement, as well as the construction of pavement between existing hangar taxilane approaches within the aircraft hangar area. The existing pavement will be replaced in kind with a similar pavement section. New pavement areas will consist of 12 inches of prepared subgrade, 6 inches of aggregate base course, and 6 inches of concrete pavement. The new concrete pavement will be tied into adjacent slabs to minimize differential movement and reduce the potential for frost heave. Select panel replacement from the taxilane areas would be evaluated/determined during the design period. The specific locations have not been indicated on the exhibit.

Although Schedule II remains a planned future improvement, it has been removed from the current project scope to maintain compliance with the State grant funding limit of \$300,000.

Project Cost Estimate:	\$336,700	Requested State Funds:	\$300,000
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The proposed projects will improve infrastructure at Crete Municipal Airport by enhancing aircraft access to hangar storage areas and increasing overall airfield safety. Rehabilitation and expansion of pavement within the taxilane system will mitigate foreign object debris (FOD) risks associated with deteriorated pavement and provide adequate paved surfaces for aircraft maneuvering, eliminating the potential for aircraft wheels to enter adjacent soft ground areas. The proposed improvements will also facilitate more efficient snow removal along taxilanes and approach areas, improving airfield operations during winter conditions.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

Since assuming ownership of the airport, the City of Crete has been steadily increasing hangar rental rates within the project area. Tenant feedback regarding these increases has frequently cited the deteriorated pavement conditions and lack of adequate paved areas in front of the hangars. Completion of the proposed project will address these concerns by improving access, safety, and overall functionality of the hangar area, supporting continued rental rate adjustments that more accurately reflect the quality of the facilities. Increased rental revenue will help the airport become more self-sustaining and better positioned to fund ongoing hangar maintenance and improvements.

The proposed pavement improvements have been included in the airport's Capital Improvement Plan for several years. However, competing infrastructure priorities and limited funding have required the airport to focus available resources on maintaining critical airfield assets, including the runway, taxiways, and other operational facilities. As a result, this project has been deferred despite its long-standing importance to the airport's development and financial sustainability.

Job Opportunities

The project will create short-term employment opportunities for local contractors, electricians, and support staff involved in site preparation, removal, and placement of new concrete pavement. Long-term, the improved infrastructure could contribute to increased airport activity.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the Crete Municipal Airport which ultimately will bring in aircraft tenants and maintaining the aircraft storage numbers based at the airport. The airport serves as a gateway, providing essential connectivity for Doane College, business, recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tom Ourada

Title: City Administrator

Email: tom.ourada@crete.ne.gov

Phone: (402) 826-4312

Signature of Authorized Representative:

Tom Ourada

Date:

8-26-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.

ACIP Cost Opinion

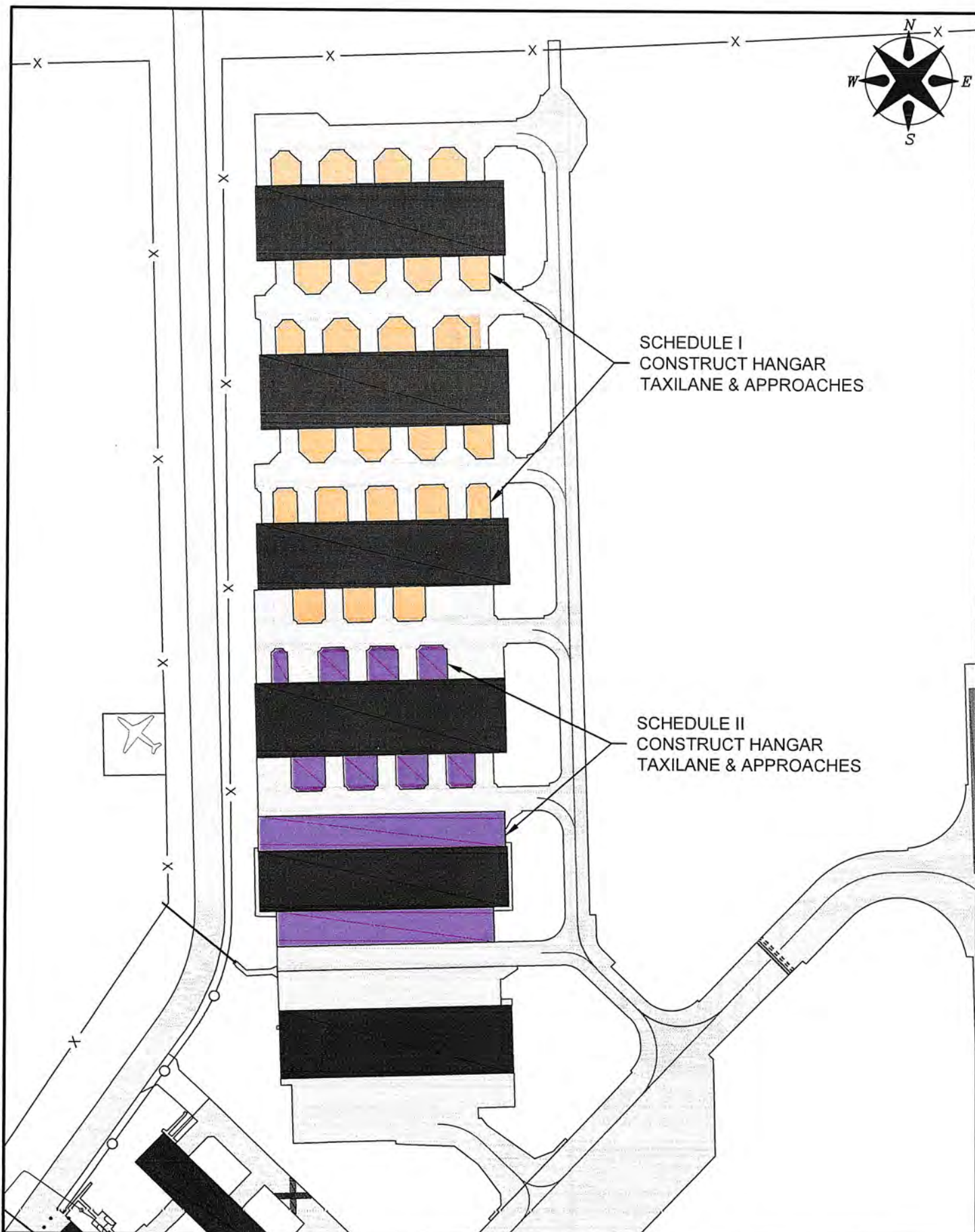
Taxilane / Approach Rehabilitation

Crete Municipal Airport

Crete, Nebraska

August, 2026

					Schedule I		Schedule II	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$20,000.00	1	\$20,000.00	1	\$20,000.00
2	C-101	Concrete Pavement Removal	SY	\$40.00	20	\$800.00	600	\$24,000.00
3	C-105	Mobilization	LS	\$25,000.00	1	\$25,000.00	1	\$25,000.00
4	P-152	Unclassified Excavation	CY	\$18.00	1,300	\$23,400.00	1,250	\$22,500.00
5	P-208	6" Aggregate Base Course	SY	\$30.00	1,900	\$57,000.00	1,800	\$54,000.00
6	P-501	6" Concrete Pavement	SY	\$95.00	1,900	\$180,500.00	1,800	\$171,000.00
7	Olsson-101	Temporary Safety and Phasing Procedures	LS	\$5,000.00	1	\$5,000.00	1	\$5,000.00
Total Construction						\$311,700.00		\$321,500.00
Engineering & Administration						<u>\$25,000.00</u>		<u>\$25,000.00</u>
Total						\$336,700.00		\$346,500.00
State (90%)						\$303,030.00		\$311,850.00
Local (10%)						\$33,670.00		\$34,650.00



Drawn By: MPK

Project No.

Date: 08.24.2026

PROPOSED PROJECT
CRETE MUNICIPAL AIRPORT (CEK)

olsson[®]

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Fremont Municipal Airport (FET)

SCOPE: (G02) Replace Rotating Beacon and Tower

COST ESTIMATE:

DATE OF ESTIMATE: 28-Aug-26

Construction: \$143,575.00
Engineering: \$35,894.00
Administration: \$0.00
Total: \$179,469.00

ROUNDED: \$180,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$162,000	\$18,000	\$0	\$180,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 50

Runway Design Code (RDC): Runway 14/32: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/17/2023
No Violations

Note: Inspected on 8/29/2026, report is in process.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Good
Taxiways: Serious to Good
Aprons: Fair to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Fremont Municipal Airport
Fremont Municipal Airport (FET)

Address: 1203 County Road U
Fremont, Nebraska 68025

PROJECT DETAILS:

Project Title: Replacement of Existing Airport Rotating Beacon and Tower with new LED Airport Rotating Beacon and Tip-Down Pole

Project Description:

The City proposes the replacement of its aging airport rotating beacon and accompanying tower with a state-of-the-art highly efficient LED airport rotating beacon mounted on a tip-down pole in a new location per the recent ALP update.

The current rotating beacon, which has reliably served the airfield for decades, is mounted on a fixed tower of considerable height and age. The beacon and its support structure have reached the end of their functional lifespan, requiring frequent maintenance and presenting increasing operational and maintenance risks. The tower has been deemed unsafe and no contractors nor city staff will access the tower. The existing beacon is also aged out of available replacement parts. The new project consists of the removal and responsible disposal of the current beacon and tower.

The City is currently completing a FAA construction project with electrical improvements; working with the existing contractor to add a beacon and tip down pole could provide significant cost savings.

Project Cost Estimate:	\$180,000	Requested State Funds:	\$162,000
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Safety

The LED beacon is designed to provide superior visibility for pilots, both local and transient, during night operations and inclement weather conditions. The tip-down pole will offer enhanced accessibility, allowing for easier maintenance and periodic inspection without the need for specialized climbing equipment or extensive safety measures required for fixed, elevated towers. The new location of the beacon as shown on the recent ALP update will move the beacon to a more centralized location on the airport and allow for the power to be relocated into the existing electrical vault with all other airfield lighting.

The LED beacon's superior performance ensures consistent and reliable illumination of the airport environment, supporting safe takeoffs, an landings, particularly during periods of low visibility or adverse weather.

By replacing the aging beacon and tower with an LED beacon and tip-down pole, the airport will address multiple operational challenges:

- Elimination of safety hazards for personnel by facilitating ground-level maintenance.
- Considerable reduction in ongoing maintenance costs through improved durability and longevity of LED technology.
- Enhanced lighting performance and reliability, providing superior visibility to pilots and air traffic.
- Support of the airport's long-term strategic plan for sustainable operations and improved service to the aviation community.

Longevity and Sustainability

LED technology is known for its long operational life compared to conventional lighting solutions. This translates to fewer replacements. The energy efficiency of LEDs also contributes to responsible stewardship of airport resources. The tip-down pole's corrosion-resistant materials and robust construction are intended to withstand the region's challenging weather conditions, ensuring decades of reliable service with minimal environmental impact.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

Upgrading the airport beacon and tower will reduce maintenance and energy costs, allowing the airport to allocate financial resources more efficiently and potentially lower operational fees for airport users. The efficient and reliable lighting infrastructure will support increased after-hours and all-weather operations, making Fremont Municipal Airport more attractive to business travelers, and general aviation pilots.

Job Opportunities

The installation project will create short-term employment opportunities for local contractors, electricians, and support staff involved in site preparation, removal, and new beacon installation. Long-term, the improved infrastructure could contribute to increased airport activity, indirectly supporting aviation-related businesses such as maintenance shops and hospitality services

Local Infrastructure and Tourism

A modernized rotating beacon will ensure that the airport remains a dependable asset for the community and the region. Enhanced night and all-weather visibility supports medical services, emergency response, and law enforcement operations, all of which rely on reliable airport access. Tourists, visiting pilots, and event organizers will benefit from safer, more predictable airport conditions, which may encourage more fly-ins, airshows, and regional tourism events.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the City of Fremont and surrounding communities. The airport serves as a gateway, providing essential connectivity for business (including agricultural), recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth. The improved beacon system will bolster Fremont's position as a hub for regional air traffic, supporting existing businesses and attracting new investment. Enhanced airport facilities are often a prerequisite for attracting new companies, supporting expansion of agricultural and industrial operations, and encouraging talent retention in the region.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Daniel Gillis

Title: Director of Public Works

Email: daniel.gillis@fremontne.gov

Phone: 402-727-2638

Signature of Authorized Representative:

Date:

Gillis, Daniel

 Digitally signed by Gillis, Daniel
Date: 2026.08.28 13:11:03 -05'00'

8/28/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Opinion of Probable Cost

Remove and Replace Beacon

Fremont Municipal Airport

Fremont, Nebraska

August, 2026

Item No.	Spec	Description	Unit	Unit Cost	Quantity	Total Amount
1	C-105	Mobilization	LS	\$13,000.00	1	\$13,000
2	L-101	Airport Beacon Removal	LS	\$10,000.00	1	\$10,000
3	L-101	Airport Rotating Beacon with obstruction light and appurtenances, In Place	LS	\$25,000.00	1	\$25,000
4	L-103	Tip-Down Beacon Tower and Foundation, In Place	LS	\$50,000.00	1	\$50,000
5	L-108	2/c #6 600V Cables with #6 Ground	LF	\$3.50	550	\$1,925
6	L-109	Vault work - overall connection and 20 amp single pole breaker and appurtenances	LS	\$2,500.00	1	\$2,500
7	L-110	Pushed or Direction Bored Electrical Conduit, 1-way, 2" SCH 80 conduit, Minimum 24" cover	LF	\$65.00	550	\$35,750
8	L-115	Electrical Junction Structure (L-867B)	EA	\$1,800.00	3	\$5,400

Total Construction **\$143,575**

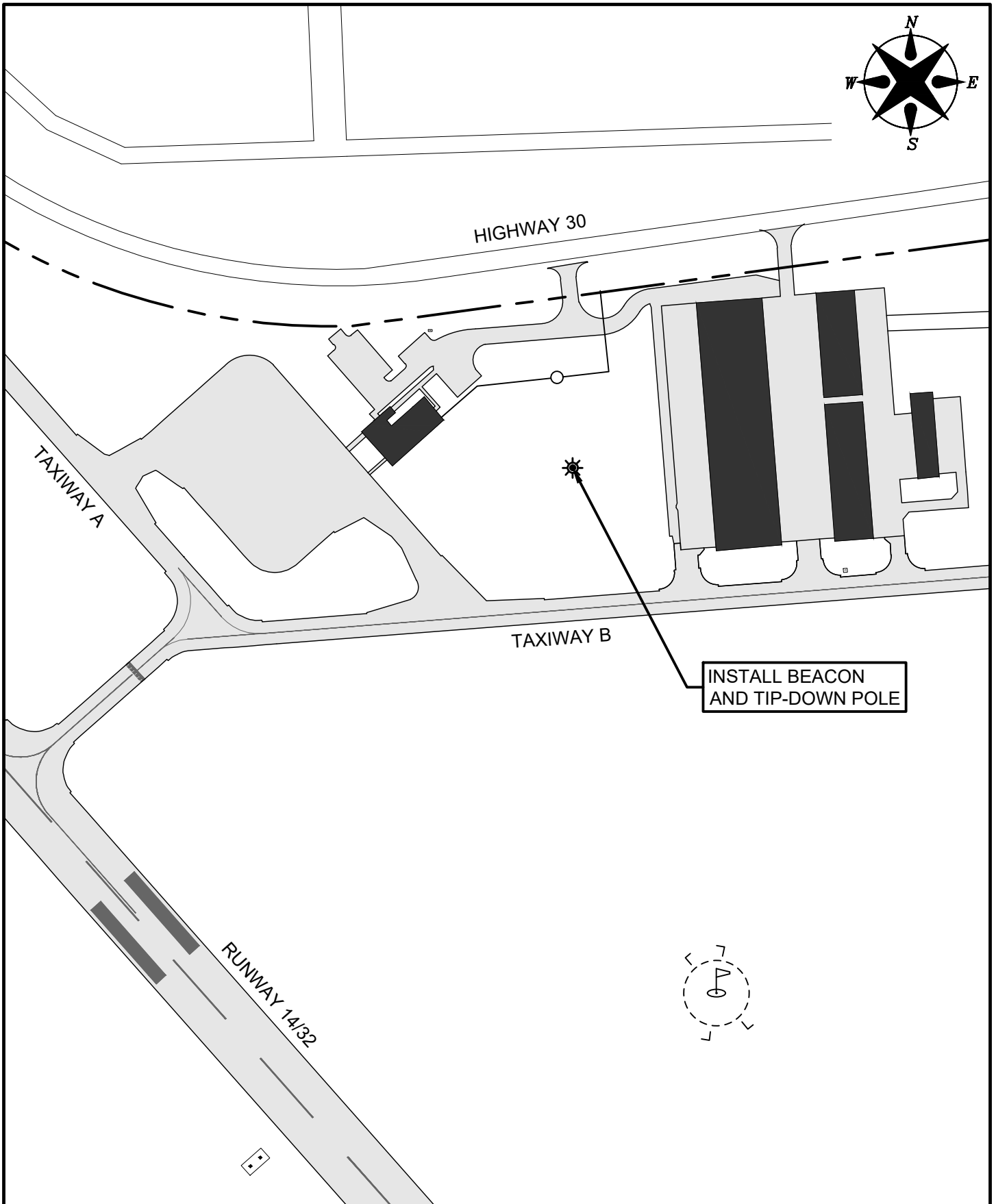
Engineering & Administration* **\$35,894**

Total (Rounded) **\$180,000**

State (90%) **\$162,000**

Local (10%) **\$18,000**

G:\Market\Transportation\Airports\CIP Data Sheets\Nebraska_State Aid Grant Application\FY 2027 State Grant Applications\Fremont\FET - Sketch - Rotating Beacon.dwg
DATE: Aug 14, 2026 3:07pm USER: jbenes



PROJECT NO: ---	PROPOSED PROJECT FREMONT MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311	EXHIBIT
DRAWN BY: JTO				1
DATE: 08.01.2026				

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Gordon Municipal Airport (GRN)

SCOPE: (P03) Rwy 11/29 As-Built ADIP-AGIS Survey

COST ESTIMATE:

DATE OF ESTIMATE: 28-Aug-26

AGIS: \$60,000.00
Engineering: \$0.00
Administration: \$0.00
Total: \$60,000.00

ROUNDED: \$60,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$54,000	\$6,000	\$0	\$60,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 4

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 4/22: B-II
Runway 11/29: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/09/2023
No Violations

Note: An inspection was conducted on 6/10/26.
The report is in process.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Serious to Satisfactory
Taxiways: Satisfactory to Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Gordon Municipal Airport

Address: PO Box 310 (1882 US Highway 20)
Gordon, NE 69343-0310

PROJECT DETAILS:

Project Title: Runway 11/29 As-Built ADIP-AGIS

Project Description:
ADIP-AGIS Runway 11/29 As-Built Aeronautical Survey

Project Cost Estimate:	\$60,000.00	Requested State Funds:	\$54,000.00
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The Runway 11 threshold was permanently relocated using local funds to avoid existing obstructions in order to keep Runway 11/29 open. The FAA ADIP-AGIS data will need to be updated to reflect this change in threshold location and runway length. For this project, we will utilize the existing 2024 imagery and associated survey data previously collected for the Gordon Municipal Airport ALP/AGIS project. In addition, we will acquire limited as-built-only imagery of the airfield to document the relocated Runway 11 threshold location and associated pavement markings (if deemed necessary). Runway 11/29 is visual-only, and no changes to the runway pavement surface or runway profile are anticipated.

Consultant selected for this project: KLJ

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The Runway 11 threshold was permanently relocated using local funds to avoid existing obstructions in order to keep Runway 11/29 open. The wind data for Gordon indicates that Runway 11/29 is necessary to maintain at least 95 percent of local wind conditions. The FAA ADIP-AGIS data will need to be updated to reflect this change in threshold location and runway length.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Scott Fleming

Title: City Manager

Email: flemings@gordon-ne.us

Phone: 308-282-0837

Signature of Authorized Representative:

Date:



8/28/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Hebron Municipal Airport (HJH), Hebron, NE

SCOPE: (R02) Rehabilitate Rwy 12/30

COST ESTIMATE:

DATE OF ESTIMATE: 17-Aug-26

Construction: \$278,175.00
Engineering: \$60,000.00
Administration: \$0.00
Total: \$338,175.00

ROUNDED: \$338,175.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$304,358	\$33,818	\$0	\$338,175 Ideal Request
90%	10%	0%	
\$300,000	\$38,175	\$0	\$338,175 Sponsor's Request
89%	11%	0%	

Note: State Aid Only Grants are capped at \$1,000,000 for runway reconstruction and rehabilitation. This project is eligible for \$304,358; however the Sponsor requested \$300,000.

ADDITIONAL NOTES

Project 3-31-0041-010 Pavement Rehabilitation - completed March 2021

AIRPORT FACILITY DATA

Based Aircraft: 11

Runway Design Code (RDC): Runway 12/30: B-I (Small)
Runway 3/21: A-I (Small)

Critical Aircraft: B-1 (Small)

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/16/2024
Trees & Shrubbery - Violation corrected, 3 year license issued.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Hebron Municipal Airport

Address: P.O. Box 256

Hebron, NE 68370

PROJECT DETAILS:

Project Title: Runway 12/30 Rehabilitation

Project Description:

Project will include crack repair and joint sealing of Runway 12/30 and taxiway to the holdline. Select panels will have full depth panel replacement from the turf runway to Runway 30 End. There will also be new pavement markings.

Project Cost
Estimate:

338,175.00

Requested State
Funds:

300,000.00

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

This project will preserve existing airfield pavement through crack repair, joint sealing, and select panel replacement, reducing water infiltration, pavement deterioration, and foreign object debris while maintaining safe aircraft operations. New pavement markings will provide better visibility. State assistance is justified because the work supports eligible airport pavement preservation, protects prior infrastructure investments, extends pavement life, and reduces future rehabilitation costs.

Consultant selected for this project: Kirkham, Michael & Associates, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

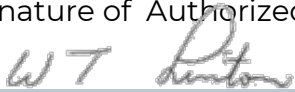
Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The project will benefit the airport and its users by improving pavement condition, reducing maintenance needs, and supporting reliable access for aircraft operations. Its impacts are expected to be positive and limited primarily to short-term construction activity, with long-term benefits including improved safety, extended pavement life, better protection of public infrastructure investments, and reduced future repair costs.

Thayer County does have zoning regulations in place around the airport to enforce airspace.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name:	<u>William Linton</u>	Title:	<u>Airport Authority Chair</u>
Email:	<u>bl13228@windstream.net</u>	Phone:	<u>402.768.6792</u>
Signature of Authorized Representative:		Date:	
<u></u>		<u>8/17/26</u>	

APPLICATION SUBMITTAL:

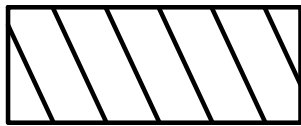
Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

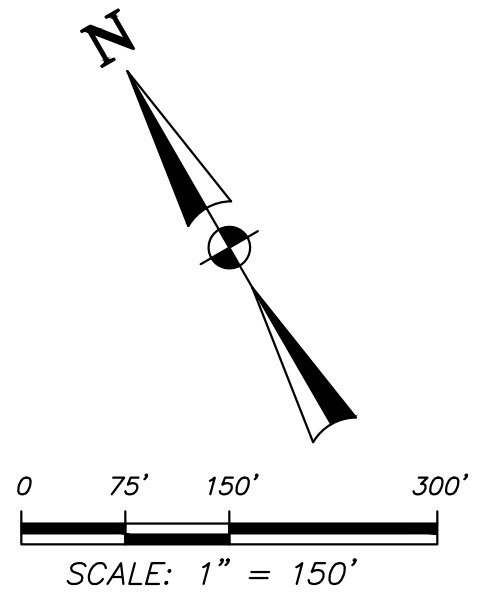
or

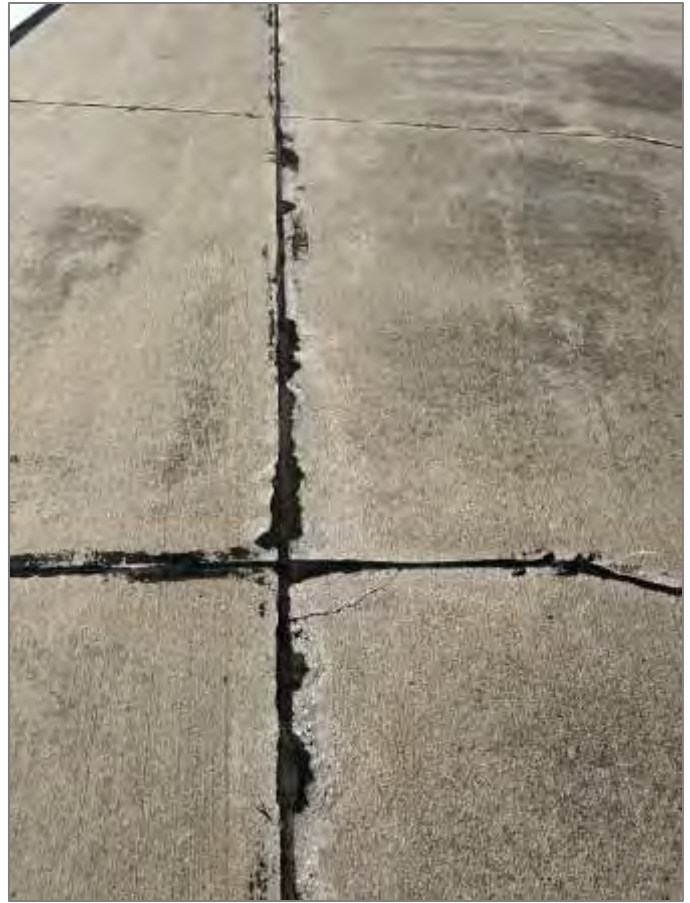
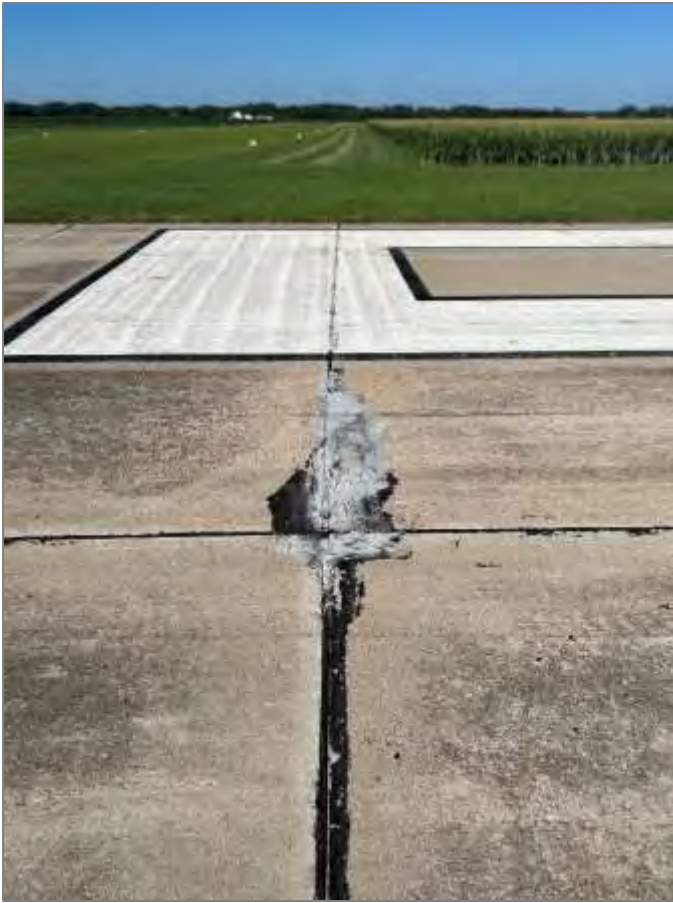
Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

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 CRACK REPAIR, NEW JOINT SEALANT, AND
SELECT PANEL REPLACEMENT





**Runway 12/30 Rehabilitation
Hebron Municipal Airport (HJH)
Hebron, Nebraska**

Estimate 8/17/2026

Item No.	Description	Estimated Quantity	Units	Unit Price	Amount
1	Mobilization	1	LS	\$ 25,000.00	\$ 25,000.00
2	Construction Safety Plan and Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
3	Concrete Panel Removal	500	SY	\$ 20.00	\$ 10,000.00
4	12-Inch Compacted Subgrade	500	SY	\$ 12.00	\$ 6,000.00
5	6-Inch Aggregate Base Course	500	SY	\$ 25.00	\$ 12,500.00
6	6-Inch Uniform AE Portland Cement Concrete Pavement (Panel Replacement)	500	SY	\$ 100.00	\$ 50,000.00
7	Concrete Panel Spall Repair	10	EA	\$ 500.00	\$ 5,000.00
8	Joint and Crack Repair	51,700	LF	\$ 2.75	\$ 142,175.00
9	Pavement Markings	1	LS	\$ 17,500.00	\$ 17,500.00
Subtotal					\$ 278,175.00
Engineering, Testing, Administration					\$ 60,000.00
TOTAL COST ESTIMATE					\$ 338,175.00

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Jim Kelly Field (LXN)

SCOPE: (R02) Rehabilitate Turf Rwy 01/19

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$581,450.00
Engineering: \$116,290.00
Administration: \$0.00
Total: \$697,740.00

ROUNDED: \$700,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$630,000	\$70,000	\$0	\$700,000
90%	10%	0%	

Note: State Aid only Grants are capped at \$1,000,000 for runway reconstruction and rehabilitation

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 21

Runway Design Code (RDC): Runway 14/32: C-II
Runway 1/19: A-I

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/13/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Fair to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Jim Kelly Field Jim Kelly Field

Address: 1501 N. Airport Road

Lexington, NE 68550

PROJECT DETAILS:

Project Title: Rehabilitate Turf Runway 1/19

Project Description:

The proposed runway rehabilitation project will consist of regrading and reseeding of the Turf Runway 1/19 (3,200 feet x 250 feet), Drainage improvement including the removal and replacement of existing culvert beneath runway, Placement of Turf Runway Cones.

Project Cost
Estimate: **\$700,000**

Requested State
Funds: **\$630,000**

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

At Jim Kelly Field, both the primary paved runway and the turf crosswind runway play critical roles in airport operations. The airport recently completed an FAA-funded rehabilitation project on the primary runway, apron, and taxiways, reflecting its continued investment in maintaining essential airfield infrastructure.

While the turf runway has been routinely maintained through mowing and rolling, its condition has deteriorated over time. Years of aircraft operations, combined with animal burrowing activity, have resulted in surface rutting and reduced smoothness. The proposed project will restore the runway by regrading and smoothing the runway profile and cross slopes, improving drainage and providing a safer, more uniform operating surface for local and transient aircraft. Olsson and the Lexington Airport Authority will also coordinate with the University of Nebraska—Lincoln Turfgrass Program to identify a grass blend that is durable enough to withstand aircraft traffic while remaining well-suited to Lexington's climate and precipitation patterns.

As identified in the Airport Layout Plan (ALP), the turf runway is already constructed to its ultimate dimensions and provides 86% to 96% wind coverage. These improvements will preserve an important airfield asset, enhance operational safety, and ensure the runway remains a reliable component of the airport's infrastructure for years to come.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The proposed project will provide significant benefits to the airport and surrounding region, including economic, infrastructure, tourism, and community advantages.

When the turf runway was in peak condition, it served as a destination for recreational pilots and grass-strip flying groups, attracting itinerant aviation traffic and supporting local tourism. The runway also plays an important role in pilot training by providing opportunities for local and regional aviators to gain experience and obtain certifications related to turf runway operations.

In addition, the runway contributes directly to the local economy by supporting agricultural aviation activities. As a major hub for aerial application operations, the airport relies on the turf runway as a secondary operating surface, allowing aircraft to land while the primary runway is dedicated to takeoff operations during peak spraying seasons. Maintaining this capability enhances operational efficiency and supports the agricultural industry that is vital to the region's economy.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Nathan Masten

Title: Manager

Email: lexairport@hamilton.net

Phone: 308-324-8770

Signature of Authorized Representative:

Nathan Masten

Date:

8/31/26

APPLICATION SUBMITTAL:

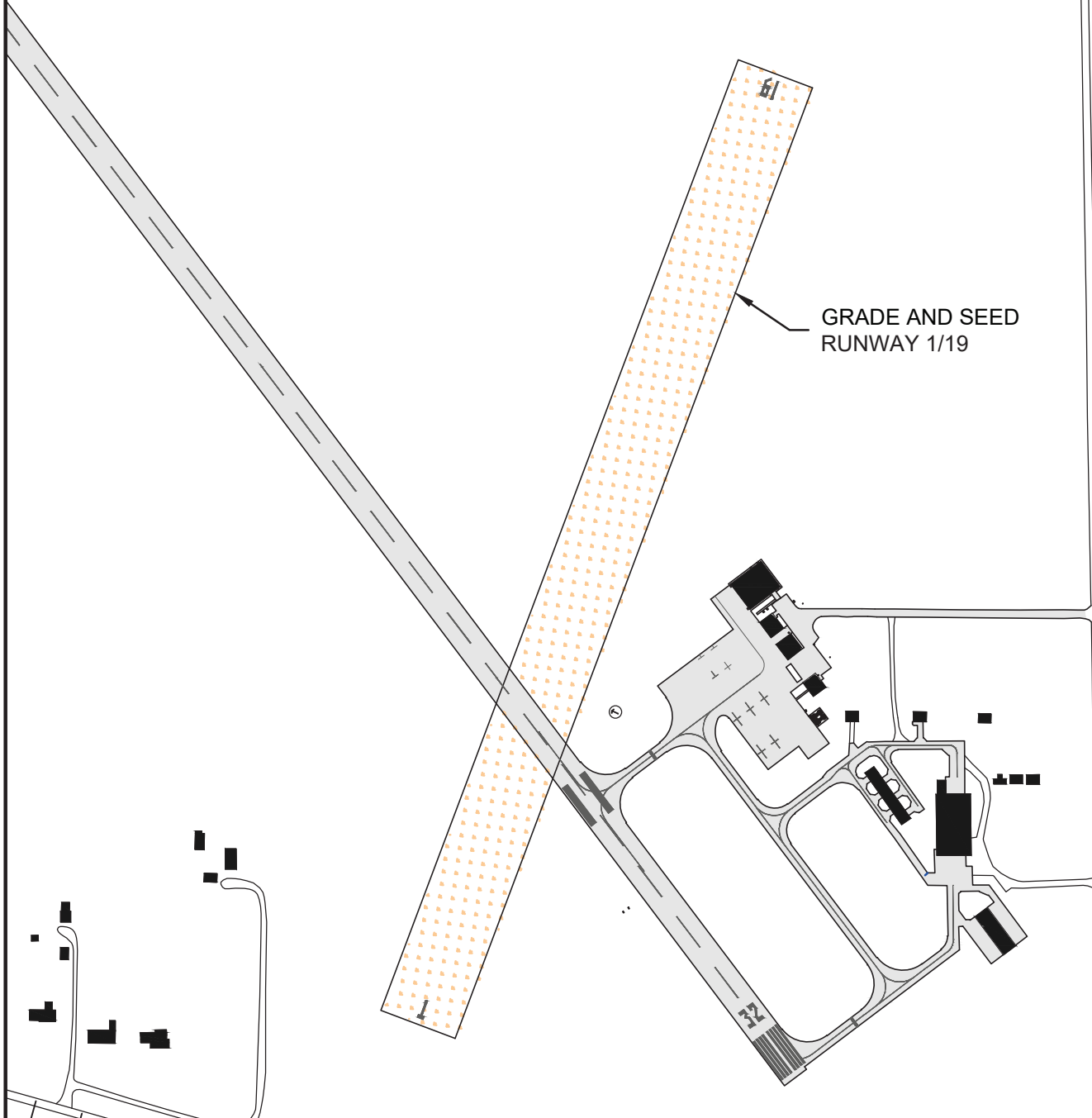
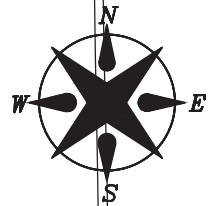
Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

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*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

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DATE: Jul 29, 2026 9:34am USER: mikubesa



PROJECT NO: -		PROPOSED PROJECTS JIM KELLY FIELD AIRPORT (LXN)		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311	EXHIBIT
DRAWN BY: MPK					1
DATE: 07.29.2026					

ACIP Cost Opinion

Grade Runway 1/19

Lexington Municipal Airport

Lexington, Nebraska

8/18/2026

					Runway 1/19 Grading	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-102	Installation and Removal of Silt Fence	LF	\$3.00	1,000	\$3,000.00
2	C-102	Installation and Removal of Wattle Barrier	LF	\$10.00	500	\$5,000.00
3	C-105	Mobilization	LS	\$35,000.00	1	\$35,000.00
4	P-152	Unclassified Excavation	SY	\$1.75	100,000	\$175,000.00
5	D-701	18" Reinforced Concrete Pipe (RCP)	LF	\$125.00	310	\$38,750.00
6	D-701	18" RCP Flared End Section	EA	\$1,800.00	2	\$3,600.00
7	L-125	Runway Cone Marker	EA	\$350.00	46	\$16,100.00
8	T-901	Seeding	AC	\$2,500.00	20	\$50,000.00
9	T-908	Mulching	AC	\$2,000.00	20	\$40,000.00
10	Olsson 100	Construction Layout and Stakes	LS	Varies	1	\$7,500.00
11	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	\$7,500.00
12		Construction Watering (Grass)	MG	Varies	1	\$200,000.00

Total Construction **\$581,450.00**

Engineering, Construction Testing, & Administration **\$116,290.00**

Total (Rounded) **\$700,000.00**

Federal (90%) **\$630,000.00**

Local (10%) **\$70,000.00**

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Jim Kelly Field (LXN)

SCOPE: (X02) Construct Taxi lane & Reconstruct Hangar Apron Parking Area

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$156,775.00
Engineering: \$31,355.00
Administration: \$0.00
Total: \$188,130.00

ROUNDED: \$190,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$171,000	\$19,000	\$0	\$190,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 21

Runway Design Code (RDC): Runway 14/32: C-II
Runway 1/19: A-I

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/13/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Fair to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Jim Kelly Field
Jim Kelly Field, Lexington Municipal Airport

Address: 1501 N. Airport Road

Lexington, NE 68550

PROJECT DETAILS:

Project Title: Construct Apron Taxilane Connector & Hangar Apron Parking Area Reconstruction

Project Description:

The proposed project includes the construction of a new taxilane and reconstruction of an existing apron parking area.

Taxilane Construction

Construct a new connector between the existing apron fuel area and adjacent taxilane approximately 50 feet by 70 feet.

Hangar Apron Parking Area Reconstruction

Remove and Replace existing existing asphalt apron with concrete apron area approximately 20 feet by 35 feet.

Project Cost Estimate:	\$190,000	Requested State Funds:	\$171,000
------------------------	-----------	------------------------	-----------

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Taxilane Construction

The proposed taxilane will improve connectivity between the apron and adjacent taxilanes, reducing congestion within the southeast fueling area and enhancing aircraft circulation to support safer and more efficient access and departure movements.

Hangar Apron Reconstruction

The existing asphalt apron will be reconstructed to replace pavement that has reached the end of its service life. The project will address foreign object debris (FOD) concerns, improve drainage, and enhance the functionality of the apron for aircraft parking and maneuvering associated with the community hangar.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Safety Benefits

The proposed projects will enhance the infrastructure at Jim Kelly Field by improving airfield accessibility, increasing operational safety, and providing additional aircraft circulation routes to and from the fuel area. The projects will also address foreign object debris (FOD) concerns associated with deteriorated pavement conditions.

Economic Benefits

Additionally, utilizing the State Aid Grant Program will provide important financial assistance to the Lexington Airport Authority and the City of Lexington, helping advance these improvements despite the budgetary challenges resulting from the closure of the Tyson facility.

Job Opportunities

The project will create short-term employment opportunities for local contractors and support staff involved in site preparation, removal, and placement of concrete pavement. Long-term, the improved infrastructure could contribute to increased airport safety and efficiency.

Local Infrastructure and Tourism

The project will provide the airport with additional access and rehabilitation of the existing pavement at the field. Tourists, visiting pilots, and local pilots will benefit from safer, more predictable airport traffic flow through the apron area.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Nathan Masten

Title: Manager

Email: lexairport@hamilton.net

Phone: 308-324-8770

Signature of Authorized Representative:

Nathan Masten

Date:

8/31/26

APPLICATION SUBMITTAL:

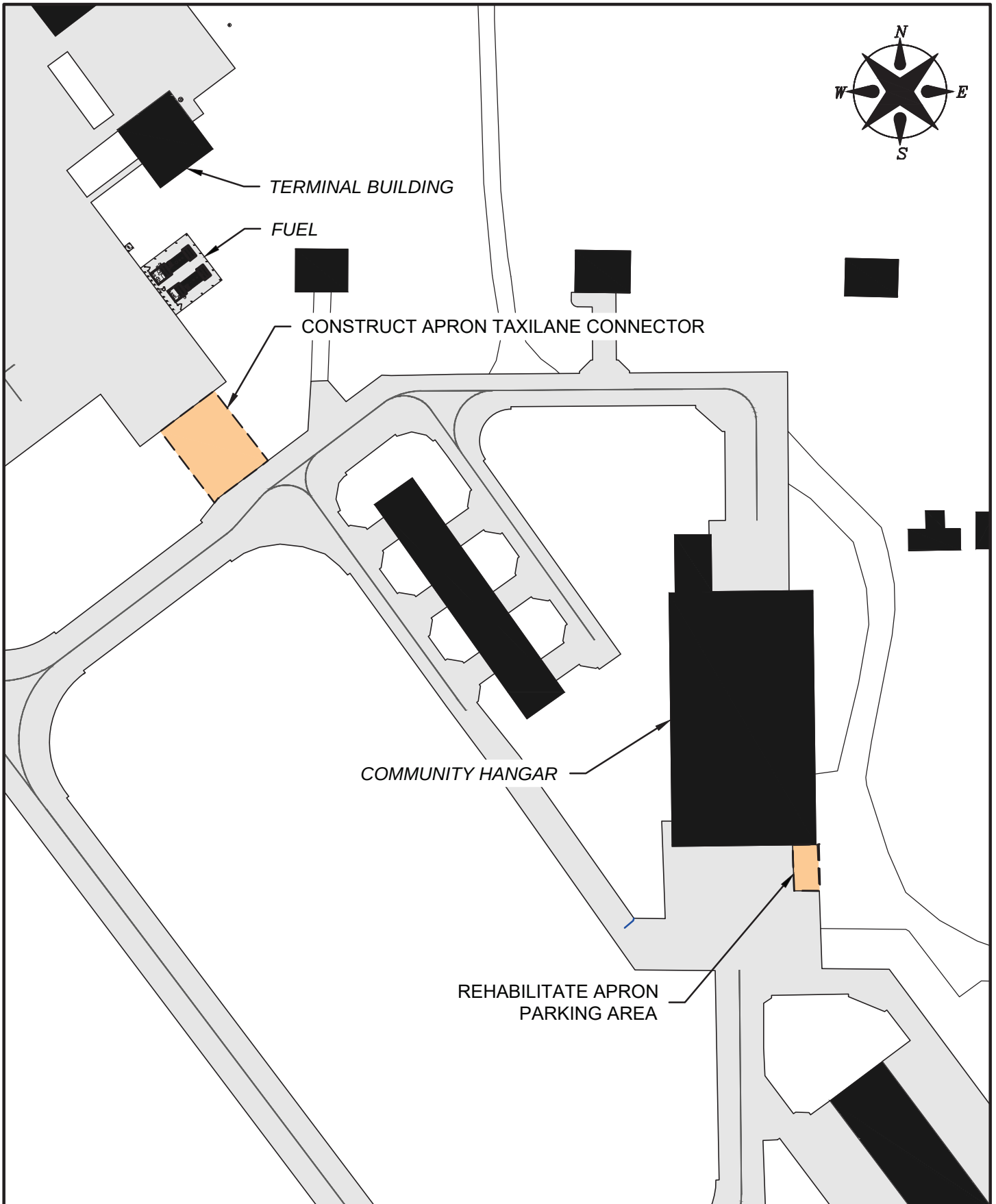
Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

G:\Market\Transportation\Airports\CJP_Data Sheets\Nebraska_State Aid Grant Application\FY 2027 State Grant Applications\Lexington\Apron Taxilane\LXN - Sketch - Apron Taxilane.dwg
DATE: Aug 17, 2026 1:56pm USER: mkubesa



PROJECT NO: -	PROPOSED PROJECTS JIM KELLY FIELD AIRPORT (LXN)	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311	EXHIBIT
DRAWN BY: MPK				1
DATE: 08.17.2026				

ACIP Cost Opinion**Construct Apron Taxilane Connector & Hangar Apron Parking Area Reconstruction**

Lexington Municipal Airport

Lexington, Nebraska

8/18/2026

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
Construct Apron Taxilane Connector						
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$5,000.00	1	\$5,000.00
2	C-102	Erosion Control Blanket	SY	\$5.00	200	\$1,000.00
3	C-102	Installation and Removal of Wattle Barrier	LF	\$10.00	100	\$1,000.00
4	C-105	Mobilization	LS	\$15,000.00	1	\$15,000.00
5	P-152	Unclassified Excavation	CY	\$25.00	675	\$16,875.00
6	P-208	6" Aggregate Base Course	SY	\$18.00	440	\$7,920.00
7	P-501	6" Concrete Pavement	SY	\$90.00	400	\$36,000.00
8	P-620	Marking with Reflective Media	SF	\$2.50	400	\$1,000.00
9	P-620	Marking w/o Reflective Media	SF	\$2.00	600	\$1,200.00
10	D-701	18" Reinforced Concrete Pipe (RCP)	LF	\$125.00	100	\$12,500.00
11	D-701	18" RCP Flared End Section	EA	\$1,800.00	2	\$3,600.00
12	T-901	Seeding	LS	\$1,500.00	1	\$1,500.00
13	T-908	Mulching	LS	\$1,500.00	1	\$1,500.00
14	Olsson 100	Construction Layout and Stakes	LS	\$2,500.00	1	\$2,500.00
15	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$2,500.00	1	\$2,500.00
Subtotal						\$109,095.00
Hangar Apron Parking Area Reconstruction						
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$5,000.00	1	\$5,000.00
2	C-102	Erosion Control Blanket	SY	\$5.00	200	\$1,000.00
3	C-102	Installation and Removal of Wattle Barrier	LF	\$10.00	100	\$1,000.00
4	C-105	Mobilization	LS	\$15,000.00	1	\$15,000.00
5	P-101	Pavement Removal	SY	\$12.00	100	\$1,200.00
6	P-152	Unclassified Excavation	CY	\$25.00	100	\$2,500.00
7	P-208	6" Aggregate Base Course	SY	\$18.00	110	\$1,980.00
8	P-501	6" Concrete Pavement	SY	\$90.00	100	\$9,000.00
9	T-901	Seeding	LS	\$1,500.00	2	\$3,000.00
10	T-908	Mulching	LS	\$1,500.00	2	\$3,000.00
11	Olsson 100	Construction Layout and Stakes	LS	\$2,500.00	1	\$2,500.00
12	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$2,500.00	1	\$2,500.00
Subtotal						\$47,680.00

Total Construction **\$156,775.00****Engineering, Construction Testing & Administration** **\$31,355.00****Total (Rounded)** **\$190,000.00****State (90%)** **\$171,000.00****Local (10%)** **\$19,000.00**

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Loup City Municipal Airport (0F4)(G02)

SCOPE: Replace Rwy 16/34 and Taxiway Lighting

COST ESTIMATE:

DATE OF ESTIMATE: 17-Aug-26

Construction,
Engineering,
and Administration: \$225,000.00
Total: \$225,000.00

ROUNDED: \$225,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$202,500	\$22,500	\$0	\$225,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 10
Critical Aircraft: B-I (small)

Runway Design Code (RDC): Runway 16/34: B-I (small)
Runway 4/22: A-I (small)

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Inprocess of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 7/12/2024
Road - 2024 Received 1-year Violation Waiver and License.
Road - 2025 Received 2-year Violation Waiver and License.
Road - 2026 Violation has been corrected. Project is substantially complete on 6/19/2026.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good

NEBRASKA

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICSREQUEST FOR A
STATE AID PROJECT
APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Loup City Municipal Airport **Loup City Municipal Airport**

Address: 79049 Highway 58

Loup City, NE 68653

PROJECT DETAILS:

Project Title: Runway 16/34 Medium Intensity Light Replacement

Project Description:

See Attached.

Project Cost
Estimate: \$225,000Requested State
Funds: \$202,500Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation*Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.*

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See Attached.

Consultant selected for this project: Olsson

*An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.**If this requirement does not apply to your project, type "N/A" in the blank.*

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Larry Reiter

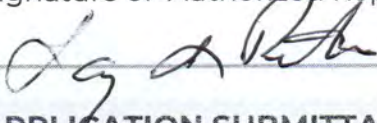
Title: Airport Authority Chairman

Email: flyreit@gmail.com

Phone: 308-383-0352

Signature of Authorized Representative:

Date:



8-17-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Opinion of Probable Cost

Runway 16/34 MIRL, Center Connecting Taxiway Lights and Electrical Cable Replacement

Loup City Municipal Airport

Loup City, Nebraska

July, 2026

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$15,000.00	1	\$15,000.00
2	L-108	Cable Removal	LF	\$1.00	9,850	\$9,850.00
3	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.50	9,850	\$34,475.00
4	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$7.00	1,000	\$7,000.00
5	L-125	Base-Mounted Light Removal	EA	\$95.00	84	\$7,980.00
6	L-125	L-861(L) Base-Mounted Runway Light	EA	\$950.00	37	\$35,150.00
7	L-125	L-861SE Base-Mounted Threshold Light	EA	\$1,200.00	16	\$19,200.00
8	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$900.00	31	\$27,900.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$10,000.00	1	\$10,000.00

Total Construction **\$166,555.00**

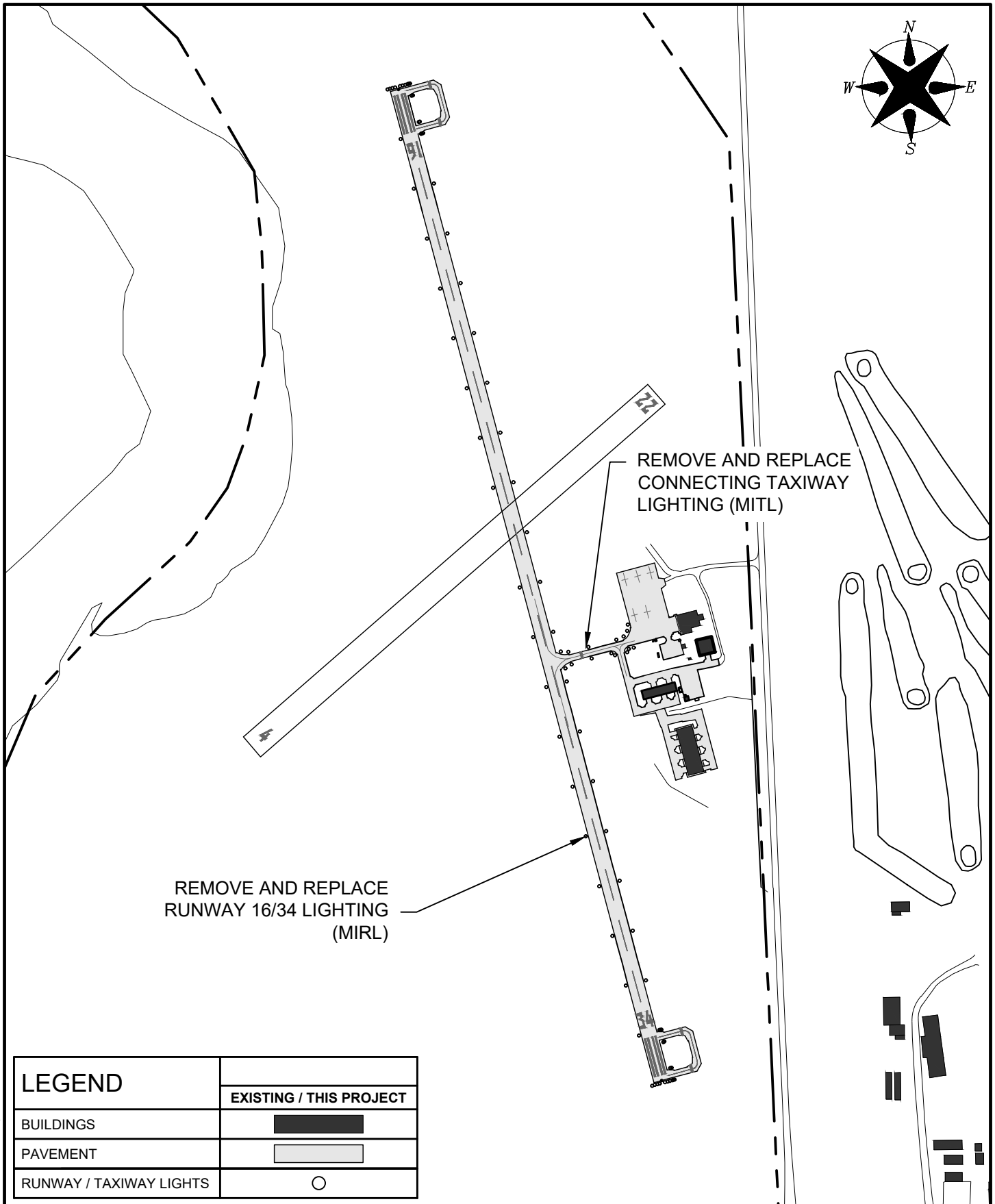
Engineering & Administration **\$58,294.25**

Total (Rounded) **\$225,000.00**

State (90%) **\$202,500.00**

Local (10%) **\$22,500.00**

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DATE: Aug 05, 2026 3:59pm USER: jbenes



LEGEND	EXISTING / THIS PROJECT
BUILDINGS	
PAVEMENT	
RUNWAY / TAXIWAY LIGHTS	

PROJECT NO: -	PROPOSED PROJECT LOUP CITY MUNICIPAL LOUP CITY, NE
DRAWN BY: AMC	
DATE: 7.16.2026	

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508

olsson.com
TEL 402.474.6311
Olsson - Engineering
Nebraska COA #CA-0638

EXHIBIT
1

Nebraska

Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Loup City Municipal Airport

Address: 79049 Highway 58, Loup City, NE 68853

PROJECT DETAILS

Project Title:

Runway 16/34 MRL, Center Connecting Taxiway Lights and Electrical Cable Replacement

Project Description:

Runway 16/34 and the center connecting taxiway at Loup City Municipal Airport are currently served by incandescent medium intensity runway and taxiway lighting systems, including light fixtures, isolation transformers, electrical cable, conduit, and light bases. The existing lighting system has reached a point where continued maintenance is becoming less efficient due to aging components, decreased reliability, and the increasing difficulty of obtaining replacement parts for incandescent airfield lighting equipment.

The proposed State Aid project will replace the existing incandescent runway and center connecting taxiway light fixtures, isolation transformers, and electrical cable with new LED medium intensity runway and taxiway lighting fixtures, new isolation transformers, and new cabling. Existing conduit and light bases will be reused where they remain suitable for continued service. This approach addresses the primary system deficiencies while preserving infrastructure that remains functional and cost-effective to retain.

The project is consistent with the intent of the State Aid Grant Program by supporting the development and preservation of a public-use aviation facility in Nebraska. The improvements will enhance the safety, reliability, efficiency, and longevity of the airport's airfield lighting system while reducing future maintenance needs and minimizing unnecessary disturbance to existing airport infrastructure.

Scope of Work

- Remove existing incandescent runway and center connecting taxiway light fixtures, isolation transformers, and associated electrical cables.
- Install new LED medium intensity runway and center connecting taxiway light fixtures.
- Install new isolation transformers and electrical cable to serve the upgraded lighting system.
- Reuse existing conduit and light bases where feasible.
- Include a bid item for replacement of any conduit or light base found to be damaged, deficient, or unsuitable for continued use during construction.

Project Benefits

- Improves the safety, reliability, and operational performance of the Runway 16/34 and center connecting taxiway lighting systems.
- Reduces maintenance requirements and operating costs through the use of LED technology and new electrical components.
- Addresses challenges associated with obtaining replacement parts for the existing incandescent system.
- Maximizes the use of existing infrastructure, reducing project costs and minimizing airfield disturbance.
- Limits impacts to airport operations by reducing construction duration and minimizing runway and taxiway closures.

Project Justification and Additional Information (Safety, Longevity, etc.):

LED Airfield Lighting Modernization

The existing Medium Intensity Runway Lighting system serving Runway 16/34 and the center connecting taxiway at Loup City Municipal Airport is aging and relies on incandescent fixtures and associated electrical components. As the system continues to age, the airport is experiencing increased maintenance demands, reduced reliability, and greater difficulty obtaining replacement parts. Continued reliance on the existing system may result in higher maintenance costs and an increased risk of lighting outages or degraded performance.

The proposed project will address these deficiencies by replacing the incandescent fixtures, isolation transformers, and electrical cable with modern LED lighting equipment and new electrical components. The existing conduit and light bases will be reused where feasible, allowing the airport to preserve usable infrastructure while replacing the components most critical to safe and reliable operation.

This project represents a practical and cost-effective improvement to an eligible public-use aviation facility. It will improve lighting reliability, reduce future maintenance needs, and support continued safe operation of Runway 16/34 and the center connecting taxiway.

Safety and Operational Reliability

Reliable airfield lighting is essential to safe aircraft operations during nighttime conditions and periods of reduced visibility. The proposed LED lighting system will provide improved fixture reliability, more consistent light output, and enhanced visual guidance for pilots using Runway 16/34 and the center connecting taxiway.

Key safety benefits include:

- Improved runway and taxiway visibility for pilots during takeoff, landing, and ground operations.
- Increased system reliability, reducing the potential for lighting outages or degraded lighting performance.
- More consistent visual guidance during nighttime and low-visibility conditions.
- Reduced maintenance-related disruptions that could impact airport operations.

These improvements will support safer and more dependable operations for based aircraft, transient users, emergency responders, medical transport, agricultural aviation, and other airport stakeholders.

System Longevity and Sustainability

Replacing incandescent lighting with LED fixtures will extend the useful life of the airfield lighting system and reduce the frequency of routine lamp replacement. New isolation transformers and electrical cable will further improve system reliability and provide a modern electrical foundation for continued airport operations.

Additional longevity and sustainability benefits include:

- Extended fixture service life.
- Reduced maintenance and replacement costs.
- Improved operational reliability.
- Lower energy consumption and utility costs.
- Reduced environmental impact through decreased energy use and fewer replacement components.

Cost-Effective Use of Existing Infrastructure

The proposed project is a cost-effective use of State Aid funding because it replaces aging and maintenance-intensive electrical components while retaining infrastructure that remains suitable for continued use. Reusing existing conduit and light bases will reduce construction costs, limit airfield disturbance, and shorten the construction duration while still delivering the safety and reliability benefits of a modern LED lighting system.

The project will also include a bid item for replacement of any conduit or light base determined during construction to be damaged, deficient, or unsuitable for continued use. This will allow isolated deficiencies to be addressed as needed and will help ensure the integrity and longevity of the completed lighting system.

Project Need and Funding Justification

The proposed project will modernize an aging airfield lighting system that is becoming increasingly difficult and costly to maintain. The existing incandescent lighting system is less efficient than current LED technology and presents ongoing challenges related to reliability, replacement parts, and long-term maintenance.

Upgrading to LED fixtures and replacing the associated transformers and electrical cable will improve safety, operational reliability, and energy efficiency while reducing future maintenance costs. By reusing existing conduit and light bases where feasible, the airport will maximize the value of available State Aid funding and complete a meaningful improvement to critical airport infrastructure in a practical and fiscally responsible manner.

Justification Summary

Replacement of the existing incandescent runway and taxiway lighting system with LED fixtures, new isolation transformers, and new electrical cabling is a necessary and timely investment in Loup City Municipal Airport. The project will improve airfield safety, increase system reliability, reduce operating and maintenance costs, and extend the useful life of critical airport infrastructure. By preserving serviceable infrastructure while replacing aging lighting and electrical components, the airport will achieve a modern, efficient, and sustainable lighting system that supports safe aviation operations for years to come.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures and new electrical components. LED technology uses less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate limited resources toward future airport improvements, routine maintenance, and other operational needs.

Reliable airport infrastructure also supports local economic activity by helping maintain dependable access for business aviation, agricultural operations, emergency services, and visitors to the community.

Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, electrical installation, inspection, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related services and local businesses that rely on the airport for transportation, access, and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing aging lighting systems on Runway 16/34 and the center connecting taxiway. The improvements will enhance the reliability and performance of the airport's lighting system, reduce future maintenance requirements, and help ensure that Loup City Municipal Airport continues to serve as a safe and functional public-use aviation facility.

Tourism Support

Improved runway and taxiway lighting will enhance the airport's ability to serve visiting pilots, business travelers, recreational aviation users, and visitors traveling to Loup City and the surrounding area. Reliable lighting during nighttime and reduced-visibility conditions improves airport usability and supports access to local events, tourism-related activities, and community destinations.

Improved Access

The upgraded lighting system will improve the safety and dependability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, helping ensure continued access to the community when air transportation is needed.

Community Benefits

Loup City Municipal Airport is an important transportation asset for Loup City and the surrounding region. The project will improve airfield safety, reliability, and operational efficiency while reducing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, visitors, agricultural users, and emergency service providers.

Regional Growth

Investment in modern airport infrastructure helps maintain Loup City Municipal Airport as an important transportation gateway for the surrounding region. Improved safety and reliability support business development, economic activity, regional connectivity, and access to broader transportation networks. The project strengthens the airport's ability to support future growth and economic development opportunities throughout central Nebraska.

Benefits and Impacts Summary

The proposed LED runway and taxiway lighting upgrade represents a long-term investment in the safety, reliability, and sustainability of Loup City Municipal Airport. The project will reduce operating costs, improve airfield safety, enhance access for aviation users, and support continued economic activity in Loup City and the surrounding region. Upon completion, Runway 16/34 and the center connecting taxiway will be served by a modernized LED airfield lighting system that provides reliable performance and reduced maintenance requirements for years to come.

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Nebraska City Municipal Airport (AFK)

SCOPE: (M02) Construct Airfield Equipment Parking Area

COST ESTIMATE:

DATE OF ESTIMATE: 26-Aug-26

Construction: \$116,070.00
Engineering: \$17,410.50
Administration: \$0.00
Total: \$133,480.50

ROUNDED: \$130,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$117,000	\$13,000	\$0	\$130,000
90%	10%	0%	
\$65,000	\$65,000	\$0	\$130,000
50%	50%	0%	

Sponsor's Request

Corrected Request

Note: Equipment parking areas fall under the access road and parking lot category which is a 50/50 split.

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 11

Runway Design Code (RDC): Runway 15/33: B-II
Runway 5/23 (Turf): A-I Small

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/16/25
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025. PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Nebraska City Municipal Airport (AFK)

Address: 972 S. 64th Road

Nebraska City, Nebraska 68410

PROJECT DETAILS:

Project Title: Construct Airfield Equipment Parking Apron

Project Description:

The proposed grant would fund the construction of a dedicated paved area adjacent to the apron for the storage of airfield equipment, Service Cars, fuel trucks, and fueling equipment. Currently, this equipment must be stored either on the existing aircraft apron, reducing available aircraft parking and maneuvering space, or on adjacent turf areas, which can create foreign object debris (FOD) concerns by tracking mud and grass onto the pavement surface.

The proposed improvements would be incorporated into the ongoing apron and taxiway expansion project as an FAA-ineligible item. Including this work within the larger construction contract will allow it to be completed by qualified contractors through a competitive bidding process, ensuring a cost-effective and coordinated project delivery.

Note: Equipment parking areas fall under the Access Road and Parking Lot Category which is a 50/50 split.

Project Cost Estimate:	\$130,000	Requested State Funds:	~~\$117,000~~ \$65,000
------------------------	------------------	------------------------	--------------------------------------

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

As part of the FY 2027 Congressional Directed Spending project, the airport will expand the existing apron to accommodate increased aircraft activity resulting from the recently completed FAA-funded fuel facility project. The growth in airport operations has created a need for additional apron capacity and supports the extension of the partial parallel taxiway to the Runway 33 end, improving airfield efficiency and safety.

The project also includes construction of a dedicated equipment parking apron for airfield maintenance vehicles, aircraft fueling equipment, and pilot vehicles that is not associated with the FAA Funding. Relocating this equipment from the aircraft apron will improve operational safety, maximize available apron space for aircraft use, and enhance overall organization and functionality of the airfield.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

The proposed pro.

Job Opportunities

The installation project will create short-term employment opportunities for contractors, electricians, and support staff involved in site preparation, removal, and new beacon installation. Long-term, the improved infrastructure could contribute to increased airport activity, indirectly supporting aviation-related businesses such as maintenance shops and hospitality services

Local Infrastructure and Tourism

This proposed project will expand the apron to allow more parking area for the local community attractions of Nebraska City. Completion of the parallel taxiway will providing local traffic, tourists, and visiting pilots safer operations with removing the need for back taxi upon landing on the Runway 33 End. The proposed apron area will allow the airport to efficiently and safely provide fuel to aircraft parked on the apron area while maintaining aircraft parking area and reducing FOD concerns with the current turf area parking that is utilized.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the Nebraska City Municipal Airport and surrounding communities. The airport serves as a gateway, providing essential connectivity for business (including agricultural), recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth. Enhanced airport facilities are often a prerequisite for attracting new companies, supporting expansion of agricultural and industrial operations, and encouraging talent retention in the region.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Neal Deremer

Title: Chairman

Email: njderemer@gmail.com

Phone: 402-297-3430

Signature of Authorized Representative:

Neal J. Deremer

 Digitally signed by Neal J. Deremer
Date: 2026.08.26 16:20:58 -05'00'

Date:

8/26/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

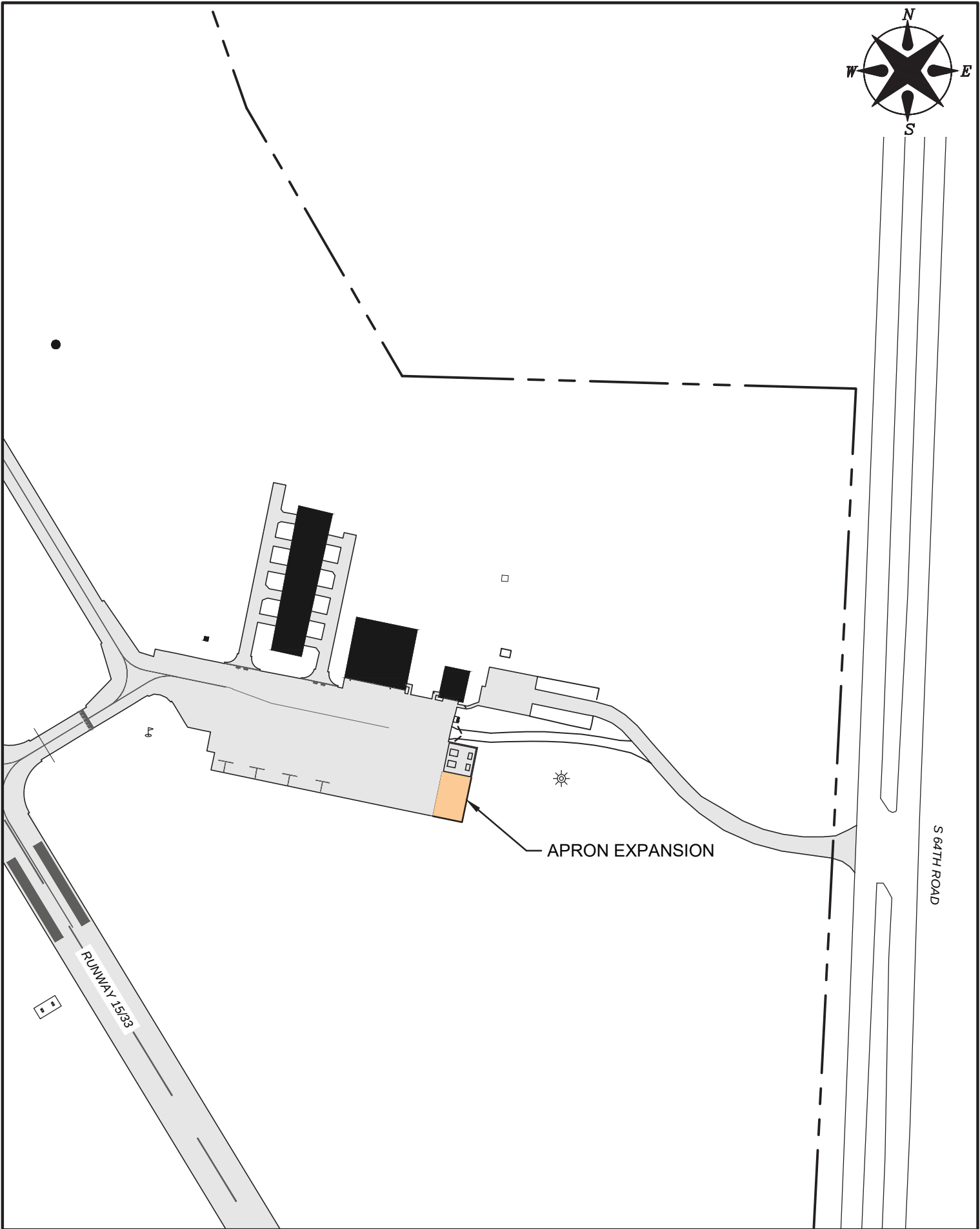
ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



ACIP Cost Opinion

Apron Expansion

Nebraska City Municipal Airport

Nebraska City, Nebraska

7/28/2026

					Apron Taxilane	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$20,000.00	1	\$20,000.00
2	C-102	Installation and Removal of Silt Fence	LF	\$5.00	200	\$1,000.00
3	C-105	Mobilization	LS	\$25,000.00	1	\$25,000.00
4	P-152	Unclassified Excavation	CY	\$15.00	500	\$7,500.00
5	P-208	6" Aggregate Base Course	SY	\$18.00	415	\$7,470.00
6	P-501	Concrete Mix Design	LS	\$5,000.00	1	\$5,000.00
7	P-501	6" Concrete Pavement	SY	\$90.00	390	\$35,100.00
8	Olsson 100	Construction Layout and Stakes	LS	\$10,000.00	1	\$10,000.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$5,000.00	1	\$5,000.00
Total Construction						\$116,070.00
Engineering & Administration						<u>\$17,410.50</u>
Total (Rounded)						\$130,000.00

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Searle Field (OGA)

SCOPE: (G05) Partial Parallel Taxiway Lighting

COST ESTIMATE:

DATE OF ESTIMATE: 3-Sep-26

Construction: \$157,260.00
Engineering: \$0.00
Administration: \$0.00
Total: \$157,260.00

ROUNDED: \$157,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$141,300	\$15,700	\$0	\$157,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 12

Runway Design Code (RDC): Runway 08/26: B-II
Runway 13/31: B-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 6/12/2024
Violations corrected

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Satisfactory to Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Searle Field, OGA Searle Field

Address: 150 Airport Road

Ogallala, Nebraska 69153

PROJECT DETAILS:

Project Title: Partial Parallel Taxiway Lighting

Project Description:

The City of Ogallala will construct a 35-foot-wide by 1,500-foot-long segment of partial parallel taxiway for Runway 8/26 in FY 2027. FAA federal funds will be utilized for the paving portion of the project, the airport is seeking state aid assistance to construct the taxiway lighting system necessary to support the new infrastructure. The proposed taxiway lighting system will connect into Runway 8/26 system.

Project Cost Estimate: **\$157,000**

Requested State Funds: **\$141,300**

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

In FY 2026, the City of Ogallala completed the design for the reconstruction of Runway 8/26. During bidding, the project received exceptionally favorable bid prices, allowing the runway rehabilitation to be fully funded through Congressionally Directed Spending (CDS) funds and creating available federal funding that must be utilized in FY 2027. Through coordination with the FAA, NDOT, and the Sponsor, it was determined that a change order could be incorporated into the current runway project to extend the partial parallel taxiway to the Runway 8/26 third-point location, bringing the facility into compliance with FAA design standards.

It is anticipated that construction of the taxiway pavement will utilize the remaining available federal funding. Without taxiway lighting, the new taxiway would be restricted to daytime operations only. The requested State Aid grant will provide the funding necessary to install the associated taxiway lighting concurrently with pavement construction, eliminating the need to defer the improvements until future federal funding becomes available. Completion of the lighting system will allow the partial parallel taxiway to support both daytime and nighttime operations, maximizing the benefit of the investment and improving overall airport functionality and safety.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

The proposed project will utilize LED Fixtures that consume significantly less electricity resulting in lower energy costs for the airport. Additionally, LEDs have a much longer lifespan, reducing the frequency of replacements and lowering maintenance expenses. These savings can be redirected to other airport improvements or operational needs, creating a more financially sustainable facility. Additionally by completing this project concurrently with the runway project it will reduce the overall cost of the project rather than having additional costs created by separate construction projects.

Job Opportunities

The project will generate short-term construction and technical jobs during the installation phase. There will also be ongoing opportunities for suppliers of lighting equipment and maintenance services. Enhanced airport infrastructure may attract more aviation businesses, further increasing employment opportunities in the region.

Local Infrastructure

LED taxiway lights modernizes the airport's infrastructure and improves operational reliability. Improved lighting also enhances safety for pilots and ground operations by allowing the use of the partial parallel taxiway 24 hours per day.

Tourism Support

Flights arriving after dark will be allowed to clear the runway sooner providing additional safety and reducing the length of back taxi required. This project will support local tourism by making the region more accessible to visitors attending events, exploring attractions, or conducting business.

Improved Access

By enhancing the reliability and visibility of partial parallel taxiway lighting, the airport can accommodate more flights, especially during low-visibility conditions or at night. This improved access benefits medical flights, emergency services, and general aviation, ensuring that the community remains connected in all weather and at all hours.

In summary, the installation of partial parallel taxiway lighting concurrently with the paving aspects of the project will reduce the airport's overall project costs, increase safety, and provide the airport a forward-looking investment with far-reaching economic benefit. The project supports the airport's role within the state system and community asset, fostering growth and prosperity for years to come.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tell Jensen

Title: City Manager

Email: tell.jensen@ogallala-ne.gov

Phone: 308-284-6001

Signature of Authorized Representative:

Tell Jensen

 Digitally signed by Tell Jensen
Date: 2026.09.03 15:36:13 -06'00'

Date:

9/3/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

NDOT State Aid Grand Probable Cost Estimate

Lighting of Partial Parallel Taxiway

Searle Field
Ogallala, NE

September 2026

Item			Estimated	Unit	Total
No.	Description	Unit	Quantity	Price	Amount
1	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	3,630	\$2.50	\$9,075.00
2	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	3,170	\$3.50	\$11,095.00
3	7.5 kW 3-Step Regulator in Vault, in Place	LS	1	\$20,000.00	\$20,000.00
4	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	3,030	\$7.00	\$21,210.00
5	Non-Encased Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	140	\$22.00	\$3,080.00
6	L-858R(L) Lighted Guidance Sign - 1 Module	EA	2	\$5,000.00	\$10,000.00
7	L-861T(L) Base-Mounted Taxiway Light	EA	46	\$1,800.00	\$82,800.00

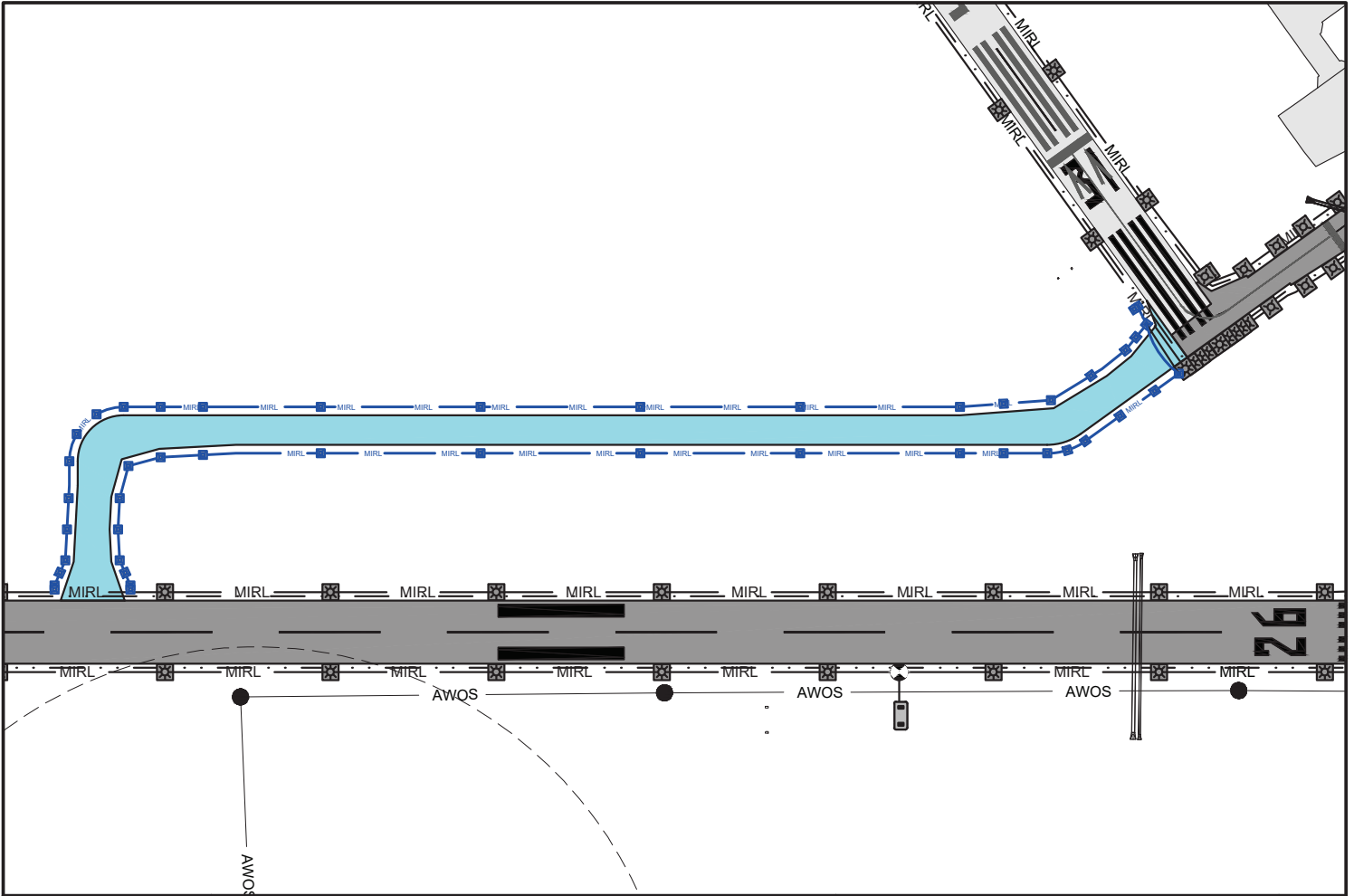
Total Acquisition Costs \$157,260.00

Total (Rounded) \$157,000.00

State (90%) \$141,300.00

Local (10%) \$15,700.00

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DATE: Sep 02, 2026 1:59pm USER: jolson



PROJECT NO: ----	PROPOSED PROJECT SEARLE FIELD - OGALLALA , NE		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311	EXHIBIT
DRAWN BY: JTO				1
DATE: 09.02.2026				

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Evelyn Sharp Field (ODX)

SCOPE: (G04) Rwy 13/31 and Center Connecting Taxiway lighting and electrical improvements;
PAPI Replacement

COST ESTIMATE:

DATE OF ESTIMATE: 15-Aug-25

Construction: \$378,070.00
Engineering & Administration: \$75,614.00
Flight Check: \$25,000.00
Total: \$478,684.00

ROUNDED: \$490,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$441,000	\$49,000	\$0	\$490,000 Ideal Request
90%	10%	0%	
\$300,000	\$190,000	\$0	\$490,000 Capped Request
61%	39%	0%	

Note: State Aid Only Grants are capped at \$300,000

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 12

Runway Design Code (RDC): Runway 13/31: B-II
Runway 17/35: A-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 7/11/2024
Survey marker in transition zone - corrected, 3-yr license issued.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

2027 Projects

APPLICANT INFORMATION:

Airport: Evelyn Sharp Field Airport **Evelyn Sharp Field**

Address: 81385 Highway 11

Ord, NE, 68862

PROJECT DETAILS:

Project Title: Runway 13/31, Center Connecting Taxiway, and PAPI Replacement (LED)

Project Description:
See Attached.

Project Cost
Estimate: **\$490,000**

Requested State
Funds: **\$300,000**

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):
Add additional pages as needed.
See Attached.

Consultant selected for this project: **Olsson**

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Dave Williams

Title: Manager

Email: dwflying@msn.com

Phone: 308-750-5126

Signature of Authorized Representative:

Date:

Dave Williams

8/15/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

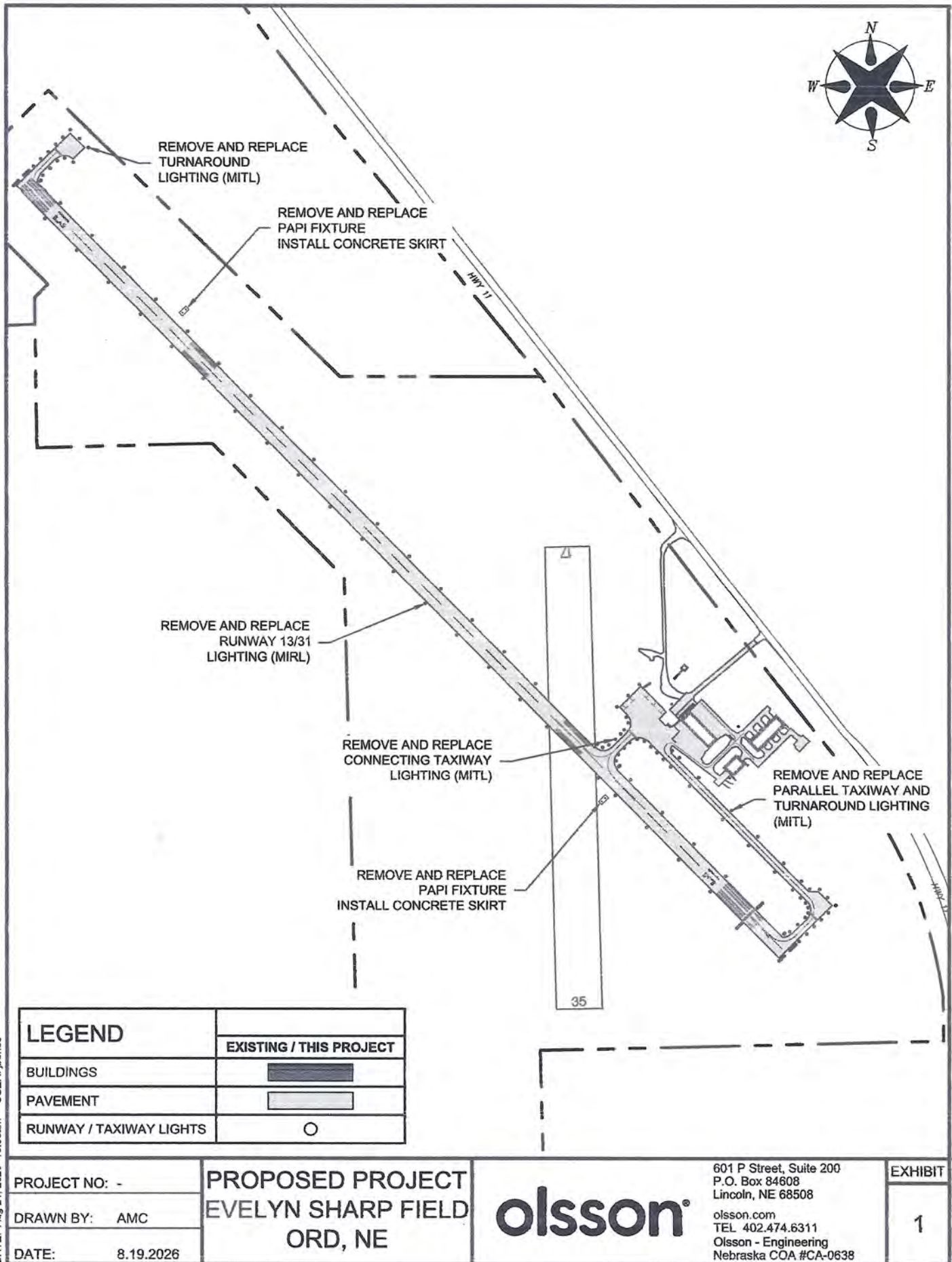
or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

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DATE: Aug 21, 2026 10:00am USER: jbenas



Opinion of Probable Cost

Runway 13/31 and Taxiway Lighting Fixture Replacement (LED), and PAPI Replacement (LED)

Evelyn Sharp Field
Ord, Nebraska

July, 2026

Item No.	Spec	Description	Unit	Unit Price	Runway Lighting Replacement		PAPI Replacement		Taxiway Lighting Replacement	
					Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$15,000.00	1	\$10,000.00	1	\$8,000.00
2	L-108	Cable Removal	LF	\$1.00	12,400	\$12,400.00	7,350	\$7,350.00	5,100	\$5,100.00
3	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.50	12,400	\$43,400.00	7,350	\$25,725.00	5,100	\$17,850.00
4	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$7.00	500	\$3,500.00	250	\$1,750.00	500	\$3,500.00
5	L-125	Base-Mounted Light Removal	EA	\$95.00	85	\$8,075.00	0	\$0.00	56	\$5,320.00
6	L-125	L-861(L) Base-Mounted Runway Light	EA	\$900.00	46	\$41,400.00	0	\$0.00	0	\$0.00
7	L-125	L-861SE Base-Mounted Threshold Light	EA	\$1,200.00	24	\$28,800.00	0	\$0.00	0	\$0.00
8	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$900.00	15	\$13,500.00	0	\$0.00	56	\$50,400.00
9	L-125	RWY 13 PAPI Removal	EA	\$1,000.00	0	\$0.00	1	\$1,000.00	0	\$0.00
10	L-125	RWY 31 PAPI Removal	EA	\$1,000.00	0	\$0.00	1	\$1,000.00	0	\$0.00
11	L-125	RWY 13 PAPI System	EA	\$20,000.00	0	\$0.00	1	\$20,000.00	0	\$0.00
12	L-125	RWY 31 PAPI System	EA	\$20,000.00	0	\$0.00	1	\$20,000.00	0	\$0.00
13	P-610	Runway 13 PAPI Skirt	EA	\$10,000.00	0	\$0.00	1	\$10,000.00	0	\$0.00
14	P-611	Runway 13 PAPI Skirt	EA	\$10,000.00	0	\$0.00	1	\$10,000.00	0	\$0.00
15	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$5,000.00	1	\$5,000.00	1	\$5,000.00	1	\$5,000.00

Total Construction	\$171,075.00	\$111,825.00	\$95,170.00
Engineering & Administration	\$34,215.00	\$22,365.00	\$19,034.00
FAA Flight Check	\$0.00	\$25,000.00	\$0.00
Total (Rounded)	\$210,000.00	\$160,000.00	\$120,000.00
State (90%)	\$189,000.00	\$144,000.00	\$108,000.00
Local (10%)	\$21,000.00	\$16,000.00	\$12,000.00

GRAND TOTAL	\$490,000.00
State (90%)	\$300,000.00
Local (10%)	\$190,000.00

Nebraska

Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION

Airport: Evelyn Sharp Field

Address: 81385 Highway 11, Ord, NE 68862

PROJECT DETAILS

Project Title:

Runway 13/31, Center Connecting Taxiway, and PAPI Replacement (LED)

Project Description:

Runway 13/31 at Evelyn Sharp Field Airport in Ord, Nebraska, is currently equipped with medium intensity runway lighting (MIRL) and Precision Approach Path Indicator (PAPI) systems that were installed prior to 2010. While these systems have served the airport well for more than 16 years, the airport has experienced increasing maintenance and reliability issues associated with aging fixtures, transformers, electrical cabling, and PAPI components. Airport personnel have encountered recurring light outages, transformer failures, electrical faults, and PAPI component malfunctions that require frequent maintenance and repair efforts. In addition, replacement parts for the existing equipment are becoming increasingly difficult to obtain, resulting in higher maintenance costs and extended repair times.

The existing airfield lighting infrastructure includes underground conduit systems, runway light bases, isolation transformers, electrical cabling, and PAPI foundations. A review of the existing infrastructure indicates that the conduit systems, light bases, and PAPI foundations remain in good condition and are capable of supporting a new generation of LED lighting equipment.

The primary objective of this project is to replace the existing runway light and center connecting taxiway light fixtures, isolation transformers, airfield lighting cable, and PAPI light systems with new FAA-compliant LED equipment while utilizing the existing light bases, conduit systems, and PAPI foundations wherever practical. This approach allows the airport to modernize critical airfield lighting

infrastructure in a cost-effective manner while minimizing construction impacts and operational disruptions.

Scope of Work: The project will include the removal and replacement of existing runway edge light fixtures, isolation transformers, and associated airfield lighting cable with new LED fixtures and electrical components. Existing PAPI units will also be removed and replaced with new LED PAPI systems utilizing the existing foundations, conduit, and underground infrastructure where feasible.

Project Justification and Additional Information (Safety, Longevity, etc.):

Replacing Incandescent Runway and Taxiway Lighting with LED Runway Lighting; Replacing Current PAPI Light Fixtures with LED PAPI Light Fixtures

The runway lighting and Precision Approach Path Indicator (PAPI) systems serving Runway 13/31 at Evelyn Sharp Field were installed prior to 2010 and have now reached an age where reliability and maintainability are becoming significant concerns. The airport has experienced recurring runway light outages, transformer failures, electrical faults, and PAPI component malfunctions that require frequent troubleshooting and repair. Additionally, replacement parts for the existing equipment are becoming increasingly difficult to obtain, resulting in higher maintenance costs and extended repair times. The project will replace the aging runway light fixtures, isolation transformers, airfield lighting cable, and PAPI systems with new FAA-compliant LED equipment while utilizing the existing light bases, conduit, and PAPI foundations where practical.

The primary benefit of this project is improved airfield safety. Runway lighting and PAPI systems provide critical visual guidance to pilots during nighttime operations and periods of reduced visibility. Reliable lighting is essential for identifying runway edges and maintaining proper approach angles during landing operations. Replacing the aging systems will improve operational reliability and reduce the potential for outages that could affect airport usability and pilot safety.

To maximize the value of the investment, the project will retain and reuse existing conduit systems, runway light bases, and PAPI foundations that remain structurally sound and serviceable. This approach minimizes construction costs, limits pavement disturbance, and reduces operational impacts while extending the useful life of existing airport infrastructure.

Completion of this project will preserve critical airport assets, improve the reliability of essential navigational aids, and support the continued safe and efficient operation of Evelyn Sharp Field. The improvements will ensure the airport can continue to serve local businesses, agricultural operators, emergency service providers, and the traveling public while maintaining safe access to the national aviation system.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Project Benefits and Impacts

The proposed replacement of the Runway 13/31 Medium Intensity Runway Lighting (MIRL) system and Precision Approach Path Indicator (PAPI) systems at Evelyn Sharp Field will provide significant safety, economic, and community benefits to the City of Ord and the surrounding region. The project will replace aging lighting infrastructure that is experiencing increasing maintenance and reliability issues, ensuring the airport continues to provide safe and dependable access for aviation users. Airport lighting and visual navigational aids are recognized as critical airport infrastructure supporting airport operations and development.

Economic Benefits and Job Opportunities

Evelyn Sharp Field serves as an important transportation asset that supports local businesses, agricultural operations, aviation services, and other economic activity within the region. Reliable airport infrastructure helps attract and retain business investment by providing dependable air transportation access for employers, customers, consultants, and service providers. Construction of the project will generate short-term employment opportunities for contractors, suppliers, and construction-related businesses while helping preserve the airport's long-term economic value to the community.

Local Infrastructure and Improved Access

The project will preserve and modernize critical airport infrastructure by replacing lighting systems that were installed in 2010 and are approaching the end of their useful service life. Improved reliability of the runway lighting and PAPI systems will enhance access to the airport during nighttime operations and periods of reduced visibility, reducing the potential for operational disruptions caused by equipment failures. The improvements will help ensure continued access for business aviation, agricultural aviation, emergency response aircraft, and recreational users.

Tourism and Community Benefits

The airport provides an important gateway to Ord and Valley County for visitors, travelers, and aviation enthusiasts. Reliable airport facilities support tourism, community events, and recreational aviation activities that contribute to the local economy. The project will help maintain safe and efficient access to the community while preserving an important public asset that serves residents, businesses, and visitors alike.

Regional Growth and Emergency Services

The airport plays a vital role in supporting regional connectivity and economic development throughout central Nebraska. Reliable airfield lighting and visual approach guidance systems are essential for maintaining airport usability and supporting future growth opportunities. The project will also enhance the airport's ability to accommodate emergency medical, law enforcement, disaster response, and other public service aircraft that may operate during nighttime or adverse weather conditions.

Long-Term Impact

By replacing aging equipment with modern LED technology, the project will improve safety, reduce maintenance requirements, lower energy consumption, and extend the useful life of the airport's lighting infrastructure. These improvements will help ensure Evelyn Sharp Field remains a safe, reliable, and sustainable transportation resource that supports the economic vitality and quality of life of the Ord community and surrounding region for many years to come.

Regional Growth and Emergency Services

The airport plays a vital role in supporting regional connectivity and economic development throughout central Nebraska. Reliable airfield lighting and visual approach guidance systems are essential for maintaining airport usability and supporting future growth opportunities. The project will also enhance the airport's ability to accommodate emergency medical, law enforcement, disaster response, and other public service aircraft that may operate during nighttime or adverse weather conditions.

Long-Term Impact

By replacing aging equipment with modern LED technology, the project will improve safety, reduce maintenance requirements, lower energy consumption, and extend the useful life of the airport's lighting infrastructure. These improvements will help ensure Evelyn Sharp Field remains a safe, reliable, and sustainable transportation resource that supports the economic vitality and quality of life of the Ord community and surrounding region for many years to come.

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Pender Municipal Airport (0C4)

SCOPE: (G03) Alternates to Federal Match Project (Taxiway Lights and Wind Cone)

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$262,750.00
Engineering: \$65,687.50
Administration: \$0.00
Total: \$328,437.50

ROUNDED: \$330,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$297,000	\$33,000	\$0	\$330,000
90%	10%	0%	

ADDITIONAL NOTES

Note: This application is for the Wind Cone and MITL.

AIRPORT FACILITY DATA

Based Aircraft: 15

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/06/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Good
Taxiways: Satisfactory to Good
Aprons: Satisfactory to Good

NEBRASKA

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Pender Municipal Airport (0C4) **Pender Municipal Airport**

Address: 1117 Airport Road, Pender, NE, 68047

PROJECT DETAILS:

Project Title: Displace Runway 15 Threshold 100'; Replace Runway Lights, PAPIs, Beacon, Wind Cone & Segmented Circle; Install Taxiway Lights, with Marking

Project Description: [See attached for legibility.](#)

This application is a duplicate of the FAA match application. However, this request will consist of requesting funds to assist the airport if the Federal funds cannot cover the costs of all the electrical components that the airport needs to have replaced. This application includes the components that will be bid as alternates to the FAA project (taxiway lights, beacon and wind cone).

The Airport Authority has been reserving its AIP and ILA funding for a major airfield lighting improvement project to address the aging runway lighting and NAVAID systems. However, the recent identification of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach required the airport to first update its Airport Layout Plan (ALP) to evaluate and identify an appropriate solution. The ALP update determined that a displaced threshold and the burial of the existing power line are required. Implementation of the displaced threshold will also require modifications to the runway lighting and visual navigational aids. For several years, the Airport Authority has maintained the existing electrical system through incremental repairs and replacement of failing components. However, aging infrastructure, increasing maintenance demands, and limited availability of replacement parts have made continued maintenance increasingly difficult.

The existing runway lighting system and PAPIs were installed in 2008. Due to the age of the system, the airport is experiencing increasing maintenance requirements, limited availability of replacement parts, and reduced reliability of the existing equipment. In addition, the airport installed a new beacon and wind cone in 2008, both of which have reached the end of their useful service lives and have become increasingly difficult to maintain.

The displaced threshold project will require new pavement markings along the entire runway. As part of the pavement marking removal process, the existing joint sealant will also be removed and replaced.

The proposed project will replace the existing incandescent runway lights, PAPIs, beacon, and wind cone with new LED equipment. These upgrades will improve system reliability, reduce energy consumption, lower long-term maintenance costs, and enhance overall airfield safety. 

Project Cost Estimate:	\$330,000.00	Requested State Funds:	\$297,000.00
------------------------	---------------------	------------------------	---------------------

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Safety Improvements

The displaced threshold will address Highway 16 as obstruction along with the requirement of burying the power line at the runway end. The airfield lighting is essential for maintaining safe aircraft operations during nighttime hours and periods of reduced visibility. The proposed LED lighting system will provide improved illumination, enhanced fixture reliability, and more consistent light output compared to the existing incandescent system.

These improvements will enhance operational safety for based aircraft, transient users, emergency responders, and other airport stakeholders.

Longevity and Sustainability

LED airfield lighting systems have significantly longer service lives than traditional incandescent fixtures, reducing the frequency of lamp replacements and maintenance activities. The proposed improvements will provide a modern lighting system capable of supporting airport operations for many years while lowering long-term maintenance demands.

Project Need and Justification

Addressing the Highway 16 obstruction and the power poles will address safety standards for all users of the airport and the public utilizing the highway. The lighting improvements associated with the project will modernize a nearly 18-year-old airfield lighting system that has reached the end of its useful life. The upgrade to LED technology will improve safety, reliability, and operational efficiency while reducing long-term maintenance and energy costs.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures. LED technology consumes less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate resources toward future airport improvements and operational needs.

Job Opportunities

The project will support local and regional employment opportunities through engineering, pavement marking, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and NAVAIDs that are at the end of their useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

Improved lighting and NAVAIDs will enhance the airport's ability to serve visiting pilots, business travelers, and recreational aviation users. Increased reliability during nighttime and reduced-visibility conditions improves access to the Wayne area and supports local tourism, events, and business activity.

Improved Access

The displaced threshold and lighting improvements will improve the safety and reliability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, ensuring continued access to the community when air transportation is needed most.

Community Benefits

The project will improve airfield safety, reliability, and operational efficiency while minimizing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, and emergency services.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

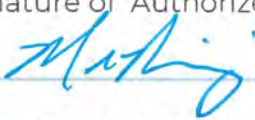
Name: Mark Kinning

Title: Chairman

Email: mark@penroconstruction.com

Phone: (402)922-0783

Signature of Authorized Representative:



Date:

8-31-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Added for legibility

Project Description:

This application is a duplicate of the FAA match application. However, this request will consist of requesting funds to assist the airport if the Federal funds cannot cover the costs of all the electrical components that the airport needs to have replaced. This application includes the components that will be bid as alternates to the FAA project (taxiway lights and wind cone).

The Airport Authority has been reserving its AIP and IIJA funding for a major airfield lighting improvement project to address the aging runway lighting and NAVAID systems. However, the recent identification of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach required the airport to first update its Airport Layout Plan (ALP) to evaluate and identify an appropriate solution. The ALP update determined that a displaced threshold and the burial of the existing power line are required. Implementation of the displaced threshold will also require modifications to the runway lighting and visual navigational aids. For several years, the Airport Authority has maintained the existing electrical system through incremental repairs and replacement of failing components. However, aging infrastructure, increasing maintenance demands, and limited availability of replacement parts have made continued maintenance increasingly difficult.

The existing runway lighting system and PAPIs were installed in 2008. Due to the age of the system, the airport is experiencing increasing maintenance requirements, limited availability of replacement parts, and reduced reliability of the existing equipment. In addition, the airport installed a new beacon and wind cone in 2008, both of which have reached the end of their useful service lives and have become increasingly difficult to maintain.

The displaced threshold project will require new pavement markings along the entire runway. As part of the pavement marking removal process, the existing joint sealant will also be removed and replaced.

The proposed project will replace the existing incandescent runway lights, PAPIs, beacon, and wind cone with new LED equipment. These upgrades will improve system reliability, reduce energy consumption, lower long-term maintenance costs, and enhance overall airfield safety. The displaced threshold improvements will also mitigate the impacts of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach.

Project Justification and Additional Information (safety, longevity, etc.):

Safety Improvements

The displaced threshold will address Highway 16 as an obstruction along with the requirement of burying the power line at the runway end. The airfield lighting is essential for maintaining safe aircraft operations during nighttime hours and periods of reduced visibility. The proposed LED lighting system will provide improved illumination, enhanced fixture reliability, and more consistent light output compared to the existing incandescent system.

These improvements will enhance operational safety for based aircraft, transient users, emergency responders, and other airport stakeholders.

Longevity and Sustainability

LED airfield lighting systems have significantly longer service lives than traditional incandescent fixtures, reducing the frequency of lamp replacements and maintenance activities. The proposed improvements will provide a modern lighting system capable of supporting airport operations for many years while lowering long-term maintenance demands.

Project Need and Justification

Addressing the Highway 16 obstruction and the power poles will address safety standards for all users of the airport and the public utilizing the highway. The lighting improvements associated with the project will modernize a nearly 18-year-old airfield lighting system that has reached the end of its useful life. The upgrade to LED technology will improve safety, reliability, and operational efficiency while reducing long-term maintenance and energy costs.

Explanation of the project benefits and impacts:

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures. LED technology consumes less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate resources toward future airport improvements and operational needs.

Job Opportunities

The project will support local and regional employment opportunities through engineering, pavement marking, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and NAVAIDs that are at the end of their useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

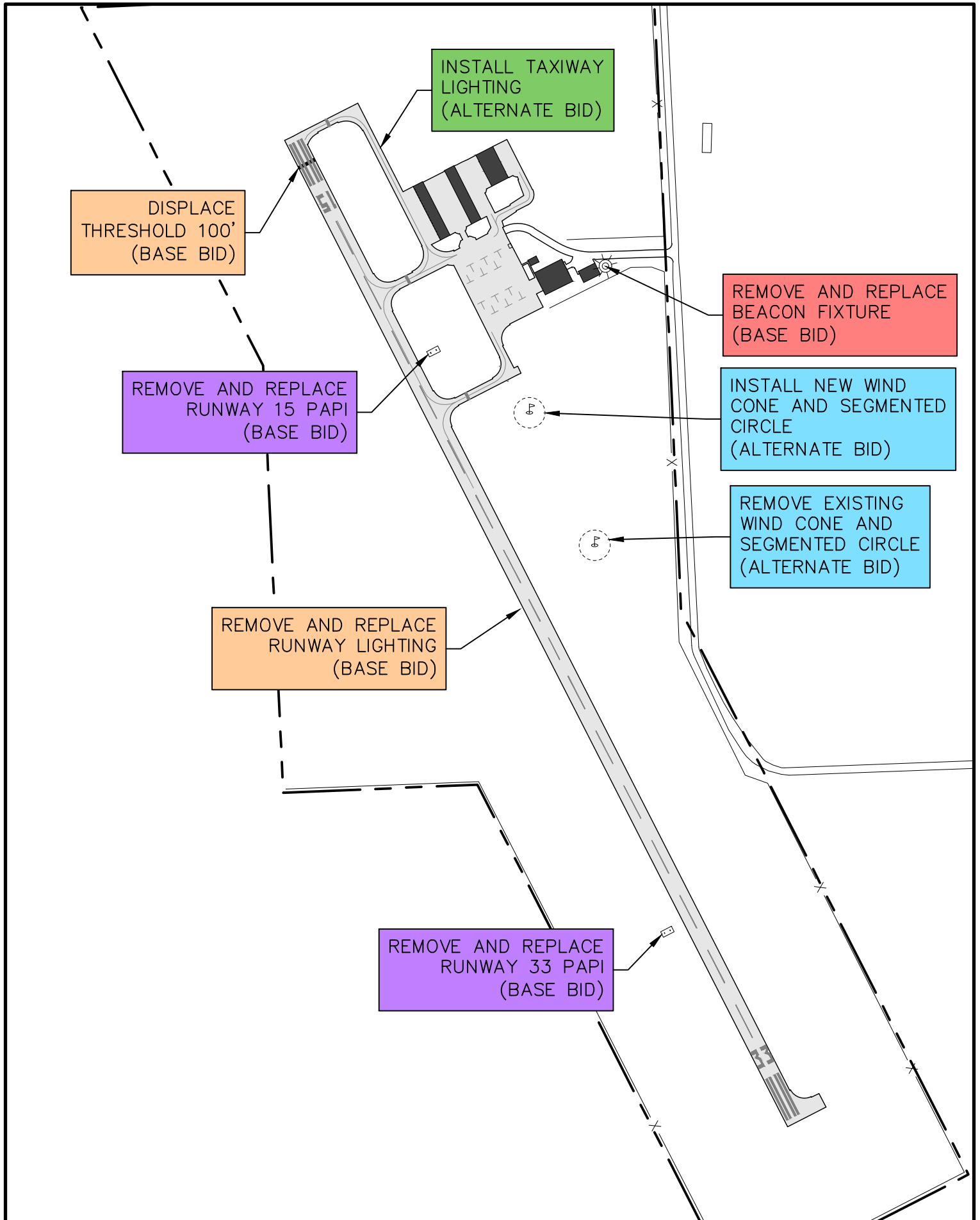
Improved lighting and NAVAIDs will enhance the airport's ability to serve visiting pilots, business travelers, and recreational aviation users. Increased reliability during nighttime and reduced-visibility conditions improves access to the Wayne area and supports local tourism, events, and business activity.

Improved Access

The displaced threshold and lighting improvements will improve the safety and reliability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, ensuring continued access to the community when air transportation is needed most.

Community Benefits

The project will improve airfield safety, reliability, and operational efficiency while minimizing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, and emergency services.



PROJECT NO:	-
DRAWN BY:	JDB
DATE:	8/2026

**PROPOSED PROJECT
PENDER MUNICIPAL
AIRPORT**

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311

EXHIBIT
1

ACIP Cost Estimate

Displace Runway 15 Threshold 100'; Replace Runway Lights, PAPIs, Beacon, Wind Cone & Segmented Circle; Install Taxiway Lights, with Marking

Pender Municipal Airport

Pender, Nebraska

July, 2026

Item No.	Spec	Description	Unit	Unit Price	Runway Lighting / Displaced Threshold with Marking (FY27 Base Bid)		Taxiway Lighting (FY27 Alt Bid)		PAPIs (FY27 Base Bid)		Wind Cone and Segmented Circle (FY27 Alt Bid)		Beacon (FY27 Base Bid)	
					Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$44,000.00	1	\$14,000.00	1	\$7,000.00	1	\$9,000.00	1	\$2,000.00
2	P-101	Marking Removal	SF	\$2.00	15,600	\$31,200.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
3	P-620	Marking with Reflective Media	SF	\$2.25	12,000	\$27,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
4	P-620	Marking w/o Reflective Media	SF	\$2.00	3,600	\$7,200.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
5	P-620	Temporary Marking	SF	\$1.75	12,000	\$21,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
6	L-101	Airport Beacon Removal	LS	\$500.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$500.00
7	L-101	Airport Rotating Beacon, In Place	LS	\$26,000.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$26,000.00
8	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.50	8,600	\$30,100.00	2,350	\$8,225.00	450	\$1,575.00	0	\$0.00	0	\$0.00
9	L-108	2/c #6 600V Cables with #6 Ground	LF	\$3.50	0	\$0.00	0	\$0.00	0	\$0.00	750	\$2,625.00	0	\$0.00
10	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	\$3.50	7,900	\$27,650.00	1,700	\$5,950.00	0	\$0.00	0	\$0.00	0	\$0.00
11	L-109	Vault Work	LS	\$2,500.00	1	\$2,500.00	1	\$2,500.00	0	\$0.00	0	\$0.00	0	\$0.00
12	L-109	4.0 kW 3-Step Regulator in Existing Vault, in Place	LS	\$18,000.00	1	\$18,000.00	1	\$18,000.00	0	\$0.00	0	\$0.00	0	\$0.00
13	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$9.00	7,700	\$69,300.00	1,600	\$14,400.00	250	\$2,250.00	300	\$2,700.00	0	\$0.00
14	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$40.00	200	\$8,000.00	100	\$4,000.00	0	\$0.00	400	\$16,000.00	0	\$0.00
15	L-115	Electrical Junction Structure (L-867B)	EA	\$800.00	6	\$4,800.00	4	\$3,200.00	4	\$3,200.00	4	\$3,200.00	0	\$0.00
16	L-125	Base-Mounted Light Removal	EA	\$250.00	86	\$21,500.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
17	L-125	Retroreflective Marker Removal	EA	\$100.00	0	\$0.00	27	\$2,700.00	0	\$0.00	0	\$0.00	0	\$0.00
18	L-125	RWY 15 PAPI Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	1	\$2,500.00	0	\$0.00	0	\$0.00
19	L-125	RWY 33 PAPI Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	1	\$2,500.00	0	\$0.00	0	\$0.00
20	L-125	Base-Mounted Runway Light	EA	\$1,100.00	38	\$41,800.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
21	L-125	Base-Mounted Runway Threshold Light	EA	\$1,200.00	24	\$28,800.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
22	L-125	Base-Mounted Taxiway Light	EA	\$1,300.00	0	\$0.00	64	\$83,200.00	0	\$0.00	0	\$0.00	0	\$0.00
23	L-125	RWY 15 PAPI System	EA	\$25,000.00	0	\$0.00	0	\$0.00	1	\$25,000.00	0	\$0.00	0	\$0.00
24	L-125	RWY 33 PAPI System	EA	\$25,000.00	0	\$0.00	0	\$0.00	1	\$25,000.00	0	\$0.00	0	\$0.00
25	L-107	LED Wind Cone and Foundation, In Place	EA	\$12,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$12,000.00	0	\$0.00
26	L-107	Segmented Circle Marker System	EA	\$50,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$50,000.00	0	\$0.00
27	L-107	Wind Cone Removal	EA	\$2,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$2,000.00	0	\$0.00
28	L-107	Segmented Circle Removal	EA	\$3,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$3,000.00	0	\$0.00
29	T-901	Seeding	LS	\$1,000.00	1	\$1,000.00	1	\$1,000.00	1	\$1,000.00	0	\$0.00	0	\$0.00
30	T-908	Mulching	LS	\$800.00	1	\$800.00	1	\$800.00	1	\$800.00	0	\$0.00	0	\$0.00
31	Olsson 100	Construction Layout and Stakes	LS	Varies	1	\$2,500.00	1	\$1,000.00	1	\$1,500.00	1	\$750.00	0	\$0.00
32	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	\$5,000.00	1	\$2,500.00	1	\$2,500.00	0	\$0.00	0	\$0.00

*Assumes all work is completed as one project.

Total Construction	\$392,150.00	\$161,475.00	\$74,825.00	\$101,275.00	\$28,500.00
Engineering & Administration*	\$98,037.50	\$40,368.75	\$18,706.25	\$25,318.75	\$7,125.00
Utility Agreement - Remove Poles	\$60,000.00	\$0.00	\$0.00	\$0.00	\$0.00
FAA Flight Check	\$0.00	\$0.00	\$25,000.00	\$0.00	\$0.00
Total (Rounded)	\$550,000.00	\$200,000.00	\$120,000.00	\$130,000.00	\$40,000.00
Federal (90%)	\$495,000.00	\$180,000.00	\$108,000.00	\$117,000.00	\$36,000.00
Local (10%)	\$55,000.00	\$20,000.00	\$12,000.00	\$13,000.00	\$4,000.00

	FY27 Base Bid	FY27 Alt Bid	Totals
GRAND TOTAL	\$710,000	\$330,000	\$1,040,000
Federal (90%)	\$639,000	\$297,000	\$936,000
Local (10%)	\$71,000	\$33,000	\$104,000

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Miller Field (VTN)

SCOPE: (L02) Land Acquisition for Future Rwy 14/32 Extension and Airfield Safety Improvements

COST ESTIMATE:

DATE OF ESTIMATE: 28-Aug-26

Land Acquisition: \$114,550.00
Engineering: \$0.00
Administration: \$0.00
Total: \$114,550.00

ROUNDED: \$115,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$103,500	\$11,500	\$0	\$115,000 Sponsor's Request
90%	10%	0%	
\$57,500	\$57,500	\$0	\$115,000 Corrected Request
50%	50%	0%	

Note: Land projects are a 50/50 split.

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 30

Runway Design Code (RDC): Runway 14/32: B-II
Runway 03/21: B-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/20/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Miller Field (VTN) Miller Field

Address: 500 South Hall Street (City of Valentine - P.O. Box 177; 323 North Main Street)

Valentine, NE 69201

PROJECT DETAILS:

Project Title: Land Acquisition for Future Runway 14/32 Extension and Airfield Safety Improvements

Project Description:

Land Acquisition. See attached for additional information.

Type text here

Note: Land projects are a 50/50 split.

Project Cost Estimate:	\$115,000	Requested State Funds:	~~103,500~~ \$57,500
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The proposed land acquisition is a necessary first step toward implementation of the future Runway 14/32 extension identified in the airport's planning documents. The acquisition will preserve the land needed for future runway and taxiway improvements, associated safety areas, and FAA design standard compliance. Acquiring the required property now will help prevent incompatible development within future airport safety areas and reduce future project costs and implementation challenges.

See attached for additional information.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

This project represents an exceptional opportunity for the Nebraska Aeronautics Commission to invest in the long-term success of both Miller Field and north-central Nebraska. By acquiring the approximately 107 acres identified for future airfield development, the Commission can help preserve critical land needed to implement the airport's FAA-reviewed Master Plan and ALP before incompatible development occurs. The acquisition supports future runway and safety improvements that will enhance aviation access, strengthen economic development, expand tourism opportunities associated with Cherry County's nationally recognized golf courses and outdoor recreation destinations, and support critical emergency medical response capabilities. The project is proactive, cost-effective, and directly aligned with the State Aid Program's goals of preserving infrastructure, improving safety, supporting regional growth, and fostering economic vitality. Funding this project today will protect the airport's ability to meet future transportation needs while maximizing the long-term return on investment for the citizens of Nebraska.

Acquiring this property today is significantly more cost-effective than waiting until development pressures increase land values or create incompatible land uses that could jeopardize future airport improvements.

See attached for additional information.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Shane Siewert

Title: City Manager

Email: shane.siewert@valentinene.gov

Phone: (402) 376-2323

Signature of Authorized Representative:

Shane Siewert

Date:

8/28/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska

Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Miller Field,

Address: 500 South Hall Street, Valentine, NE 69201

(City of Valentine: P.O. Box 177 / 323 North Main Street, Valentine, NE 69201)

PROJECT DETAILS

Project Title:

Land Acquisition for Future Runway 14/32 Extension and Airfield Safety Improvements

Project Description:

This project consists of the acquisition of approximately 107 acres of land adjacent to Miller Field (VTN) to accommodate the planned interim extension of Runway 14/32 and associated airfield improvements. This land acquisition acquires the land that is currently under an existing aviation easement, and the surrounding property was recently acquired. The acquisition will provide the property interests necessary to support future runway and parallel taxiway extensions, Runway Protection Zones (RPZs), Runway Safety Areas (RSAs), Runway Object Free Areas (ROFAs), and other FAA airport design standards identified in the airport's ongoing Airport Master Plan and Airport Layout Plan (ALP) update.

The airport is currently completing the Master Plan and ALP update. These planning documents have been completed and submitted to the Federal Aviation Administration (FAA) for review and are currently awaiting agency comments and final approval. Acquiring the required property at this time will protect the airport's ability to implement future airfield improvements identified in the updated planning documents while minimizing the potential for incompatible development within future airport safety areas. Current ALP under review has been attached for review.

The proposed land acquisition will be completed in accordance with applicable FAA land acquisition requirements and the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The acquisition will include FAA-compliant appraisal and appraisal review services, establishment of just compensation, title work, and documentation necessary to preserve

eligibility for future FAA-funded airport development projects. The property is identified in the airport's ongoing Master Plan and Airport Layout Plan update and is required to accommodate future runway, taxiway, and airfield safety improvements

Project Justification and Additional Information (Safety, Longevity, etc.):

Miller Field serves as a critical transportation asset for Valentine, Cherry County, and the surrounding north-central Nebraska region. The airport provides access for business aviation, tourism, emergency response operations, medical air operations, agricultural interests, and recreational visitors. Existing runway dimensions limit operational flexibility for certain larger business and corporate aircraft that serve the region. As a result, some aircraft traveling to the Valentine area are required to utilize airports with longer runways, such as North Platte Regional Airport or Ainsworth Regional Airport, before completing the final portion of the trip by ground transportation.

The proposed land acquisition is a necessary first step toward implementation of the future Runway 14/32 extension identified in the airport's planning documents. The acquisition will preserve the land needed for future runway and taxiway improvements, associated safety areas, and FAA design standard compliance. Acquiring the required property now will help prevent incompatible development within future airport safety areas and reduce future project costs and implementation challenges.

The proposed acquisition will secure land necessary to accommodate future FAA-compliant RSAs, ROFAs, and RPZs. Preserving this property now protects critical approach and departure corridors, enhances future operational safety, and supports continued compliance with FAA airport design standards. The project also represents a long-term investment in the future of Miller Field and Nebraska's aviation system by preserving development flexibility for decades and maintaining the airport's ability to accommodate changing aviation needs and transportation demands.

Safety

The proposed acquisition will secure the land necessary to accommodate future FAA-compliant Runway Safety Areas (RSAs), Runway Object Free Areas (ROFAs), and Runway Protection Zones (RPZs). Preserving this property now protects critical approach and departure corridors, enhances future operational safety, and supports continued compliance with FAA airport design standards. Early acquisition minimizes future development conflicts and ensures the airport can safely accommodate future infrastructure improvements.

Longevity

This project represents a long-term investment in the future of Miller Field and Nebraska's aviation system. Acquiring the property now protects the airport's ability to implement future improvements identified through the master planning process and ensures that future growth can occur in an efficient and cost-effective manner. Preserving the required land today will allow the airport to continue serving the region for decades while maintaining flexibility to accommodate changing aviation needs and transportation demands.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

The project preserves and enhances a transportation asset that supports the regional economy of north-central Nebraska. By protecting the land necessary for future runway improvements, the airport will be better positioned to accommodate growing business aviation activity, attract private investment, facilitate commerce, and support long-term economic development. Miller Field supports large regional employers, including Western Oil and Perrett Construction, by providing efficient transportation access for employees, customers, consultants, vendors, and project teams. The airport enhances business connectivity and supports the continued growth and competitiveness of these companies, which contribute significantly to the regional economy.

Job Opportunities

The proposed project will generate employment opportunities through future planning, design, engineering, surveying, appraisal, acquisition, and construction activities. Long-term airport improvements will support aviation-related employment, strengthen regional business connectivity, and contribute to workforce attraction and retention by improving transportation access to Valentine and the surrounding region.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and taxiway lighting system that is approaching the end of its useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

Valentine and Cherry County are nationally recognized destinations for outdoor recreation and tourism. In addition to premier golf destinations such as The Prairie Club, CapRock Ranch, and Frederick Peak Golf Club, the region attracts visitors for hunting, fishing, camping, canoeing, kayaking, tubing, and rafting. These tourism activities generate economic activity through lodging, dining, transportation services, outfitting, guide services, retail expenditures, equipment rentals, and recreational spending.

Miller Field serves as an important gateway for visitors accessing these attractions and supports a growing number of business and recreational aviation users traveling to the region. While the airport currently accommodates many visiting aircraft, existing runway limitations prevent Miller Field from accommodating some larger aircraft utilized by resort guests, corporate groups, and high-end tourism travelers. Consequently, some visitors must utilize airports such as North Platte Regional Airport or Ainsworth Regional Airport and travel the remaining distance by vehicle. Preserving the land required for the future runway extension will position Miller Field to

accommodate a broader range of aircraft in the future, improving direct access to Cherry County attractions and strengthening the local tourism economy.

Cherry County's tourism economy extends well beyond destination golf and includes nationally recognized hunting opportunities, world-class fishing, camping, wildlife viewing, and recreational activities associated with the Niobrara National Scenic River and Nebraska Sandhills. Miller Field serves as a gateway for visitors traveling to these attractions and supports businesses throughout the hospitality and recreation sector.

Improved Access

The project preserves the airport's ability to improve future air service access for residents, businesses, visitors, emergency responders, and public agencies. Miller Field provides essential transportation access for regional employers, tourism destinations, agricultural operations, and emergency services. The airport is also home to Medical Air Rescue Company, making reliable airport infrastructure important for emergency medical response and healthcare access across the region. As the home base of Medical Air Rescue Company, Miller Field serves an important role in providing rapid access to emergency medical transportation throughout north-central Nebraska. Maintaining and improving the airport's long-term operational capability helps ensure continued access to time-sensitive healthcare transportation services for residents throughout the region. The future runway extension will enhance operational capabilities and provide safer, more efficient access for a wider range of aircraft.

Local Infrastructure

The acquisition protects a critical transportation corridor and supports implementation of future infrastructure improvements identified through the airport's Master Plan and Airport Layout Plan update. Securing the property in advance preserves future development opportunities and demonstrates sound stewardship of public infrastructure and transportation resources.

Community Benefits

Miller Field provides important transportation, emergency response, and economic development benefits to Valentine and the surrounding communities. The airport supports critical emergency medical transportation services, regional businesses, agricultural operations, local residents, and recreational visitors. Preserving the airport's ability to expand and accommodate future aviation demand will continue to strengthen its role as a critical transportation asset for Cherry County and north-central Nebraska.

Regional Growth

As the primary public-use airport serving Cherry County, Miller Field plays a key role in supporting regional connectivity and economic development. The project supports the long-term vision established through the airport's Master Plan and ALP update, which has been submitted to the FAA and is currently under review. By preserving the property necessary for future runway and airfield improvements, the airport will be better positioned to accommodate future aviation demand, support tourism growth, enhance business recruitment efforts, and strengthen transportation connectivity throughout north-central Nebraska.

Summary

This project represents an exceptional opportunity for the Nebraska Aeronautics Commission to invest in the long-term success of both Miller Field and north-central Nebraska. By acquiring the approximately 107 acres identified for future airfield development, the Commission can help preserve critical land needed to implement the airport's FAA-reviewed Master Plan and ALP before incompatible development occurs. The acquisition supports future runway and safety improvements that will enhance aviation access, strengthen economic development, expand tourism opportunities associated with Cherry County's nationally recognized golf courses and outdoor recreation destinations, and support critical emergency medical response capabilities. The project is proactive, cost-effective, and directly aligned with the State Aid Program's goals of preserving infrastructure, improving safety, supporting regional growth, and fostering economic vitality. Funding this project today will protect the airport's ability to meet future transportation needs while maximizing the long-term return on investment for the citizens of Nebraska.

Acquiring this property today is significantly more cost-effective than waiting until development pressures increase land values or create incompatible land uses that could jeopardize future airport improvements.

Thank You!

Thank you for your consideration of this State Aid funding request. The City of Valentine and Miller Field greatly appreciate the Nebraska Aeronautics Commission's continued commitment to investing in Nebraska's aviation infrastructure. By supporting this land acquisition, the Commission will help protect the long-term viability of Miller Field, enhance regional transportation access, support economic development and tourism, strengthen emergency response capabilities, and position the airport to meet future aviation needs. We respectfully appreciate your consideration and support of this important investment in the future of Valentine, Cherry County, and the State of Nebraska.

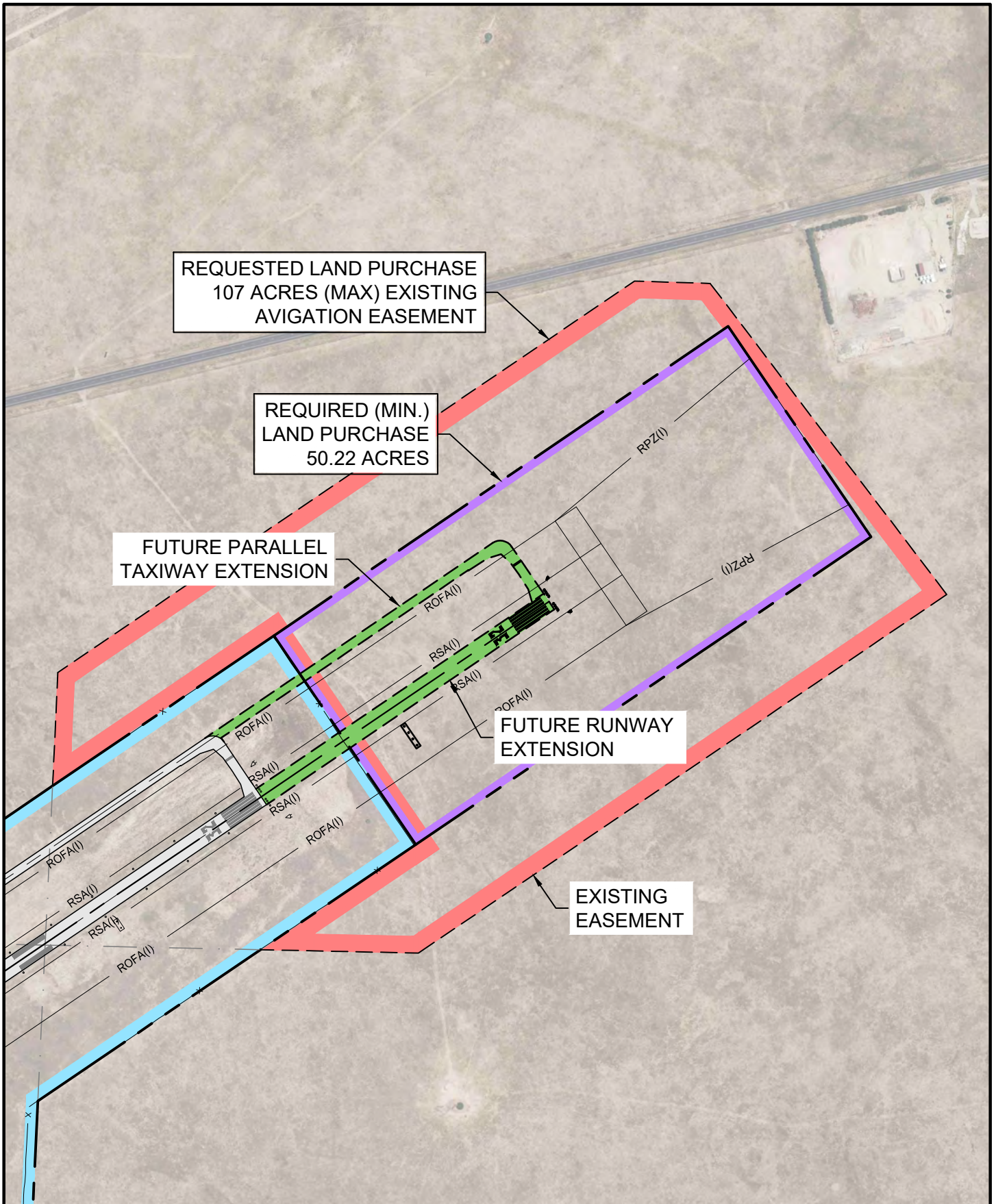
ACIP Data Sheet Cost Estimate
Land Acquisition for Future Runway 14/32 Extension

Miller Field
Valentine, NE

August 2026

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Amount
1	Land Acquisition	Ac	107	\$650.00	\$69,550.00
2	Additional Expenses (Assessor, Environmental Review, Etc.)	LS	1	\$45,000.00	\$45,000.00
Total Acquisition Costs					\$114,550.00
Total (Rounded)					\$115,000.00
State (90%)					\$103,500.00
Local (10%)					\$11,500.00

G:\Market\Transportation\Airports\CJP_Data Sheets\Nebraska_State Aid Grant Application\FY 2027 State Grant Applications\Valentine\VTN Sketch - Land Acquisition.dwg
DATE: Aug 25, 2026 9:03am USER: sreusch



PROJECT NO: ---	PROPOSED PROJECT MILLER FIELD	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311	EXHIBIT
DRAWN BY: JTO				1
DATE: 08.11.2026				

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Wahoo Municipal Airport (AHQ)
SCOPE: (X06) Rehabilitate Taxiway - Phase 2

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$191,810.00
Engineering: \$16,643.45
Administration: \$0.00
Total: \$208,453.45

ROUNDED: \$208,453

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$187,608	\$20,845	\$0	\$208,453
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 31

Runway Design Code (RDC): Runway 02/20: B-II
Runway 13/31: A-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/30/2026
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Good
Taxiways: Very Poor to Good
Aprons: Serious to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Wahoo Municipal Airport

Address: P.O. Box 122

Wahoo, NE 68066

PROJECT DETAILS:

Project Title: Taxiway Reconstruction & Rehabilitation Phase 2

Project Description:

Project will include crack and joint repair, spall repair, and full depth panel replacement on the taxiway as shown on the attached exhibit.

Project Cost Estimate: **208,453.45**

Requested State Funds:

187,608.10

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

This project will preserve existing airfield pavement, reducing water infiltration, pavement deterioration, and foreign object debris while maintaining safe aircraft operations. State assistance is justified because the work supports eligible airport pavement preservation, protects prior infrastructure investments, extends pavement life, and reduces future rehabilitation costs.

This application consists of alternate items identified during the Design of Taxiway Reconstruction State Grant AHQ SA-11. The work identified in this application would not begin until Spring of 2027.

Consultant selected for this project: Kirkham, Michael & Associates, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The project will benefit the airport and its users by improving pavement conditions, maintaining reliable access to existing hangars, and supporting safe and efficient aircraft operations. By preserving existing taxilanes and completing targeted repairs at selected locations rather than pursuing full reconstruction, the project will reduce ongoing maintenance needs, extend pavement life, and help protect public infrastructure investments. Construction-related impacts are expected to be positive overall and limited primarily to short-term activity during the work period. Long-term benefits include improved safety, more dependable aircraft access, preservation of existing facilities, and reduced future repair costs.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Melissa Harrell

Title: City Administrator

Email: harrell@wahoo.ne.us

Phone: 402.443.3222

Signature of Authorized Representative:

Date:

Melissa M Harrell

 Digitally signed by Melissa M Harrell
Date: 2026.08.31 10:19:32 -05'00'

8/31/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*





Taxiway Reconstruction & Rehabilitation Phase 2
Wahoo Municipal Airport (AHQ)
Wahoo, Nebraska

BASE BID

Bid prices from July 24, 2026 bid

Item No.	Description	Estimated Quantity	Units	Unit Price	Amount
1	Mobilization	1	LS	\$ 15,000.00	\$ 15,000.00
2	Construction Safety Plan and Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
3	Concrete Panel Removal	1,190	SY	\$ 9.60	\$ 11,424.00
4	12-Inch Compacted Subgrade	1,190	SY	\$ 4.80	\$ 5,712.00
5	6-Inch Subbase	1,190	SY	\$ 14.90	\$ 17,731.00
6	6-Inch P.C.C. Pavement (NDOT-47B-4400)	1,190	SY	\$ 94.70	\$ 112,693.00
7	Joint and Crack Repair	1,000	LF	\$ 8.60	\$ 8,600.00
8	Concrete Panel Spall Repair	5	EA	\$ 3,130.00	\$ 15,650.00
Subtotal					\$ 191,810.00
Engineering, Testing, Administration					\$ 16,643.45
TOTAL COST ESTIMATE					\$ 208,453.45

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Wayne Municipal Airport/Stan Morris Field (LCG)

SCOPE: (G07) Rwy 5/23, TWY A and Connecting Taxiway Lighting Fixtures and Electrical Improvements

COST ESTIMATE:

DATE OF ESTIMATE: 11-Aug-26

Construction:	\$185,550.00
Engineering:	\$64,942.50
Administration:	\$0.00
Total:	\$250,492.50

ROUNDED: \$260,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$234,000	\$26,000	\$0	\$260,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 16

Runway Design Code (RDC): Runway 18/36: B-II
Runway 05/23: A-I
Runway 13/31: A-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Inprocess of Verification

OBSTRUCTION/SAFETY:

Last Inspection date: 5/16/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Satisfactory to Good
Taxiways: Good
Aprons: Satisfactory

NEBRASKA

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICSREQUEST FOR A
STATE AID PROJECT
APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Stan Morris Field / Wayne Municipal Airport **Stan Morris Field / Wayne Municipal Airport**

Address: 2304 E Highway 35

Wayne, NE 68787

PROJECT DETAILS:

Project Title: Runway 5/23 Medium Intensity Runway Light Fixture, Taxiway A & Connecting Taxiway and Electrical Cable Replacement

Project Description:

See Attached.

Project Cost Estimate:	\$260,000	Requested State Funds:	\$234,000
------------------------	-----------	------------------------	-----------

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See Attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Scott Hammer

Title: Airport Authority Chairman

Email: shammer@strongtie.com

Phone: (402) 316-8984

Signature of Authorized Representative:



Date:

8-11-26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:
or

ndot.aeroengineering@nebraska.gov

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska

Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Stan Morris Field / Wayne Municipal Airport

Address: 2304 E Highway 35, Wayne, NE 68787

PROJECT DETAILS

Project Title:

Runway 5/23 Medium Intensity Runway Light Fixture, Taxiway A & Connecting Taxiway and Electrical Cable Replacement

Project Description:

Runway 5/23, Taxiway A, and the associated connecting taxiway are currently equipped with incandescent medium intensity runway and taxiway lighting systems. Installed infrastructure includes light fixtures, electrical cables, conduit, light bases, and regulators supporting the airfield lighting network. Due to the age of the system, the airport is experiencing increasing maintenance requirements, limited availability of replacement parts, and reduced reliability of the existing lighting equipment.

An evaluation of the existing airfield lighting infrastructure determined that the conduit system and light bases remain structurally sound and suitable for continued service. As a result, these components can be reused as part of the proposed improvements.

The proposed project will replace the existing incandescent runway and taxiway light fixtures and associated electrical cables with new LED lighting fixtures and cabling while utilizing the existing conduit and light base infrastructure. The project will improve system reliability, reduce energy consumption, lower long-term maintenance costs, and enhance the overall operational safety of the airfield.

Scope of Work

- Remove existing incandescent runway and taxiway light fixtures and associated electrical cables.
- Install new LED medium intensity runway and taxiway light fixtures.
- Install new electrical cable to serve the upgraded lighting system.
- Reuse existing conduit and light bases where feasible.
- Include a bid item for replacement of any conduit found to be deficient during construction.

Project Benefits

- Improves the reliability and performance of the airfield lighting system.
- Reduces maintenance requirements and operating costs through the use of LED technology.
- Addresses challenges associated with obtaining replacement parts for the existing incandescent system.
- Maximizes the use of existing infrastructure, reducing project costs and minimizing airfield disturbance.
- Limits impacts to airport operations by reducing construction duration and minimizing runway and taxiway closures.

Project Justification and Additional Information (Safety, Longevity, etc.):

Replacing Incandescent Runway Lighting with LED Runway Lighting

The existing Medium Intensity Runway Lighting (MIRL) system serving Runway 5/23 and the associated taxiway lighting system at Wayne Municipal Airport was installed in 2011 and is approaching the end of its anticipated service life. As these incandescent fixtures age, the airport has experienced increasing maintenance requirements, reduced reliability, and growing challenges in obtaining replacement lamps and components. The aging system presents operational and maintenance concerns that, if left unaddressed, could negatively impact the safety and efficiency of airport operations.

A condition assessment of the existing lighting infrastructure determined that the underground conduit system and light bases remain structurally sound and suitable for continued use. Replacing only the lighting fixtures and associated electrical cables allows the airport to address the most critical components of the system while maximizing the value of the existing infrastructure.

Safety Improvements

Reliable airfield lighting is essential for maintaining safe aircraft operations during nighttime hours and periods of reduced visibility. The proposed LED lighting system will provide improved illumination, enhanced fixture reliability, and more consistent light output compared to the existing incandescent system.

Key safety benefits include:

- Improved runway and taxiway visibility for pilots during takeoff, landing, and ground operations.
- Increased reliability that reduces the likelihood of lighting outages or degraded performance.
- Enhanced system consistency and uniformity, providing better visual guidance during nighttime and low-visibility conditions.
- Reduced maintenance-related disruptions that could impact airport operations.

These improvements will enhance operational safety for based aircraft, transient users, emergency responders, and other airport stakeholders.

Longevity and Sustainability

LED airfield lighting systems have significantly longer service lives than traditional incandescent fixtures, reducing the frequency of lamp replacements and maintenance activities. The proposed improvements will provide a modern lighting system capable of supporting airport operations for many years while lowering long-term maintenance demands.

Additional longevity and sustainability benefits include:

- Extended fixture service life.
- Reduced maintenance and replacement costs.
- Improved operational reliability.
- Lower energy consumption and utility costs.
- Reduced environmental impact through decreased energy use and fewer replacement components.

Cost-Effective Asset Management

The project represents a responsible and cost-effective investment in airport infrastructure by leveraging existing assets that remain in good condition. Reusing the existing conduit system and light bases minimizes construction costs, reduces airfield disturbance, and shortens the overall construction duration while still achieving the operational and safety benefits of a complete lighting upgrade.

To address any unforeseen deficiencies encountered during construction, the project will include a bid item for replacement of damaged or unsuitable conduit, ensuring the long-term integrity of the lighting system.

Project Need and Justification

The proposed project will modernize a nearly 15-year-old airfield lighting system that is approaching the end of its useful life. The upgrade to LED technology will improve safety, reliability, and operational efficiency while reducing long-term maintenance and energy costs. By utilizing existing infrastructure where appropriate, the airport can maximize the effectiveness of available State Aid funding and deliver a substantial improvement to airfield operations in a cost-effective manner.

Conclusion

Replacement of the existing incandescent runway and taxiway lighting system with LED fixtures and new electrical cabling is a proactive investment in the future of Wayne Municipal Airport. The project will enhance airfield safety, improve system reliability, reduce operating and maintenance costs, and extend the useful life of critical airport infrastructure. By preserving serviceable infrastructure while replacing aging lighting components, the airport will achieve a modern, efficient, and sustainable lighting system that supports safe aviation operations for years to come.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures. LED technology consumes less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate resources toward future airport improvements and operational needs.

Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and taxiway lighting system that is approaching the end of its useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

Improved runway and taxiway lighting will enhance the airport's ability to serve visiting pilots, business travelers, and recreational aviation users. Increased reliability during nighttime and

reduced-visibility conditions improves access to the Wayne area and supports local tourism, events, and business activity.

Improved Access

The upgraded lighting system will improve the safety and reliability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, ensuring continued access to the community when air transportation is needed most.

Community Benefits

Wayne Municipal Airport is an important transportation asset for Wayne and the surrounding region. The project will improve airfield safety, reliability, and operational efficiency while minimizing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, and emergency services.

Regional Growth

Investment in modern airport infrastructure helps maintain Wayne Municipal Airport as an important transportation gateway for northeast Nebraska. Improved safety and reliability support business development, economic activity, and connectivity to regional and national markets. The project strengthens the airport's ability to support future growth and economic development opportunities throughout the region.

Summary

The proposed LED runway and taxiway lighting upgrade represents a long-term investment in the safety, reliability, and sustainability of Wayne Municipal Airport. The project will reduce operating costs, improve airfield safety, enhance access for aviation users, and support continued economic development within Wayne and the surrounding region. Upon completion, the airport will have a fully modernized LED airfield lighting system, providing reliable service and reduced maintenance requirements for years to come. By completing this project, the airfield will have been upgraded to LED fixtures throughout the airfield.

Opinion of Probable Cost

Runway 5/23 & Taxiway A Medium Intensity Light Fixtures and Cable Replacement

Stan Morris Field / Wayne Municipal Airport (LCG)
Wayne, Nebraska

July, 2026

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$16,800.00	1	\$16,800.00
2	L-108	Cable Removal	LF	\$1.00	11,770	\$11,770.00
3	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.50	11,770	\$41,195.00
4	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$7.00	1,000	\$7,000.00
5	L-125	Base-Mounted Light Fixture Removal	EA	\$95.00	93	\$8,835.00
6	L-125	L-861(L) Base-Mounted Runway Light	EA	\$950.00	29	\$27,550.00
7	L-125	L-861SE Base-Mounted Threshold Light	EA	\$1,200.00	16	\$19,200.00
8	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$900.00	48	\$43,200.00
9	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$10,000.00	1	\$10,000.00

Total Construction **\$185,550.00**

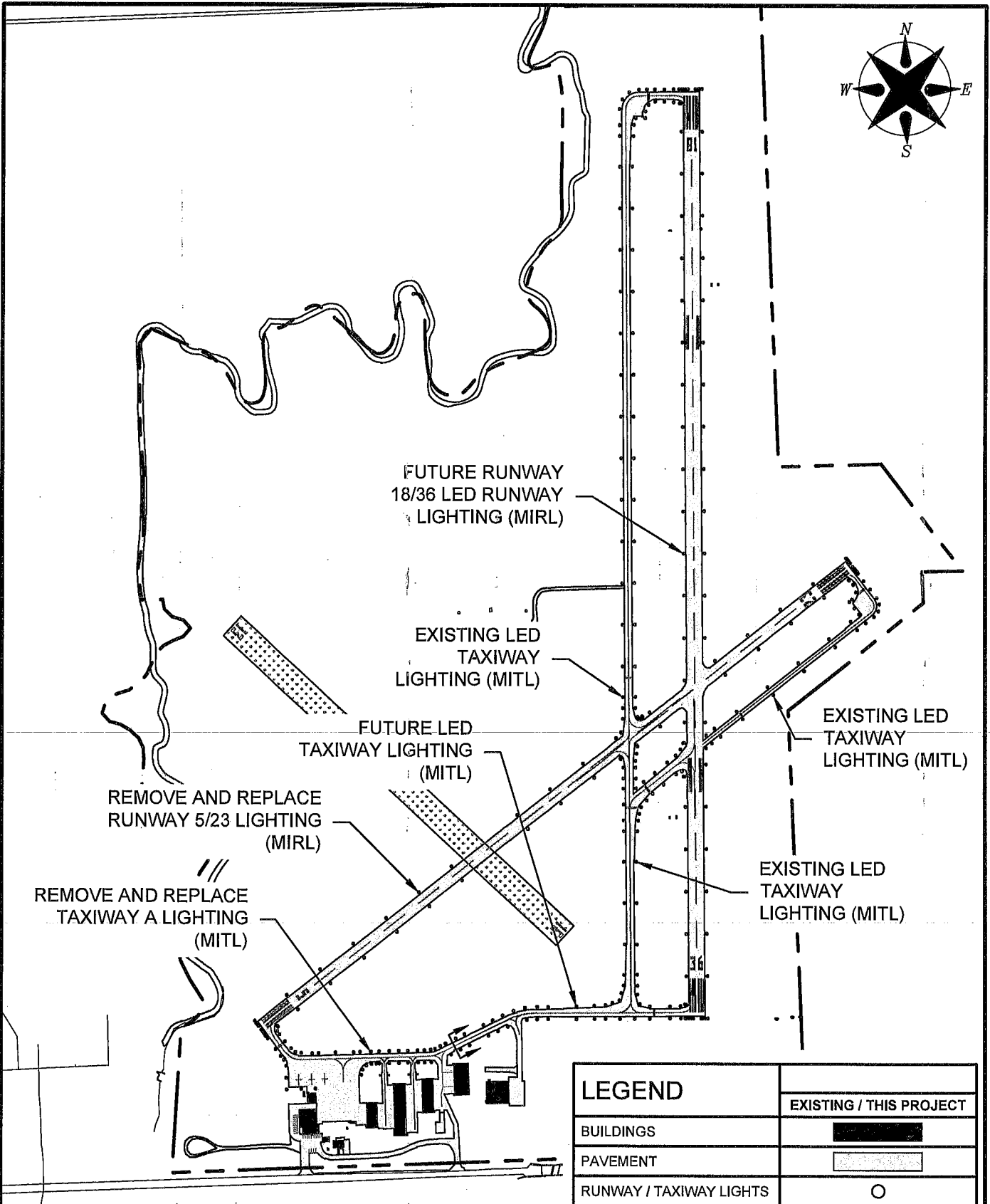
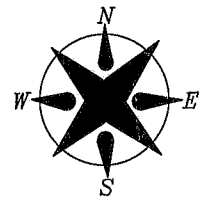
Engineering & Administration **\$64,942.50**

Total (Rounded) **\$260,000.00**

State (90%) **\$234,000.00**

Local (10%) **\$26,000.00**

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 DATE: Aug 06, 2026 3:53pm USER: jbenes



PROJECT NO: -
 DRAWN BY: AMC
 DATE: 7.15.2026

**PROPOSED PROJECT
 STAN MORRIS FIELD
 WAYNE, NE**

601 P Street, Suite 200
 P.O. Box 84608
 Lincoln, NE 68508
 olsson.com
 TEL 402.474.6311
 Olsson - Engineering
 Nebraska COA #CA-0638

EXHIBIT

1

FY27 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: York Municipal Airport (JYR)

SCOPE: (M02) Replace Wind Cone

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$62,000.00
Engineering: \$21,700.00
Administration: \$0.00
Total: \$83,700.00

ROUNDED: \$80,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$72,000	\$8,000	\$0	\$80,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 25

Runway Design Code (RDC): Runway 17/35: C-II
Runway 5/23: B-II

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 6/23/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Fair to Good
Taxiways: Poor to Good
Aprons: Satisfactory to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: York Municipal Airport (JYR) **York Municipal Airport**

Address: 1112 HWY 34 (City of York: 100 E. 4th Street)

York, NE 68467

PROJECT DETAILS:

Project Title: Wind Cone Replacement

Project Description:

Replace the existing primary and north secondary wind cones at York Municipal Airport with new lighted and unlighted wind cones using the existing foundations. Reuse the existing power and conduit at the primary wind cone.

See attached for additional details.

Project Cost
Estimate: **\$80,000**

Requested State
Funds: **\$72,000**

Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The project will replace damaged and obsolete wind cone equipment that cannot be restored with available replacement parts and improve nighttime visibility at the north end of the airport. Reusing the existing foundations and serviceable electrical infrastructure will provide a practical, cost-effective safety improvement.

See attached for additional details.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The project will enhance airfield safety by providing reliable, illuminated wind direction information at the primary wind cone location and a new operation wind cone at the secondary north wind cone location. The improvements will strengthen pilot situational awareness during nighttime and low-light operations, support safe aircraft operations, and preserve critical airport infrastructure through the replacement of obsolete equipment and reuse of existing facilities.

See attached for additional details.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: James Paul

Title: Director of Public Works

Email: jpaul@cityofyork.ne.gov

Phone: (402) 363-9383

Signature of Authorized Representative:



Date:

8/31/2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: York Municipal Airport (JYR)

Address: 1112 Highway 34, York, NE 68467 (City of York: 100 E. 4th Street, York, NE 68467)

PROJECT DETAILS

Project Title:

Replace Primary and Secondary Wind Cones

Project Description:

The City of York proposes to replace the existing primary and secondary wind cones at York Municipal Airport with new lighted primary wind cone and unlighted secondary wind cone. Both new units will be installed on the existing wind cone foundations. At the existing primary wind cone, the current power supply and conduit has previously been installed. The electrical conduit remain in place and new electrical wire will be installed. At the north secondary wind cone, the unlighted wind cone will be replaced. The project includes removal and disposal of the existing wind cone assemblies, installation of the new lighted assemblies, and electrical connections areas as needed.

Proposed Improvements

- Remove and dispose of the damaged or obsolete primary wind cone assembly.
- Install a new lighted wind cone on the existing primary wind cone foundation.
- Reuse the existing conduit serving the primary wind cone, subject to verification that the existing infrastructure remains serviceable and install new electrical cable.
- Remove and dispose of the existing unlighted north secondary wind cone assembly.
- Install a new unlighted wind cone on the existing north wind cone foundation.
- Complete electrical connections, grounding, testing, commissioning, and minor site restoration required for complete operation.

Project Justification and Additional Information (Safety, Longevity, etc.):

The existing primary wind cone was previously lighted; however, the assembly was blown down during a storm and the lighting has not operated since that event. The existing unit does not have available lighting replacement parts, so the lighting system cannot be restored through routine repair. Replacement is necessary to return the primary wind cone to dependable lighted service.

The existing secondary wind cone near the north end of the airport is not lighted. This area has low ambient lighting, which limits the visibility of the wind cone during nighttime and other low-light operations. Installing a lighted wind cone at this location will provide pilots with a more readily visible wind indicator near the north end of the airfield.

Wind cones provide pilots with immediate visual information regarding surface wind direction and an indication of wind velocity. Dependable visibility of this information supports runway selection, approach and departure planning, and safe aircraft ground and flight operations. Replacing both units in one project will provide consistent, maintainable wind indicators at the airport's existing wind cone locations.

Safety Reliability, and Longevity

The project will restore reliable lighting at the primary wind cone and add lighting to the north wind cone, improving visibility at both locations. This will enhance pilot situational awareness during nighttime and low-light conditions and reduce reliance on a damaged, nonrepairable lighting system. Installation of new maintainable wind cone assemblies and a new power supply to the north location will provide a durable improvement and reduce the likelihood of continued outages caused by obsolete equipment.

The project also makes cost-effective use of existing airport infrastructure. Both existing foundations will remain in use, and the existing conduit at the primary wind cone will be reused where serviceable. This approach limits ground disturbance and directs project funding toward the failed equipment and the new electrical infrastructure needed at the north location.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Safety and Operational Reliability

New lighted wind cones will provide dependable visual wind information at both existing locations. Improved visibility will support safer runway selection, approaches, departures, and ground operations during nighttime and low-light conditions..

Improved Access

Restoring the primary wind cone lighting will improve the usefulness of the airport outside ideal daytime conditions, supporting continued access for business, agricultural, medical, emergency response, public-service, and general aviation users.

Local Infrastructure Preservation

The project replaces damaged and obsolete equipment that cannot be restored with available replacement parts. Reusing existing foundations and serviceable electrical infrastructure preserves prior public investment and reduces unnecessary construction.

Community and Regional Benefits

Reliable airfield visual aids help York Municipal Airport continue serving local residents, businesses, airport tenants, transient pilots, agricultural operators, and emergency service providers. The improvement supports the airport's role as a dependable component of Nebraska's public-use aviation system.

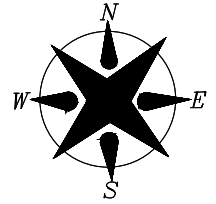
Cost Effectiveness

Completing both wind cone replacements under one project allows similar equipment and installation work to be coordinated efficiently. Reuse of the existing foundations and the primary wind cone power and conduit will further limit project cost and airfield disturbance.

Conclusion

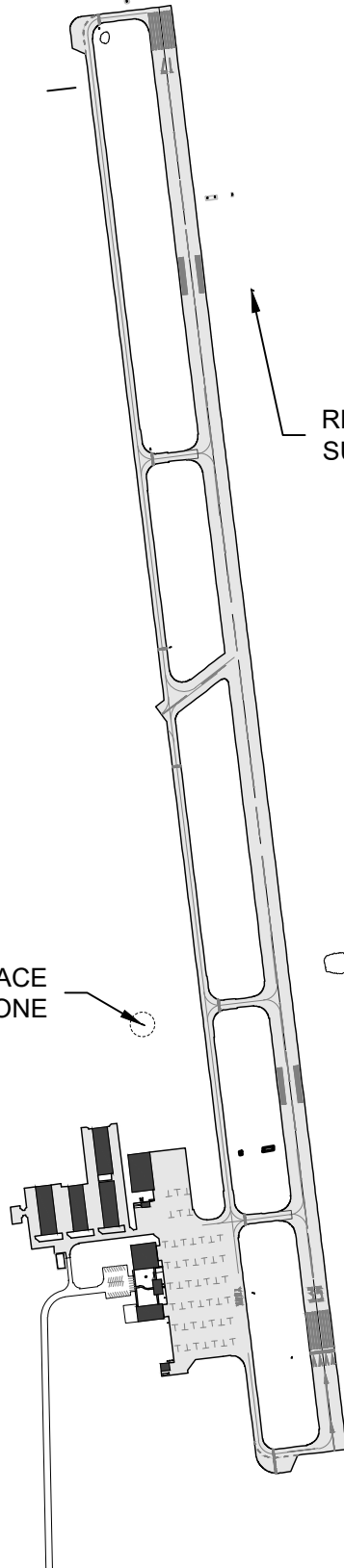
Replacement of the primary and secondary wind cones is a focused airfield safety project that corrects a failed primary lighting system and improves nighttime visibility. The project will provide pilots with dependable visual wind information, replace nonrepairable equipment, and make efficient use of existing foundations and electrical infrastructure. State Aid funding will allow the City of York to complete a practical, cost-effective improvement that strengthens airfield reliability and supports safe use of York Municipal Airport.

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REMOVE AND REPLACE
LIGHTED WIND CONE

REMOVE AND REPLACE
SUPPLEMENTAL WIND CONE



PROJECT NO: -

DRAWN BY: EGW

DATE: 8.25.2026

PROPOSED PROJECT
YORK MUNICIPAL AIRPORT
YORK, NE

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508

olsson.com
TEL 402.474.6311
Olsson - Engineering
Nebraska COA #CA-0638

EXHIBIT

1

ACIP Cost Opinion

For Planning Purposes Only. Not Intended for Construction.

Remove and Replace Wind Cones

York Municipal Airport

York, Nebraska

Unit Costs as of 07/2026. No adjustments for inflation. No contingencies are included, per FAA policy.

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$3,500.00	1	\$3,500.00
2	L-107	L-807 LED Internally Lit Wind Cone	EA	\$14,000.00	1	\$14,000.00
3	L-107	L-807 Non Lighted Wind Cone Removal	EA	\$9,000.00	3	\$27,000.00
4	L-107	Wind Cone Removal	EA	\$1,500.00	2	\$3,000.00
5	L-108	2/c #6 600V Cables with #6 Ground	LF	\$8.00	1,500	\$12,000.00
6	L-109	Vault Work	LS	\$2,500.00	1	\$2,500.00
Total Construction						\$62,000.00
Engineering & Administration						\$21,700.00
Total (Rounded)						\$80,000.00
State (90%)						\$72,000.00
Local (10%)						\$8,000.00