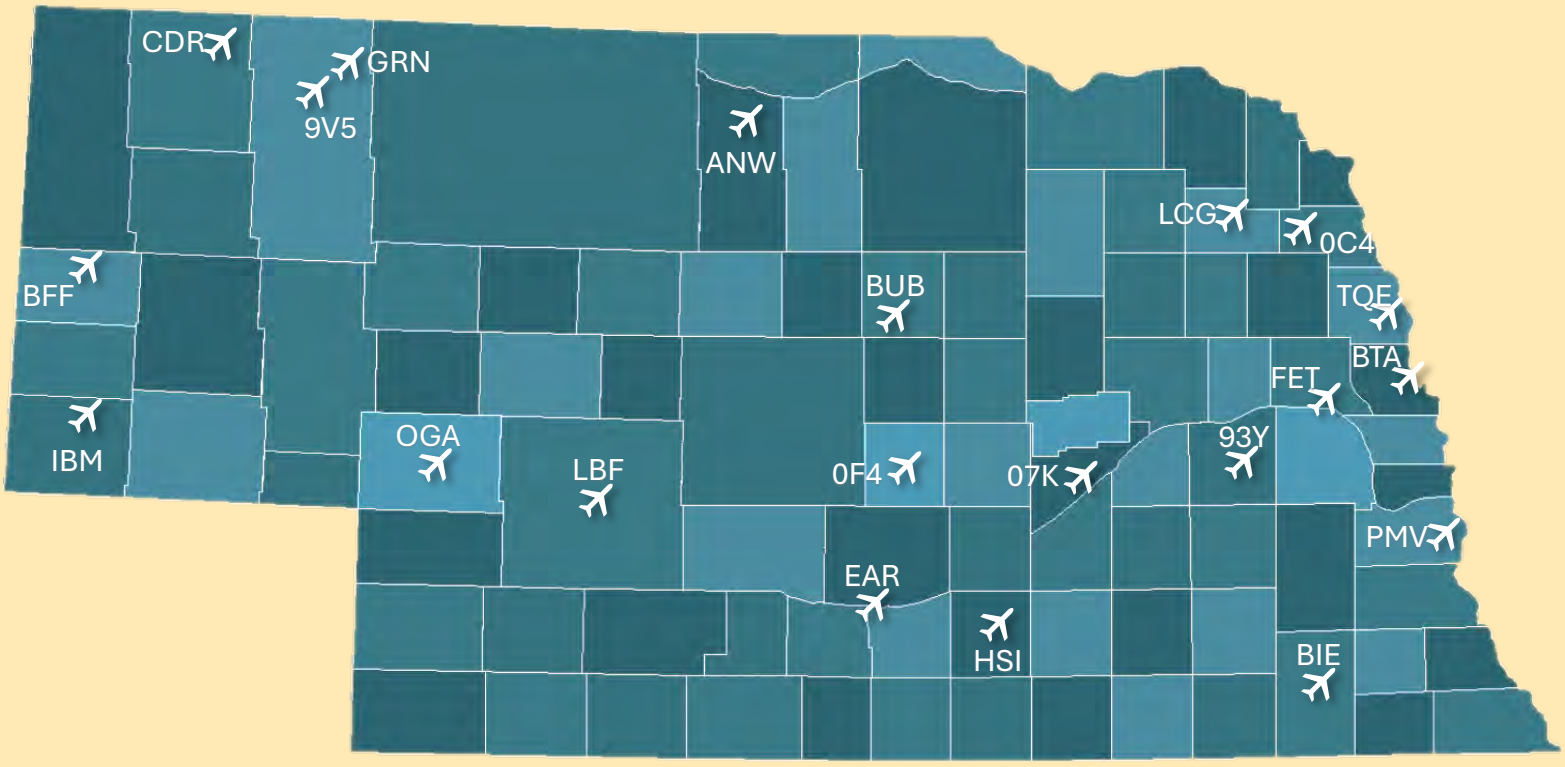
FY26 State Aid Grant Requests (Federal Match)



21 PUBLIC-USE AIRPORTS REQUESTED STATE AID FEDERAL MATCHING GRANTS FOR THEIR FY26 PROJECTS

- Ainsworth (ANW)
- Beatrice (BIE)
- Blair (BTA)
- Burwell (BUB)
- Central City (07K)
- Chadron (CDR)
- David City (93Y)
- Fremont (FET)
- Gordon (GRN)
- Hastings (HSI)
- Kearney (EAR)
- Kimball (IBM)
- Loup City (0F4)
- North Platte (LBF)
- Ogallala (OGA)
- Pender (0C4)
- Plattsmouth (PMV)
- Rushville (9V5)
- Scottsbluff (BFF)
- Tekamah (TQE)
- Wayne (LCG)

NEBRASKA AERONAUTICS COMMISSION

October 24, 2025

FY26 State Aid Project Requests (Matching Grants)

No.	Airport	Scope	Total	State Funding Request
1	Ainsworth	(C03) Runway 17-35, Runway 13-31, Taxiways and Apron Surface Treatment Including Marking Replacement and Crack Repair	$1,602,000.00	$32,040.00
2	Beatrice	(G04 G05) NAVAID Upgrades: PAPI-2L (RW: 18, 36, 14, 32); REIL (RW18)	$808,000.00	$16,160.00
3	Blair	(R02 R03 R04) Runway 13 Extension and County Roads 35/38 Relocations	$8,628,500.00	$100,000.00
4	Burwell	(R04) Rehabilitation of Runway 15/32, Connecting Taxiway, Apron, and Hangar Taxilanes	$670,000.00	$13,400.00
5	Central City	(A01) Apron Expansion	$910,000.00	$18,200.00
6	Chadron	(B05) Construction of Dedicated Snow Removal Equipment Building at Chardon Municipal Airport	$750,000.00	$15,000.00
7	David City	(R05) Runway Rehabilitation	$629,000.00	$12,580.00
8	Fremont	(X03) Reconstruct Portion of Parallel Taxiway and Runway 14 Connecting Taxiway	$3,120,000.00	$62,400.00
9	Gordon	(R03) Runway 4-22 Rehabilitation (Crack Seal, Seal Coat, and New Pavement Markings)	$280,296.00	$5,606.00
10	Hastings	(G05) Airfield Lighting Rehabilitation	$4,649,250.00	$92,985.00
11	Kearney	(A03) Apron and Taxilane Upgrade	$2,310,000.00	$46,200.00
12	Kimball	(A01) Apron and Taxiway Pavement Rehabilitation	$750,000.00	$15,000.00
13	Loup City	(R04) Rehabilitate Runway 16/34, Taxiway, and Apron Pavement	$490,000.00	$9,800.00
14	North Platte	(R04) Rehabilitate Runway 12/30	$1,824,800.00	$36,496.00
15	Ogallala	(R01) Reconstruct Runway 8/26	$8,110,000.00	$100,000.00
16	Pender	(G03) Remove and Replace Runway 15/33 Lighting and PAPIs, and Replace Beacon Fixture	$540,000.00	$10,800.00
17	Plattsmouth	(B05) Construct Snow Removal Equipment (SRE) Building	$710,000.00	$14,200.00

No.	Airport	Scope	Total	State Funding Request
18	Rushville	(G03) Airfield Lighting and Infrastructure Enhancement Project - Replacement of Runway/Taxiway Lights, PAPIs, Beacon, and Construction of Electrical Vault	$1,090,000.00	$21,800.00
19	Scottsbluff	(C05/X04) Seal Coat Runway 5/23, Taxiways and Restripe	$917,500.00	$37,700.00
20	Tekamah	(G05) Replace Beacon Fixture	$69,190.00	$1,383.00
21	Wayne	(R02) Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement	$810,000.00	$16,200.00
		TOTAL REQUESTED FOR MATCH GRANT FUNDING:		**$677,950.00**

Anna Lannin, P.E.
Engineering Division Manager

NDOT DIVISION OF AERONAUTICS PROJECT PRIORITIZATION MATRIX

B	C	D	E	F	G	H	I	J	K	L		
Indicates FAA component	Airport			Project								
Project	Compliance	NPIAS/Non-NPIAS	Airport Code	Purpose	Component	Type	Self-funding (STATE AID ONLY)	Alignment with SASP	Special Considerations	Total	PRIORITY	TYPE (FED MATCH OR STATE AID)
Factor Weight →	**1.5**	**1.0**	**4.0**	**0.7**	**2.0**	**0.7**	**0.7**	**0.8**	**1.0**			
Point Values →	*0-30*	*10 -- 20*	*12--20*	*50-100*	*25-90*	*24-100*	*0-10*	*0-25*	*0-40*			
Beatrice - NAVAID Upgrades: PAPI - 2L (RW 18, 36, 14, 32) REIL (RW 18)	30	10	16	100	90	68		25	20	**181**	1	FM
Burwell - Rehab of RWY 15/23, Connecting Taxiway, Apron and Hangar Taxilanes	30	10	14	70	90	90		25	20	**178**	2	FM
Loup City - Rehabilitate Runway 16/34, Taxiway and Apron Pavement	30	10	14	70	90	90		25	20	**178**	2	FM
Kearney - Apron and Taxilanes Upgrade	30	10	18	70	65	100		25	20	**171**	4	FM
Wayne - Rehabilitate Rwy 18/36, Rwy 5/23, Taxiway A and Apron Pavement	30	10	16	70	90	90		25	10	**170**	5	FM
Hastings - Airfield Lighting Rehabilitation	25	10	16	100	90	62		25	15	**168**	6	FM
Scottsbluff - Seal Coat Runway 5-23 and Restripe; sealcoat taxiways	30	10	18	70	90	90		25	5	**167**	7	FM
North Platte - Rehabilitate Runway 12/30	30	10	18	70	90	90		25	5	**167**	7	FM
Pender - Remove and Replace Runway 15/33 Lighting and PAPIs, Install REILs and Replace Beacon Fixture	30	10	16	100	90	68		25	5	**166**	9	FM
Rushville - Airfield Lighting and Infrastructure Enhancement Project - Replacement of Runway/Taxiway Lights, PAPIs, Beacon and Construction of Electrical Vault	20	10	14	100	90	68		25	20	**164**	10	FM
Ainsworth - Runways, Taxiways and Apron Seal Treatment including crack repair and marking	30	10	16	70	90	90		25	0	**160**	11	FM
Blair - Runway 13 Extension and County Roads 35/38 Relocations	20	10	18	68	90	100		25	10	**158**	12	FM
David City - Seal Runway 14/32	25	10	14	70	90	90		25	5	**155**	13	FM
Ogallala - Reconstruct Runway 08/26	20	10	14	75	90	100		25	5	**150**	14	FM
Central City - Apron Extension	30	10	16	68	65	100		25	0	**149**	15	FM
Kimball - Apron and Taxiway Pavement Rehabilitation	30	10	14	70	70	90		25	0	**148**	16	FM
Gordon - Runway 4/22 Rehab (Crack Seal, Seal Coat, New Pavement Markings)	20	10	14	70	90	90		25	5	**148**	17	FM
Chadron - Construction of Dedicated SRE Building at CDR	30	10	16	68	32	91		25	15	**147**	18	FM
Fremont - Reconstruct Portion of the Parallel Taxiway and Runway 14 Connecting Taxiway	20	10	16	75	70	100		25	0	**138**	19	FM
Tekamah - Replace Beacon Fixtures	30	10	16	100	25	62		25	0	**129**	20	FM
Plattsmouth - Construct Snow Removal Equipment (SRE) Building	20	10	16	68	32	91		25	5	**122**	21	FM

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Ainsworth Regional Airport (ANW)

SCOPE: (C03) Runway 17-35, Runway 13-31, Taxiways and Apron Surface Treatment Including Marking Replacement and Crack Repair

COST ESTIMATE:

Construction:	$1,602,000.00
Engineering:	$0.00
Administration:	$0.00
Total:	$1,602,000.00

DATE OF ESTIMATE: 7-Jul-25

ROUNDED: $1,602,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$32,040	$48,060	$1,521,900	$1,602,000
2%	3%	95%	

PROJECT STATUS

Engineering Agreement signed 8/12/2025. 90% Plans and Specifications due 12/10/2025.

LAST PROJECT

Project No. 3-31-0001-018/019 Hangar and Beacon, project complete and in grant closeout.

AIRPORT FACILITY DATA

Based Aircraft: 9

Critical Aircraft: B-II

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

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/07/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways:	Satisfactory to Good
Taxiways:	Good
Aprons:	Good

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: ANW Ainsworth Regional

Address: 87998 423rd Avenue PO Box 84
Ainsworth, NE 69210

PROJECT DETAILS:

Project Title: Runways, Taxiways and Apron Seal Treatment including crack repair and marking

Project Description:
Runway 17-35, Runway 13-31, Taxiways and Apron Surface Treatment including crack repair and marking replacement.

Project Cost Estimate:	$1,602,000.00	Requested State Funds:	$32,040.00

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
Regular pavement maintenance is vital to the longevity of a pavement surface, a surface treatment combined with joint and crack repair plus marking will provide years of maintenance free use for the airport.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 local infrastructure will benefit for many years to come as a result of this project.

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: 07/07/2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Beatrice Municipal Airport (BIE)

SCOPE: (G04 G05) NAVAID Upgrades: PAPI-2L (RW: 18, 36, 14, 32); REIL (RW18)

COST ESTIMATE: **DATE OF ESTIMATE:** 8/19/2025

Construction:	$653,670.00
Engineering:	$155,000.00
Administration:	$0.00
Total:	$808,670.00

ROUNDED: $808,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$16,160	$24,240	$767,600	$808,000
2%	3%	95%	

PROJECT STATUS

Engineering Agreement will be executed after the 10/20/2025 city council meeting.

LAST PROJECT

Project No. 3-31-0009-023 Construct Fuel Farm, in construction phase.

AIRPORT FACILITY DATA

Based Aircraft: 12

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 18/36: B-II
Runway 14/32: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 3/21/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

- Runways: Good
- Taxiways: Fair to Good
- Aprons: Fair to Satisfactory

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Beatrice Municipal Airport (BIE)

Address: 3301 North 6th Street, Beatrice, NE 68310

PROJECT DETAILS:

Project Title: NAVAID Upgrades: PAPI-2L (RW: 18, 36, 14, 32); REIL (RW 18)

Project Description:
The Beatrice Municipal Airport (BIE) is currently undertaking a NAVAID installation/upgrades project that will install new Precision Approach Path Indicators (PAPI-2L) on all four runway ends (RW 18, RW 36, RW 14, RW 32) and a Runway End Identifier Lights (REIL) on Runway 18.

Project Cost Estimate:	$808,000	Requested State Funds:	$16,160

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
This project represents a major safety and reliability improvement for Beatrice Municipal Airport. Currently, Runways 18, 14, and 32 lack Precision Approach Path Indicators (PAPIs), and the existing PAPI unit on Runway 36 has reached the end of its service life. To address these deficiencies, new L-881 LED PAPI systems will be installed on all four runway ends, significantly enhancing visual guidance for pilots during approach and landing.

Additionally, Runway 18 does not currently have Runway End Identifier Lights (REILs). The installation of new REILs will improve runway end visibility, particularly in low-visibility and inclement weather conditions, further contributing to safer operations.

The project scope includes both engineering and construction costs. Design work will be completed in Fall 2025 by the airport's consultant, Benesch, with a bid opening scheduled for early 2026. Construction is planned for the 2026 season.

Consultant selected for this project: Benesch

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.

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[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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
-Enhances the airport's operational reliability, making it more attractive for business aviation, air medical services, and air mail operations.
-Reduces delays and diversions due to poor visibility, improving cost efficiency for operators.
-Supports long-term economic development by improving infrastructure critical to regional connectivity.
Job Opportunities
-Creates short-term employment opportunities during the design and construction phases, including engineering, electrical, and construction trades.
-Supports ongoing jobs related to airport operations, maintenance, and aviation services by improving safety and reliability.
Local Infrastructure
-Upgrades aging and inadequate airfield NAVAID systems, aligning the airport with current FAA standards/guidance.
-Improves the airport's capacity to support emergency services, medical flights, and agricultural aviation, which are vital to the region.
Tourism Support
-Enhances the airport's ability to safely accommodate general aviation traffic, including recreational and tourism-related flights.
-Supports local tourism by improving access for visitors attending regional events, outdoor recreation, and cultural attractions.
Improved Access
-Provides safer and more reliable access to the airport during low-visibility conditions, benefiting pilots and passengers alike.
-Enhances accessibility for rural communities that rely on the airport for essential services and transportation.
Community Benefits
-Improves safety for all users of the airport, including private pilots and students, and emergency responders.
-Demonstrates a commitment to maintaining and improving public infrastructure, fostering community pride and trust.
Regional Growth
-Strengthens the airport's role in the regional/state system, supporting growth in surrounding communities.
-Positions the airport to better serve future aviation demand, including potential expansion of services and facilities.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Dennis Schmitt

Title: Airport Manager

Email: dschmitt@beatrice.ne.gov

Phone: 402-223-5349

Signature of Authorized Representative:

Date: 8/19/2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

NO.	REVISIONS	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

EXHIBIT

BEATRICE MUNICIPAL AIRPORT (BIE)
BEATRICE, NEBRASKA

RUNWAY 14/32
(4,401.1' x 75')

RUNWAY 18/36
(5,602' x 100')

PAPI-2L

PAPI-2L

PAPI-2L

PAPI-2L

REILs

TW A (SOUTH)

TW B

TW A (NORTH)

TAXIWAY A

TWY C

APRON

Segmented Circle
Windcone

AWOS

Administration Building

Electrical Vault

Airport Ave

Air Park Rd

Commerce St

N

0 200 400 600
HORIZONTAL SCALE IN FEET

benesch
Alfred Benesch & Company
825 M Street - Suite 100
Lincoln, Nebraska 68508
402-479-2200
Job No. - 112133.01

DRAWN BY: MFL | DESIGNED BY: AJB | REVIEWED BY: ---

PROJECT: NAVAIDs

DATE: August 2025

SHEET: 1/EX

DRAWING NO.

Last Saved: 8/16/2025 2:07:28 PM Saved By: ABERNHARDSON Plotted: 8/16/2025 2:26 PM
O:\Office\Aviation\BIE_CIP 2025\2025_BIE RWY 18-36 & RWY 14-32 PAPI & RWY 18 REIL\BIE_RWY 18-36 & RWY 14-32 PAPI & RWY 18 REIL.dwg

PRELIMINARY COST ESTIMATE
(BASED ON OPINION OF PROBABLE COST)
BEATRICE MUNICIPAL AIRPORT (BIE)

Project: RW 18/36 & RWY 14/32 PAPI And RWY 18 REIL

Item	Quant.	Unit	Unit Price	Amount
Site Prep/Mobilization	1	L.S.	$ 30,000.00	$ 30,000.00
Safety Measures	1	L.S.	$ 20,000.00	$ 20,000.00
Staking/Survey	1	L.S.	$ 20,000.00	$ 20,000.00
Remove Existing PAPI-2L	1	EA.	$ 2,500.00	$ 2,500.00
Concrete, Electrical Base	28	EA.	$ 750.00	$ 21,000.00
No. 6 AWG, 600V, L-824, Type C Cable, Installed In Conduit	26,250	L.F.	$ 5.00	$ 131,250.00
No. 6 AWG, Solid, Bare Counterpoise Wire, Installed In Trench, Including Ground Rods & Ground Connectors	8,380	L.F.	$ 4.00	$ 33,520.00
No. 6 AWG, Insulated, Stranded "Green" Equipment Ground, Installed In Conduit	9,450	L.F.	$ 3.00	$ 28,350.00
Non-Encased Electrical Conduit, 1-Way 2 Inch Sch. 40 PVC	7,575	L.F.	$ 15.00	$ 113,625.00
Non-Encased Electrical Conduit, 1-Way 2 Inch HDPE Sch. 80/SDR11 (Push Or Bore)	855	L.F.	$ 35.00	$ 29,925.00
Electrical Handhole, L-867 Size B	24	EA.	$ 1,000.00	$ 24,000.00
Runway 18 PAPI Foundations	1	EA.	$ 7,500.00	$ 7,500.00
Runway 36 PAPI Foundations	1	EA.	$ 7,500.00	$ 7,500.00
Runway 14 PAPI Foundations	1	EA.	$ 7,500.00	$ 7,500.00
Runway 32 PAPI Foundations	1	EA.	$ 7,500.00	$ 7,500.00
L-881(L) Precision Approach Path Indicator (PAPI) (Complete)	4	EA.	$ 30,000.00	$ 120,000.00
Runway 18 REIL Foundations	2	EA.	$ 3,500.00	$ 7,000.00
L-849(L) Runway End Identifier Light (REIL) (Complete)	1	EA.	$ 25,000.00	$ 25,000.00
Electrical Vault Work	1	L.S.	$ 2,500.00	$ 2,500.00
			TOTAL CONSTRUCTION COST:	$ 638,670.00
			FLIGHT CHECK REIMBURSEABLE AGREEMENT:	$ 15,000.00
			ESTIMATED ENG.:	$ 150,000.00
			ADMINISTRATION:	$ 5,000.00
			TOTAL PROJECT COST:	$ 808,670.00
			CALL IT:	$ 808,000.00
			95% Federal:	$ 767,600.00
			5% Local:	$ 40,400.00

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Blair Executive Airport (BTA)

SCOPE: (R02 R03 R04) Runway 13 Extension and County Roads 35/38 Relocations

COST ESTIMATE: **DATE OF ESTIMATE:** 8/19/2025

Construction:	$7,915,000.00
Engineering:	$713,500.00
Administration:	$0.00
Total:	$8,628,500.00

ROUNDED: $8,628,500.00

FUNDS

STATE**	SPONSOR	FEDERAL	TOTAL
$100,000	$331,425	$8,197,075	$8,628,500
~~2%~~	~~3%~~	95%	

**Federal Projects: up to 2% state matching funds ($100,00 max).

PROJECT STATUS

Engineering Agreement signed 5/22/2025. Plans and specifications to be submited prior to 12/31/2025.

LAST PROJECT

Project No. 3-31-0109-25, Runway Extension - Design (Current)

AIRPORT FACILITY DATA

Based Aircraft: 45

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

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

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

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Blair Executive Airport (BTA)

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

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

PROJECT DETAILS:

Project Title: Runway 13 Extension and County Roads 35/38 Relocation

Project Description:
-Runway 13 Extension (1,300' x 100'); overall runway length of 5,500' x 100'.
-Parallel taxiway extension to new Runway 13 end.
-Runway lighting, NAVAIDs, and rehabilitation of the existing pavement.
-County road 35/38 relocation outside of the new Runway Protection Zone (RPZ).
-Utility relocation associated with the county road realignment.

Project Cost Estimate:	$8,626,500.00	Requested State Funds:	$100,000.00 per note 2

Type of request: ☐ State Aid Only Grant ☒ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The existing Runway 13/31 has a length of 4,200' which does not meet the operational requirements for the current and forecasted critical aircraft. To safely accommodate the critical aircraft, a 5,500' runway is recommended; thus a 1,300' extension. New runway lighting to meet FAA standards and NAVAIDs due to the jet traffic anticipated. The extension of the parallel taxiway will allow safe access to the new Runway 13 end and eliminate back-taxiing. Also, to accommodate the runway extension, the existing County Roads 35 and 38 have to be relocated and realigned outside of the new Runway Protection Zone (RPZ) to meet FAA standards. Utility relocations are required to match the new county road alignments.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

This project would allow for an increase of corporate jet traffic in and out of the Airport. The increased traffic will encourage contribution to the local infrastructure and economic growth of the community due to the additional business activity in the area. The increased runway length will also address safety parameters required by the corporate jet insurance companies. Blair Executive Airport is a relief airport to Eppley Airfield in Omaha, this expansion would encourage further connectivity and accessibility to the metro area.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

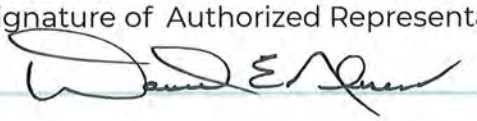
Name: David E. Johnson

Title: Airport Authority Chairman

Email: blairairport@blairnebraska.org

Phone: 402-426-4191

Signature of Authorized Representative:



Date: 08/19/2025

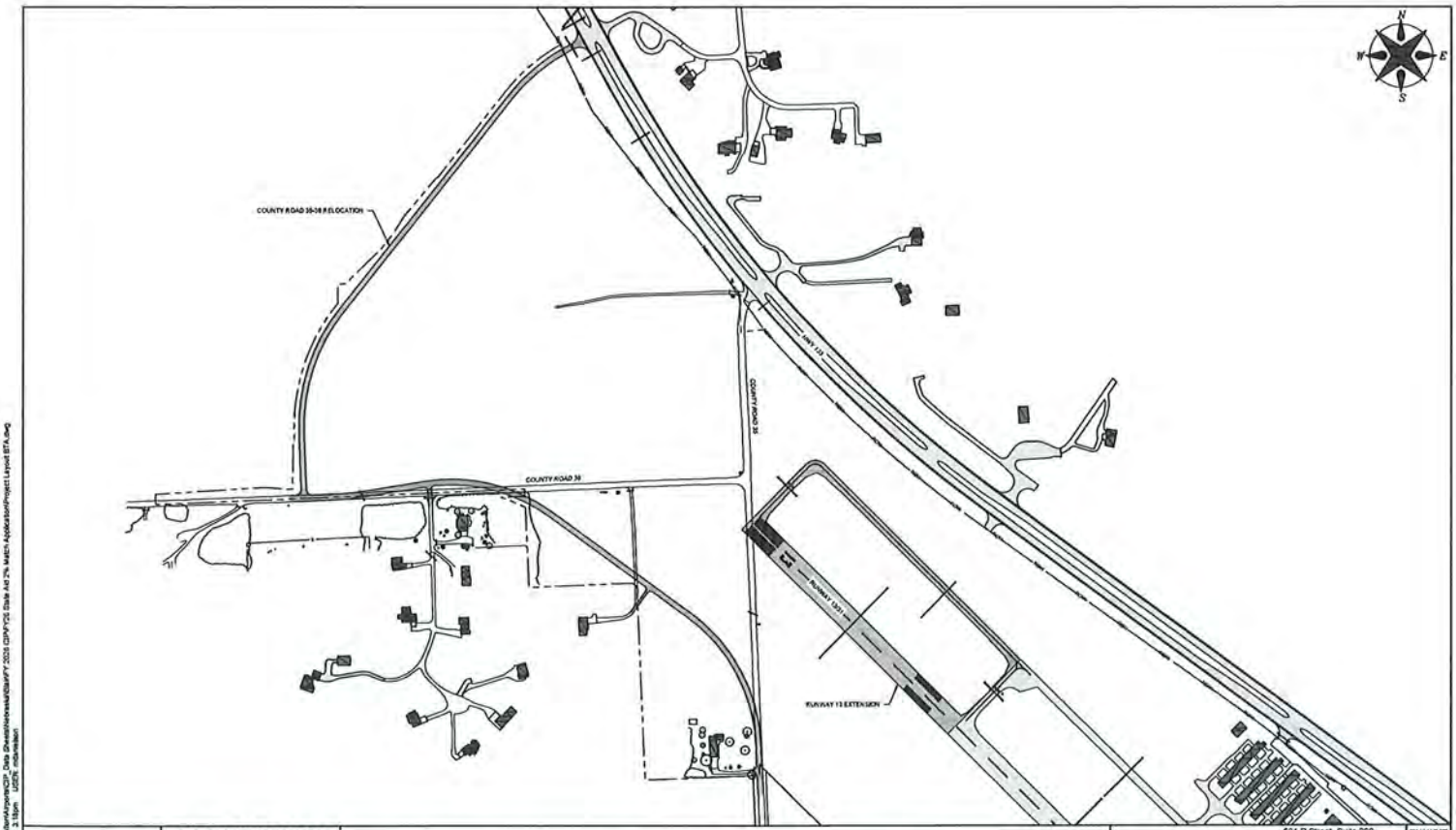
APPLICATION SUBMITTAL:

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: 025-01994 DRAWN BY: MLD DATE: 08.12.2025	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION August 13, 2025 DATE PRINTED OLSSON	RUNWAY 13 EXTENSION AND COUNTY ROAD RELOCATION BLAIR EXECUTIVE AIRPORT	olsson 601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 olsson.com TEL 402.474.6311 Olsson - Engineering Nebraska COA #CA-0635	EXHIBIT 1

DRAFT Engineering Agreements/Amendments		
County Road Relocation		
Bidding		-
Construction	$	195,900.00
Close Out		-
TOTAL	**$**	**195,900.00**
**Bidding and Close Out Phase included within RWY Extension*		
Runway 13 Extension		
Bidding	$	18,300.00
Construction	$	378,300.00
Close Out (Including AGIS As-Built)	$	121,000.00
TOTAL	**$**	**517,600.00**
Construction Costs		
County Road Relocation	$	1,500,000.00
Runway 13 Extension - Grading	$	1,475,000.00
Runway 13 Extension - Paving and Electrical	$	3,840,000.00
Runway 13/31 Rehabilitation	$	400,000.00
Private Utilities Relocation	$	670,000.00
Flight Check	$	30,000.00
TOTAL	**$**	**7,915,000.00**

TOTAL		
Total Construction + DRAFT Agreements	**$**	**8,628,500.00**

RESOLUTION NO. 2025-13

BOARD MEMBER RUMP INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the Blair Executive Airport wishes to apply for State Aid Project funds; and

WHEREAS, the Nebraska Department of Transportation-Division of Aeronautics has an application form for requesting State Aid; and

WHEREAS, the Blair Airport Authority have determined that they wish to pursue state aid funding for fiscal year 2026 for Phase 5 of the Corporate Hangar Area Expansion; and

WHEREAS, the project would allow for an increase in corporate traffic in and out of the Airport; and

WHEREAS, paving would provide access lanes to four corporate hangar lots; and

WHEREAS, this expansion would encourage further connectivity and accessibility to the metro area.

NOW, THEREFORE, BE IT RESOLVED BY THE CHAIRMAN and members of the Airport Authority of the City of Blair, Nebraska:

1. That the Blair Airport Authority approves the fiscal year 2026 NDOT Division of Aeronautics Projects Application for State Aid.
2. Dave Johnson, Blair Executive Airport Authority Chairman, is hereby authorized to sign and submit the application form attached as **EXHIBIT A**.

BOARD MEMBER HUNT MOVED THAT THE RESOLUTION BE ADOPTED, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER JONES. UPON ROLL CALL BOARD MEMBERS HUNT, JOHNSON, JONES, RUMP VOTING "AYE," AND BOARD MEMBERS 0 VOTING "NAY." CHAIRMAN JOHNSON DECLARED THE FOREGOING RESOLUTION PASSED AND ADOPTED THIS 19TH DAY OF AUGUST 2025.

AIRPORT AUTHORITY OF THE CITY
OF BLAIR, NEBRASKA

BY _____
Dave Johnson, Chairman

ATTEST:

_____
Marty Rump, Secretary

(SEAL)

AIRPORT AUTHORITY OF THE CITY OF BLAIR
SEAL
1993
NEBRASKA

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

Marty Rump, hereby certifies that he is the duly elected, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was duly passed and adopted at a regular meeting of the Board members of the Authority held on the 19th day of August 2025.

Marty Rump, Secretary

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Cram Field (BUB)

STATE CLASSIFICATION: Limited

SCOPE: (R04) Rehabilitation of Runway 15/32, Connecting Taxiway, Apron, and Hangar Taxilanes

COST ESTIMATE:

DATE OF ESTIMATE: 13-Jan-25

Construction:	$492,431.25
Engineering:	$172,351.94
Administration:	$0.00
Total:	$664,783.19

ROUNDED: $670,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$13,400	$20,100	$636,500	$670,000
2%	3%	95%	

PROJECT STATUS

Draft Agreement accepted by NDOT and FAA. IFE scheduled to be completed Oct. 20.

LAST PROJECT

Project No. 3-31-0014-011/013/014/015/016/017 3-Bay Hangar, completed project
Project includes FY2026 IIJA funding.

AIRPORT FACILITY DATA

Based Aircraft: 12

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

R04

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Cram Field

Address: Airport Road
Burwell, NE 68823

PROJECT DETAILS:

Project Title: Rehabilitation of Runway 15/23, Connecting Taxiway, Apron and Hangar Taxilanes

Project Description:
See attached.

Project Cost Estimate:	$670,000	Requested State Funds:	$13,400

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):
See attached.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Dale Thomsen

Title: Airport Authority Chairman

Email: bandit@nctc.net

Phone: (308) 730-1102

Signature of Authorized Representative: Dale Thomsen

Date: 8-13-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of 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 2026 Projects

APPLICATANT INFORMATION

Airport: Cram Field

Address: Airport Road, Burwell, NE 68823

PROJECT DETAILS

Project Title:
Rehabilitation of Runway 15/33, Connecting Taxiway, Apron and Hangar Taxilane Pavement

Project Description:
This document provides a detailed project description of the pavement rehabilitation project at Cram Field. The project is designed to extend the useful life of the airfield surface, enhance safety for all users, and ensure continued compliance with FAA standards.

The primary objectives of this rehabilitation project are as follows:

- Restore and preserve pavement structure and function on all specified airfield surfaces.
- Enhance the safety of operations for all airfield users.
- Extend the service life of the airport's infrastructure.
- Ensure compliance with FAA regulations regarding pavement maintenance and airfield marking.
- Improve overall operation and appearance of the pavement.

The project scope includes a series of targeted interventions tailored to the specific conditions and needs of each pavement section:

Resealing of Concrete Joints
Concrete joints are essential for accommodating the expansion and contraction of pavement slabs due to temperature fluctuations and loading stresses. Over time, the sealant within these joints can deteriorate, allowing water, debris, and incompressibles to penetrate, potentially leading to accelerated damage.

The rehabilitation project will involve:

- Cleaning out existing joint material and debris
- Inspection of joint condition
- Application of high-performance elastomeric sealant designed for aviation pavements
- Ensuring proper curing and finish to restore watertight integrity

This process will be completed for all transverse and longitudinal joints within the affected pavement zones, particularly focusing on areas exhibiting signs of existing seal failure.

Crack and Spall Repair

Cracks, when left untreated, can propagate and lead to further pavement deterioration, including spalling—where fragments of concrete break away from the surface, posing safety hazards and compromising structural capacity.

The crack and spall repair operation will include:

- Identifying and mapping all visible cracks and spalled areas through a detailed pavement inspection
- Routing and cleaning cracks to a suitable depth
- Applying approved crack fillers or epoxy-based repair compounds compatible with aviation pavements
- Removing loose spalled concrete and patching areas with high-strength repair mortar
- Finishing repaired surfaces flush with adjacent pavement to ensure smoothness and skid resistance

Special attention will be given to areas with multiple intersecting cracks.

Selective Panel Replacement

In cases where individual pavement panels have sustained damage beyond repair—such as severe cracking, settlement, or loss of structural integrity—selective replacement will be undertaken.

This process involves:

- Saw-cutting and removing damaged concrete panels with precise control to avoid disturbing adjacent pavement
- Preparing subgrade and base materials as required to restore foundational support
- Installing new concrete panels using mixes and reinforcement in accordance with FAA standards and project specifications
- Ensuring proper curing and finishing of new panels to match existing pavement performance characteristics

Panel replacement is limited to those locations where repair methods are deemed insufficient to restore full functionality and is expected to improve overall pavement reliability.

Re-Marking of Runway 15/33, Connecting Taxiway, Apron and Hangar Taxilane

Pavement markings are crucial for airfield safety, providing visual guidance for aircraft movement and compliance with regulatory requirements. Over time, markings may fade, chip, or become obscured due to environmental factors and traffic.

The remarking process will include:

- Removing old or deteriorated markings using environmentally safe methods
- Applying new markings (centerlines, thresholds, taxiway edge lines, hold short lines, apron guidelines, etc.) with FAA-approved paint
- Utilizing reflective and skid-resistant materials to maximize visibility day and night, under varying weather conditions
- Ensuring precise layout and measurement in accordance with airfield operational standards

Pavement marking is essential for safe aircraft movement and supports both day and night operations.

Project Benefits

The overarching objectives and benefits of the rehabilitation project are:

- Safer, smoother operating surfaces for all airport users.
- Reduced long-term maintenance costs by proactively addressing pavement issues before they escalate.
- Improved visual cues for pilots and ground crews, supporting safe and efficient aircraft movement.
- Extended service life of airfield infrastructure, protecting the airport's investment.

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

Rehabilitation of Runway 15/33, Connecting Taxiway, Apron and Hangar Taxilanes

Cram Field, located in Burwell, Nebraska, serves as a vital hub for general aviation, emergency services, agricultural operations, and community connectivity. As with any airfield, the integrity of its concrete pavement is paramount to safe and efficient operations. The rehabilitation of the concrete airfield pavement at Cram Field is not merely an improvement project; it is a necessary investment in safety, longevity, and the sustained economic and operational viability of the field. This document provides a comprehensive justification for undertaking this rehabilitation, covering safety, longevity, cost efficiency, operational impact, and additional benefits.

Safety Considerations

Pavement distresses such as cracks and spalls pose safety risks to aircraft during landing, takeoff, and taxiing operations. Foreign Object Debris (FOD) originating from loose pavement material can damage aircraft tires, engines, and fuselage, increasing the likelihood of accidents. Rehabilitation will restore smooth surfaces, reduce FOD potential, and ensure compliance with FAA safety standards. Rehabilitation will address surface spalling and loose aggregate, failing joint and crack sealant, reducing FOD hazards and protecting aircraft components. Rehabilitation will also include new markings

Extension of Pavement Life

Concrete pavement rehabilitation is not simply a short-term fix; it is a strategic intervention designed to maximize the usable life of the infrastructure. Quality rehabilitation addresses underlying structural deficiencies, restores surface integrity, and provides protective treatments against future weathering and mechanical stresses. For Cram Field, a comprehensive rehabilitation may include:

- Full-depth slab replacement for severely damaged areas
- Crack and joint sealing to prevent water infiltration and subgrade erosion

These measures can significantly extend the pavement's lifespan, reducing the frequency and cost of future repairs and minimizing disruptions to airfield operations.

Preservation of Capital Investment

Airfield pavement represents a significant capital investment for any community. Allowing the pavement to deteriorate unchecked leads to more costly interventions in the future, including potential full reconstruction. Timely rehabilitation is a prudent measure that preserves this investment, demonstrating fiscal responsibility and stewardship of public resources.

Cost Savings Through Preventative Maintenance

Routine maintenance and timely rehabilitation are considerably more cost-effective than deferred maintenance or emergency repairs. The cost of repairing isolated failures and conducting frequent patching can quickly exceed the cost of a planned, systematic rehabilitation. Additionally, well-maintained pavement reduces wear and tear on aircraft, further saving costs for operators and users.

Operational Benefits

Unscheduled repairs and pavement failures often lead to temporary closures or operational restrictions. These disruptions can inconvenience users and reduce the field's reliability. A planned rehabilitation can be scheduled to minimize impact, with clear communication with stakeholders and phased work to ensure continued access.

Conclusion

The rehabilitation of pavement at Cram Field is a critical investment in the facility's safety, functionality, and future viability. By addressing current deficiencies, enhancing safety features, and ensuring the longevity and sustainability of the infrastructure, the project will support the airport's role as a regional asset for decades to come. The improvements will foster economic growth, bolster emergency and agricultural operations, and provide a safe and dependable environment for all who rely on the airport's services.

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 rehabilitation of the concrete airfield pavement at Cram Field in Burwell, Nebraska, represents a strategic investment in the future of the town and the broader region. As a key transportation asset in rural Nebraska, Cram Field serves a variety of stakeholders, including local businesses, agricultural producers, medical services, tourists, and the residential community. Improvements to the airfield's pavement will yield significant benefits across economic, social, and infrastructural dimensions, catalyzing growth and enhancing the quality of life in Burwell and its surrounding areas.

Economic Benefits

A well-maintained airfield is a foundational element for economic vitality in rural communities. The rehabilitation of Cram Field's pavement will bolster local and regional prosperity in several direct and indirect ways:

- Business Attraction and Retention: Enhanced airfield facilities make Burwell more attractive to entrepreneurs and business owners, especially those whose operations require or benefit from access to air transportation. Improved infrastructure serves as a signal that the community values investment and is positioned for growth.
- Support for Local Agriculture: Agriculture is central to Burwell's economy, and airfields play a vital role in modern farming, including crop spraying, aerial surveying, and rapid transportation of agricultural goods. Reliable pavement ensures safe, efficient operations, minimizing downtime and reducing costs for producers.
- Stimulating Ancillary Businesses: The presence of a high-quality airfield supports a network of service providers, from fuel suppliers and maintenance crews to hospitality and tourism-related enterprises. As activity at the airfield increases, so too does the demand for these goods and services, creating a ripple effect throughout the local economy.
- Long-Term Economic Stability: Infrastructure investments such as pavement rehabilitation are typically long-lived, providing economic returns for decades. They help buffer the local economy against downturns by facilitating diverse revenue streams and creating conditions conducive to sustained growth.

Job Opportunities

The rehabilitation project at Cram Field will generate employment both in the short term and the long term:

- Construction and Engineering Jobs: The immediate effect of pavement rehabilitation is the creation of jobs associated with planning, engineering, materials supply, and

construction. These positions support local workers and contractors and inject wages into the community.
- Indirect Employment: Improved airfield access can also facilitate job growth in sectors that rely on air transportation, such as tourism, agriculture, and emergency services. Businesses may be more likely to expand or relocate to Burwell, knowing the transportation infrastructure supports their operations.

Local Infrastructure

Investing in Cram Field's pavement rehabilitation is an investment in the broader infrastructure network of Burwell and Garfield County:

- Transportation Connectivity: Upgraded pavement improves the reliability and safety of airfield operations, ensuring that Cram Field remains a viable link in the chain of regional transportation. This supports local mobility, enhances logistics, and helps integrate Burwell into state and national aviation networks.
- Emergency Services Support: Airfields are essential for rapid emergency response. Whether for medical airlift, disaster relief, or firefighting, well-maintained pavement enables fast, reliable access for both fixed-wing aircraft and helicopters.
- Community Resilience: Robust infrastructure helps communities' weather natural disasters and other disruptions. A rehabilitated airfield provides an added layer of preparedness, ensuring that Burwell remains accessible in times of need.

Tourism Support

Tourism is a growing sector in rural Nebraska, with Burwell serving as a gateway to local attractions such as the Calamus Reservoir and the annual Nebraska's Big Rodeo. The condition of Cram Field's pavement impacts the experience of visiting pilots and tourists:

- Visitor Safety and Comfort: Reliable pavement ensures the safety of arriving and departing aircraft, reducing risks for visitors and encouraging more frequent travel.
- Access to Local Events: Large-scale events like rodeos, fishing tournaments, and fairs draw visitors from across the region and the nation. Airfield access enables participants and spectators to reach Burwell quickly and conveniently, boosting event attendance and associated spending.
- Growth in Hospitality Sector: As tourism increases, demand for restaurants, hotels, and retail establishments rises. A modernized airfield supports this growth by making Burwell a more accessible destination for leisure and business travelers.

Improved Access

Pavement rehabilitation will enhance access for a broad range of users, reinforcing the airport's role as a vital link in the regional transportation network:

- Emergency Services: Air ambulance flights, disaster response teams, and law enforcement agencies rely on reliable runways. The improved infrastructure ensures uninterrupted service when minutes matter.

- Medical and Educational Access: Patients from rural areas, medical professionals, and visiting educators can travel more efficiently, facilitating improved health care and education outcomes in region.
- Business and Personal Travel: With a smoother, safer airfield, local businesses and individuals will benefit from reduced delays, enhanced safety, and greater flexibility in travel options.
- Reduce Isolation: Rural communities often struggle with isolation. Enhanced air access connects Burwell to larger urban centers, fostering cultural exchange and broadening horizons for residents.

Community Benefits

At its heart, the rehabilitation of Cram Field's pavement is about strengthening Burwell's social fabric and improving life for its residents:

- Enhanced Quality of Life: Infrastructure investments foster pride and optimism, encouraging residents to stay, invest, and build families in Burwell.
- Educational Opportunities: Aviation programs and STEM education initiatives often rely on local airfields to inspire young people.
- Community Cohesion: Airfields are gathering places, hosting fly-ins, air shows, and other events that bring people together. A rehabilitated facility enhances these opportunities, promoting social connections and shared experiences.

Regional Growth

Cram Field is more than a local amenity; it is a regional asset that supports broader economic and social development:

- Strengthening Regional Networks: By improving connectivity, Cram Field helps integrate Burwell into state and interstate transportation and commerce flows. This fosters partnerships, attracts investment, and enables regional planning for growth and sustainability.
- Promoting Long-Term Sustainability: Investments in infrastructure support population retention and expansion, helping to counteract rural depopulation and ensuring that Burwell remains a vibrant, viable community for generations to come.

Conclusion

The rehabilitation of the airfield pavement at Cram Field in Burwell, NE, is a transformative project with far-reaching impacts. From direct economic gains and job creation to improvements in community connectivity and regional resilience, this investment lays the groundwork for a prosperous future. With enhanced infrastructure, Burwell can continue to support its residents, attract new opportunities, and play a dynamic role in the growth of north-central Nebraska.

FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Cram Field, BUB, Burwell, Nebraska		
AIP Project Type:	Pavement Rehabilitation		
Local Priority:	1 - Very High	**Federal Share:**	$ 603,000.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 67,000.00
		Total Project Cost:	$ 670,000.00

Project Description: Pavement Rehabilitation.
Justification: Research shows periodic pavement maintenance improves the life expectancy of pavement. Project will consist of joint reseal, crack/spall repair, selective panel replacement, and marking.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4e FAA Order 1050.1F.
Pavement Project PCI Score: PCI scores are unknown at this time.
Pavement Project Dimensions: Runway 15/33 is 3,900' x 60'.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
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 pavement 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 Burwell.

SPONSOR SIGNATURE BLOCK

Signature:	Dale Thomsen	**Date:**	1-13-2025
Printed Name:	Dale Thomsen	**Title:**	Airport Authority Chairman
Phone Number:	(308) 730-1102	**Email:**	bandit@nctc.net

ACIP Cost Estimate

Rehabilitate Pavment

Cram Field
Burwell, Nebraska

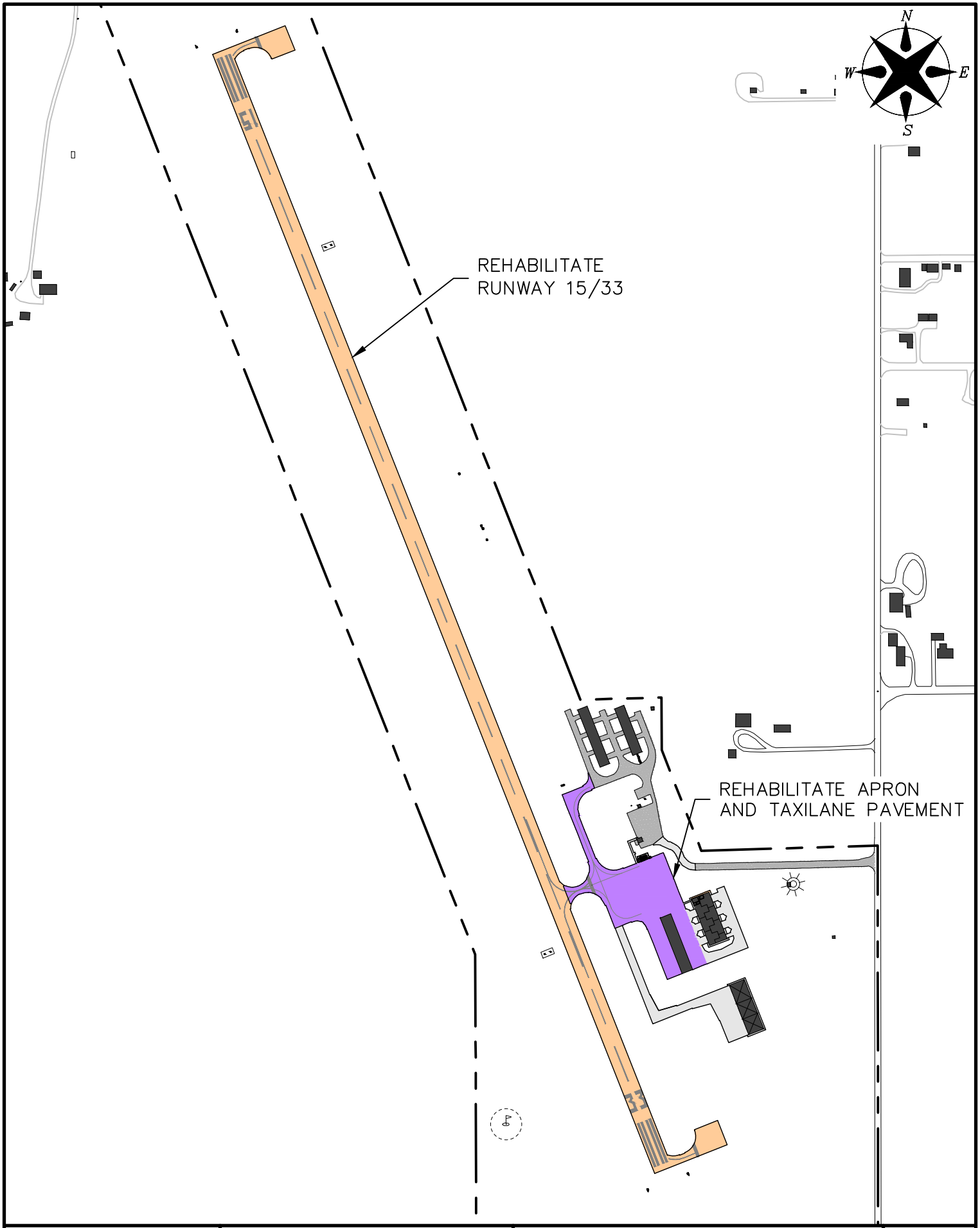
January, 2023

					Runway 15/33		Taxiway, Apron, and Taxilanes	
Item No.	**Spec**	**Description**	**Unit**	**Unit Pice**	**Quantity**	**Total Amount**	**Quantity**	**Total Amount**
1	C-100	Contractor Quality Control Program (CQCP)	LS	Varies	1	$10,000.00	1	$5,000.00
2	C-105	Mobilization	LS	Varies	1	$32,000.00	1	$13,000.00
3	P-101	Concrete Pavement Removal	SY	$ 20.00	275	$5,500.00	200	$4,000.00
4	P-101	Marking Removal	SF	$ 1.75	18,469	$32,320.75	5,096	$8,918.00
5	P-101	Concrete Spall Repair	SF	$ 200.00	100	$20,000.00	75	$15,000.00
6	P-208	6" Aggregate Base Course	SY	$ 15.00	275	$4,125.00	200	$3,000.00
7	P-501	Concrete Mix Design	LS	$ 15,000.00	1	$15,000.00	0	$0.00
8	P-501	6" Concrete Pavement	SY	$ 100.00	275	$27,500.00	200	$20,000.00
9	P-605	Joint Sealing Filler	LF	$ 2.00	58,081	$116,162.00	21,874	$43,748.00
10	P-605	Crack Sealing Filler	LF	$ 10.00	500	$5,000.00	300	$3,000.00
11	P-620	Marking with Reflective Media	SF	$ 2.50	13,097	$32,742.50	1,714	$4,285.00
12	P-620	Marking w/o Reflective Media	SF	$ 2.00	5,372	$10,744.00	3,382	$6,764.00
13	P-620	Temporary Marking	SF	$ 2.00	13,097	$26,194.00	1,714	$3,428.00
14	Olsson 100	Construction Layout and Stakes	LS	Varies	1	$7,500.00	1	$5,000.00
15	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	$7,500.00	1	$5,000.00

** Assumes all work is completed as one project*

Total Construction	**$352,288.25**	**$140,143.00**
Engineering & Administration*	**$123,300.89**	**$49,050.05**
Total (Rounded)	**$480,000.00**	**$190,000.00**
Federal (90%)	**$432,000.00**	**$171,000.00**
Local (10%)	**$48,000.00**	**$19,000.00**

GRAND TOTAL	**$670,000.00**
Federal (90%)	**$603,000.00**
Local (10%)	**$67,000.00**



PROJECT NO: -	PROPOSED PROJECT CRAM FIELD BURWELL, NE	olsson	EXHIBIT
DRAWN BY: JDB		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	1
DATE: 1/2023			

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Central City Municipal Airport (07K)

SCOPE: (A01) Apron Expansion

COST ESTIMATE:

Construction:	$700,325.00
Engineering:	$210,099.50
Administration:	$0.00
Total:	$910,424.50

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $910,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$18,200	$27,300	$864,500	$910,000
2%	3%	95%	

PROJECT STATUS

City and Olsson currently negotiating the engineering agreement. Target completion of Oct. 22.

LAST PROJECT

Project No. 3-31-0016-011/012-2025 Pavement Rehabilitation, in construction phase.

AIRPORT FACILITY DATA

Based Aircraft: 21

Runway Design Code (RDC): Runway 16/34: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/21/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways: Good
Taxiways: Good
Aprons: Good

A01

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Central City Municipal Airport - Larry Reineke Field, 07K

Address: 1346 Ormsby RD

Central City, Nebraska

PROJECT DETAILS:

Project Title: Apron Extension

Project Description:
Provide Apron Expansion for the airport. Airport currently does not have any official tie down locations. This project would provide a designated area for aircraft to park at the field.

Project Cost Estimate:	$910,000	Requested State Funds:	$18,200

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The airport currently does not have any official tie down locations. This project would provide a designated area for aircraft to park at the field, providing safer conditions on the field.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

This project is utilizing IIJA & NPE funds to complete the project. Some of these funds will expire if they are not utilized. By adding in the apron area, there will now be locations for itinerant aircraft to park on the field.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Chris Anderson

Title: City Administrator

Email: chris@cc-ne.com

Phone: 308.946.3806

Signature of Authorized Representative:

Date: 8-28-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FEDERAL AVIATION ADMINISTRATION

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

CIP DATA SHEET

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Central City Municipal Airport, 07K, Central City, Nebraska		
AIP Project Type:	Apron Expansion		
Local Priority:	1 - Very High	**Federal Share:**	$ 864,500.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 45,500.00
		Total Project Cost:	$ 910,000.00

Project Description: Apron Expansion.
Justification: The airport currently does not have any indicated aircraft parking areas, this project will provide approximately 4,800 SY of paving with 1,600 SY of parking area. Proposed area in within limits of apron sizing calculation form.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4e FAA Order 1050.1F.
Pavement Project PCI Score: Not Applicable.
Pavement Project Dimensions: Apron Expansion (Approx: 200' x 220').
Pavement Project Apron Calculations: See Attached Apron Sizing Form.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
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: Not Applicable.
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 Central City.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	8-28-2025
Printed Name:	Chris Anderson	**Title:**	City Administrator
Phone Number:	308.946.3806	**Email:**	chris@cc-ne.com

ACIP Cost Estimate

Apron Expansion

Central City Municipal Airport
Central City, Nebraska

August, 2025

					Proposed FY 26 Apron Expansion		Future Apron Expansion	
Item No.	Spec	Description	Unit	Unit Price*	Quantity	Total Amount	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)*	LS	varies	1	$25,000.00	1	$25,000.00
2	C-102	Temporary Seeding and Mulching	AC	$3,000.00	1	$3,000.00	0.5	$1,500.00
3	C-102	Installation and Removal of Silt Fence	LF	$5.00	550	$2,750.00	550	$2,750.00
4	C-102	Erosion Control Blanket	SY	$5.00	450	$2,250.00	375	$1,875.00
5	C-105	Mobilization*	LS	varies	1	$64,000.00	1	$39,000.00
6	P-101	Gravel Road Removal	SY	$5.00	1,900	$9,500.00		$0.00
7	P-101	Concrete Pavement Removal	SY	$10.00	220	$2,200.00		$0.00
8	P-152	Unclassified Excavation	CY	$15.00	3,392	$50,880.00	2,049	$30,740.00
9	P-152	Muck Excavation	CY	$25.00	250	$6,250.00	250	$6,250.00
10	Olsson-200	6" Aggregate Base Course	SY	$15.00	5,088	$76,320.00	3,074	$46,110.00
11	P-501	Concrete Mix Design	LS	$25,000.00	1	$25,000.00	1	$25,000.00
12	P-501	6" Concrete Pavement	SY	$80.00	4,800	$384,000.00	2,900	$232,000.00
13	P-501	Tie-down Anchor	EA	$350.00	15	$5,250.00		$0.00
14	P-620	Marking with Reflective Media	SF	$6.00	225	$1,350.00		$0.00
15	P-620	Marking w/o Reflective Media	SF	$4.00	450	$1,800.00		$0.00
16	P-620	Temporary Marking	SF	$4.00	225	$900.00		$0.00
17	F-160	Barbed Wire Fence Removal	LF	$5.00	310	$1,550.00		$0.00
18	F-160	Gate Removal	EA	$250.00	1	$250.00		$0.00
19	F-160	Barbed Wire Fence	LF	$10.00	325	$3,250.00		$0.00
20	F-161	Tubular Gate	EA	$5,000.00	1	$5,000.00		$0.00
21	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	$4.00	1,600	$6,400.00		$0.00
22	L-108	2/c #6 600V Cables with #8 Ground	LF	$8.00	400	$3,200.00		$0.00
23	L-108	No. 6 AWG Solid Bare Copper Counterpoise Wire, Installed Above Duct Bank or Conduit, Including Connections/Terminations	LF	$4.00	275	$1,100.00		$0.00
24	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	$15.00	275	$4,125.00		$0.00
25	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	$40.00	75	$3,000.00		$0.00
26	L-115	Electrical Junction Structure (Group of 3)	EA	$2,000.00	1	$2,000.00		$0.00
27	T-901	Seeding	AC	$3,000.00	1	$3,000.00	0.5	$1,500.00
28	T-908	Mulching	AC	$2,000.00	1	$2,000.00	0.5	$1,000.00
29	Olsson 100	Construction Layout and Stakes*	LS	varies	1	$2,500.00	1	$10,000.00
30	Olsson 101	Temporary Safety and Phasing Procedures*	LS	varies	1	$2,500.00	1	$5,000.00
				Total Construction		**$700,325.00**		**$427,725.00**
				Engineering & Administration*		**$210,097.50**		**$128,317.50**
				Total (Rounded)		**$910,000.00**		**$560,000.00**
				Federal (95%)		**$864,500.00**		**$532,000.00**
				Local (5%)		**$45,500.00**		**$28,000.00**

GRAND TOTAL	**$1,470,000**
Federal (95%)	**$1,396,500**
Local (5%)	**$73,500**

Apron Size Calculations for Transient Aircraft

Airport	Central City Municipal Airport
Location	Central City, Nebraska

Existing Apron # square yards → 0

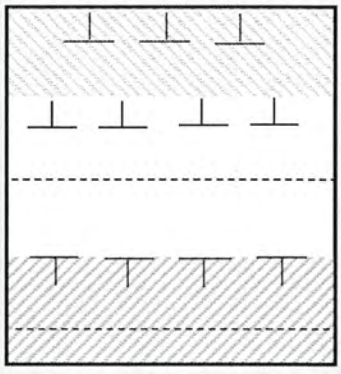
You can calculate size of apron based upon total annual ops using extrapolation methods from TFMCS data or actual airport records. In absence of this, you may develop an estimate of annual operations based upon number of validated based aircraft.

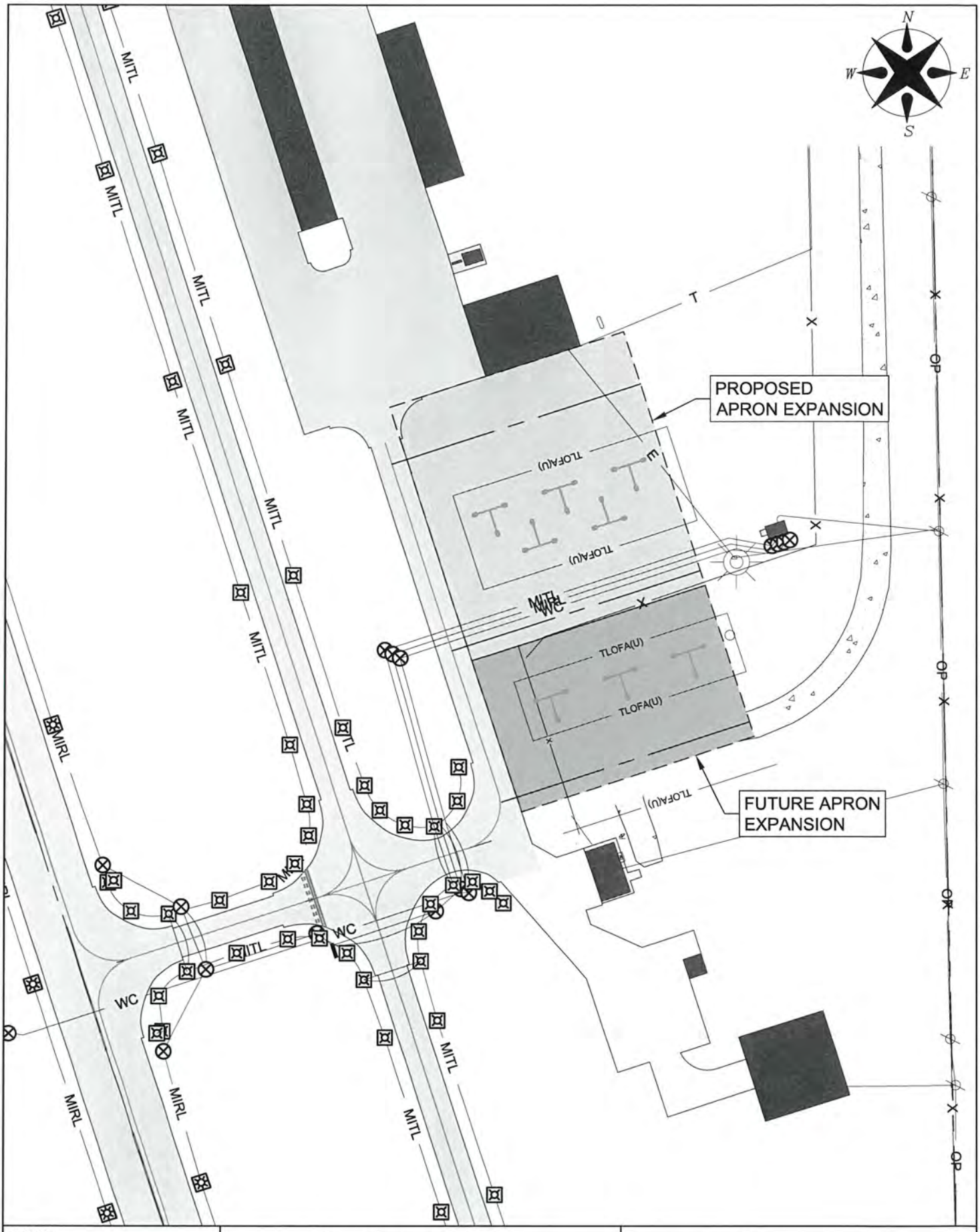
	Based Aircraft	OR	Total Annual Ops
1. Calculate the total annual operations			
Enter number of based aircraft →	20		
Enter number of operations per aircraft [1] →	250		
Total Annual Operations →	5,000		5000
2. Busiest Month (% of Annual Ops) [2]			
Enter % of Annual Ops that occur in busiest month →	20		
Busiest Month Operations →	1,000		1000
3. Busiest Day (10%>Avg Day)			
Enter Busiest Month (e.g. August) →	Aug		
Avg Day Busy Month →	32		32
Busiest Day 10% > avg. day →	35		35
4. # Itinerant Aircraft			
Enter % of Itinerant Operations [3] →	50		
# Itinerant Aircraft operations →	18		18
# Itinerant Aircraft Landing Operations →	9		9
Enter % of Itinerant Operations on ground →	50		
# Itinerant AC on ground (assume 50%) →	4.44		4.44
Enter % ADG I Itinerant on ground [4] →	50		2.22
Enter % ADG II Itinerant on ground [4] →	50		2.22
5. Apron area			
# square yards per ADG I aircraft [5] →	960		
ADG I Apron Area (sq yds) →	2,129		2,129
# square yards per ADG II aircraft [5] →	1385		
ADG II Apron Area (sq yds) →	3,072		3,072
Total Apron Area (sq yds) →	5,201		5,201
6. Planned Apron (10%>)			
# square yards →	5,721		5,721
7. Planned minus Existing (Net area)			
# square yards →	5,721		5,721

NOTES:

1. Ops/Based Aircraft: Basic GA-250, Local GA-350, Regional-450, Busy Reliever-750
2. Calculate from TFMSC data. In abscense of TFMSC data, amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Calculate from TFMSC data. Assume 50% of operations itinerant if no records.
4. Calculate from TFMSC data. In abscense of TFMSC data or airport records, assume 50% ADG I and 50% ADG II.
5. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.

Apron Area	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Group I	360	755	960
Group II	490	1,075	1,385





AIP No. Project No. Date: 02/13/2025	PROPOSED PROJECT CENTRAL CITY MUNICIPAL AIRPORT	olsson®

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Chadron Municipal Airport (CDR)

SCOPE: (B05) Construction of Dedicated Snow Removal Equipment Building at Chadron Municipal Airport

COST ESTIMATE:

Construction:	$563,445.00
Engineering:	$183,119.63
Administration:	$0.00
Total:	$746,564.63

DATE OF ESTIMATE: 25-Oct-25

ROUNDED: $750,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$15,000	$22,500	$712,500	$750,000
2%	3%	95%	

PROJECT STATUS

Currently working on the space utilization plan.

LAST PROJECT

Project No. 3-31-0017-021-2024 SRE Equipment, grant closed.

AIRPORT FACILITY DATA

Based Aircraft: 12

Critical Aircraft: B-II

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

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/10/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

- Runways: Satisfactory to Good
- Taxiways: Good
- Aprons: Poor to Good

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Chadron

Address: 90 Airport Rd
Chadron, NE 69337

PROJECT DETAILS:

Project Title: Construction of Dedicated Snow Removal Equipment Building at Chadron Municipal Airport

Project Description:
See Attached.

Project Cost Estimate:	$750,000	Requested State Funds:	$15,000

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):
See Attached.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tom Menke

Title: Airport Manager

Email: manager@chadron-nebraska.com

Phone: (308) 432-0506

Signature of Authorized Representative:

Date: 8-25-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of 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 2026 Projects

APPLICATANT INFORMATION

Airport: Chadron Municipal Airport

Address: 90 Airport Rd, Chadron, NE 69337

PROJECT DETAILS

Project Title:
Construction of Dedicated Snow Removal Equipment Building at Chadron Municipal Airport

Project Description:
This grant application proposes the construction of a specialized building to house and maintain snow removal equipment at the Chadron Municipal Airport, located in Chadron, Nebraska. The new facility will be designed to accommodate existing snow removal vehicles and related maintenance tools, providing a secure, climate-controlled, and well-organized environment tailored to the rigorous demands of airport operations in the region's challenging winter conditions.

The building will be constructed having a total of 4 bays. Of the 4 bays, one of the four bays will be designated as a wash bay. The building will also include an operational area or snow desk area to be used for the operational planning of snow removal operations. This space will include a supervisor's office and restroom facility. The building will also provide a space for parts storage. Additionally, the facility will include safety features such as proper ventilation, and secure access points. The site will be strategically located within the airport grounds for optimal access during winter storms, ensuring that snow removal operations can be conducted efficiently and promptly.

This project aligns federal FAA and local priorities for airport safety, operational reliability, and community support.

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

Maintaining Essential Air Service Operations and Airport Operations

The Chadron Municipal Airport serves as a critical link for the region, supporting not only general aviation but also providing Essential Air Service (EAS) that connects the community to broader transportation networks. In a region characterized by severe winters and frequent snowfall, timely and effective snow removal is indispensable for maintaining airport operations, ensuring the safety of travelers, and supporting economic activity year-round. This document provides a comprehensive justification for the construction of a dedicated snow removal equipment (SRE) building at Chadron Municipal Airport, with a focus on the benefits of centralized storage, equipment longevity, operational efficiency, and enhanced safety.

A dedicated snow removal equipment building will address these operational shortcomings by:

Centralization and Protection of Snow Removal Equipment

- Consolidated Storage: Currently, snow removal equipment at Chadron Municipal Airport may be dispersed among various locations or exposed to the elements. Centralizing these assets in a single, purpose-built facility will streamline operations, reduce the time required for deployment, and minimize confusion during emergency situations. Personnel will benefit from improved accessibility, enabling a rapid response when winter weather strikes.
- Asset Security: Storing all snow removal equipment in one secure building will enhance protection against theft, vandalism, and unintended damage. Improved inventory control and oversight will also reduce the risk of misplaced or neglected equipment, ensuring that all assets are accounted for and maintained appropriately.

Extending Equipment Lifespan Through Proper Storage

- Protection from Harsh Elements: Exposure to snow, ice, freezing temperatures, and moisture can prematurely wear down vehicle components, hydraulic systems, and sensitive electronics. A dedicated building will shield equipment from these conditions, significantly reducing rust, corrosion, and mechanical degradation. This protection also includes protection from the sun, which deteriorates hoses, tires and other items that are susceptible damage from UV exposure.
- Protection from Rodent Damage: Buildings provide a controlled environment that can be monitored and maintained to deter rodents. The walls, floors, and ceilings of a building act as a physical barrier that prevents rodents from accessing the equipment. The building can also be equipped with rodent deterrents to further protect the equipment from potential damage.
- Maintenance Efficiency: Indoor storage facilitates regular cleaning, preventive maintenance, and inspections. Personnel can perform routine checks in a controlled environment, addressing minor issues before they escalate and ensuring that machinery remains in optimal condition.
- Cost Savings: By extending the functional lifespan of snow removal equipment, the airport will realize substantial savings on repair and replacement costs. Investments in protective infrastructure yield long-term dividends, reducing the need for frequent capital expenditures and allowing funds to be allocated to other critical areas.

Provision of Heated Space for Rapid Deployment

- Immediate Readiness: Sub-zero nighttime temperatures can render equipment inoperable, delay startup times, and complicate pre-use inspections. A heated facility ensures that vehicles and machinery are maintained at an optimal temperature, ready for immediate use at the onset of a snow event.
- Improved Worker Safety and Comfort: Maintenance crews and operators benefit from a heated workspace, reducing exposure to cold-related health risks and improving morale during long shifts. Comfortable working conditions facilitate thorough preparation and inspection, minimizing the risk of oversight due to hurried or distracted work in inhospitable weather.
- Reduced Mechanical Failures: Cold starts stress engines and hydraulic systems, increasing the likelihood of breakdowns. Keeping equipment in a heated environment reduces wear-and-tear associated with freezing conditions, enabling more reliable performance when it matters most.

Enhancement of Snow Removal Operations

- Operational Efficiency: The ability to mobilize snow removal equipment quickly and consistently is essential to maintaining safe runways, taxiways, and aprons. A dedicated building allows for strategic organization of equipment, clear staging areas, and unobstructed access, ensuring that response times are minimized.
- Reduced Downtime: Efficient snow removal minimizes operational disruptions, reduces delays for commercial flights, and enhances the reliability of essential air services. Timely clearing of runways allows for scheduled arrivals and departures, supporting passenger satisfaction and the airport's reputation for dependable service.
- Compliance and Safety: Regulatory requirements mandate that airports maintain operational runways during winter weather to avoid cancellations and ensure safety. A well-organized snow removal program, supported by appropriate infrastructure, helps Chadron Municipal Airport meet these standards.

Support for Essential Air Service Operations

- Regional Connectivity: Essential Air Service (EAS) flights provide critical links for rural communities, facilitating access to medical care, business opportunities, and government services. Maintaining reliable air service is especially important during winter months when ground transportation may be compromised.
- Economic Impact: Delays or cancellations resulting from inadequate snow removal can have cascading effects on the local economy, from missed business engagements to disrupted supply chains. Ensuring that equipment is properly stored, maintained, and ready for rapid deployment preserves Chadron’s economic lifeline and enhances regional resilience.
- Emergency Response: In times of crisis, the airport may serve as a staging area for disaster relief, medevac flights, and supply distribution. Reliable snow removal capabilities, supported by appropriate infrastructure, ensure that the airport remains accessible and operational under adverse conditions.

Safety

Safety is paramount in all airport operations. The proposed SRE building enhances safety in several ways:

- Reduced Risk of Slips and Falls: Staff can access and service equipment indoors, decreasing the likelihood of injuries from icy surfaces or exposure.
- Hazard Mitigation: Centralized indoor storage reduces the risk of vandalism, theft, or inadvertent damage from weather incidents.
- Environmental Safety: Any spills or leaks can be better contained and managed within a purpose-built facility, minimizing environmental impact and regulatory penalties.

Longevity

As previously discussed, longevity is a direct result of the shelter and protection afforded by a dedicated building. Not only are the machines preserved, but the airport is also able to extend the useful life of its entire snow removal fleet, ultimately lowering the long-term cost of ownership and capital replacement.

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 establishment of a snow removal equipment facility will yield substantial economic gains for Chadron and its surrounding areas in both the short and long term.

- Cost Efficiency and Asset Protection: Centralized, heated storage extends the operational life of expensive snow removal equipment by protecting it from harsh environmental conditions. This reduces maintenance and replacement costs, enabling the airport to allocate resources more efficiently and avoid the financial strain associated with premature equipment failure.
- Operational Continuity: Efficient snow removal ensures that flights can operate on schedule, minimizing closures and disruptions. This reliability supports airline revenue, encourages continued service by carriers, and upholds the airport's status as a transportation hub.
- Support for Local Businesses: By maintaining steady air service even during adverse weather, the airport sustains the flow of operations. Reliable transport links are vital for local commerce.

Job Opportunities

The new building will directly and indirectly create both immediate and long-term employment opportunities for the Chadron area.

- Construction Jobs: Building the facility will generate short-term construction, electrical, plumbing, and landscaping jobs, supporting local contractors and laborers.
- Ancillary Employment: Efficient snow removal supports continuous airport operations, which in turn sustains jobs tied to air service, such as customer service agents, ground crew, and logistics providers.

Enhancement to Local Infrastructure

Investing in airport infrastructure brings lasting improvements that benefit the entire region.

- Modernized Facilities: The addition of a purpose-built structure for snow removal equipment demonstrates a commitment to maintaining modern, resilient infrastructure at Chadron Municipal Airport. This can be a catalyst for further improvements and investments.
- Increased Equipment Readiness: Heated storage enables rapid deployment of snow removal operations, minimizing runway closures and maintaining the airport's ability to serve its users effectively.
- Asset Security: Storing all equipment in one secure location reduces the risk of theft, vandalism, or accidental damage, safeguarding public investment.

Support for Tourism

Tourism is a key component of Chadron's economy, and the airport plays an essential role in attracting and accommodating visitors year-round.

- Reliable Access for Visitors: Ensuring that flights can arrive and depart without weather-related interruptions makes Chadron a more attractive destination for both leisure and business travelers, especially during the winter season.
- Boost to Local Attractions: Consistent air service benefits regional attractions such as Chadron State Park, the Museum of the Fur Trade, and Pine Ridge National Recreation Area, supporting hotels, restaurants, and other tourism-related businesses.

Community Benefits

The positive impacts of this project extend beyond the airport, fostering pride, safety, and opportunity within the community.

- Public Safety: Safe, clear runways reduce the risk of accidents for both aircraft and ground vehicles, protecting passengers, staff, and emergency responders.
- Quality of Life: Efficient, reliable air service improves residents' ability to travel for personal and professional reasons, reducing isolation and connecting Chadron to broader economic and social opportunities.
- Educational and Outreach Opportunities: The new facility can serve as an educational resource, demonstrating best practices in airport operations and snow management for local schools, technical programs, and community groups.

Regional Growth and Long-Term Development

Strategic investments in airport infrastructure lay the groundwork for sustainable regional growth and prosperity.

- Economic Diversification: Reliable air service makes the region more attractive for new businesses, remote workers, and entrepreneurs, supporting efforts to diversify and strengthen the Chadron-area economy.
- Scalability for Future Growth: The facility can accommodate expanding operations, larger equipment fleets, and new technologies, ensuring the airport is prepared for population growth or increased air traffic.
- Reputation and Competitiveness: A well-maintained airport enhances Chadron's reputation as a forward-thinking, connected community, making it more competitive in attracting public and private investment.

Conclusion

The construction of a snow removal equipment building at Chadron Municipal Airport is a forward-looking investment in safety, efficiency, and prosperity. By supporting this project, grant funding will secure immediate and long-term benefits for the airport, the local economy, and the wider community. We respectfully request your support for this essential infrastructure enhancement, which will help Chadron Municipal Airport continue to serve as a vital gateway to northwestern Nebraska for generations to come.

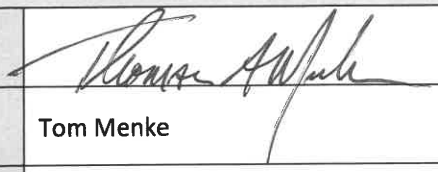
FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Chadron Municipal Airport, CDR, Chadron, Nebraska		
AIP Project Type:	Construct Snow Removal Equipment Building		
Local Priority:	1 - Very High	**Federal Share:**	$ 712,500.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 37,500.00
		Total Project Cost:	$ 750,000.00

Project Description: Construct SRE Building.
Justification: The airport needs of a building to house their Snow Removal Equipment.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4f FAA Order 1050.1F.
Pavement Project PCI Score: PCI score is not applicable for new pavement.
Pavement Project Dimensions: The driveway will be approximately 25' wide and 50' approach to maneuver equipment for parking in building.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
FAA-Owned Facility Impact: There is no impact to FAA-owned facilities.
Snow Removal Equipment (SRE) Inventory and Sizing Calculations: Not Applicable.
Useful Life: Not applicable because no rehabilitation, reconstruction or replacement is proposed.
AIP Funded Equipment Disposal: None.
Revenue Producing Project: All airside needs have been met. The runway approach and departure surfaces are clear of obstructions. Any airside needs within the next three years will be accommodated through local or nonprimary entitlement funds.
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 Chadron.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	11-27-2024
Printed Name:	Tom Menke	**Title:**	City/Airport Manager
Phone Number:	308-432-0505	**Email:**	manager@chadron-nebraska.com

ACIP Data Sheet Cost Estimate

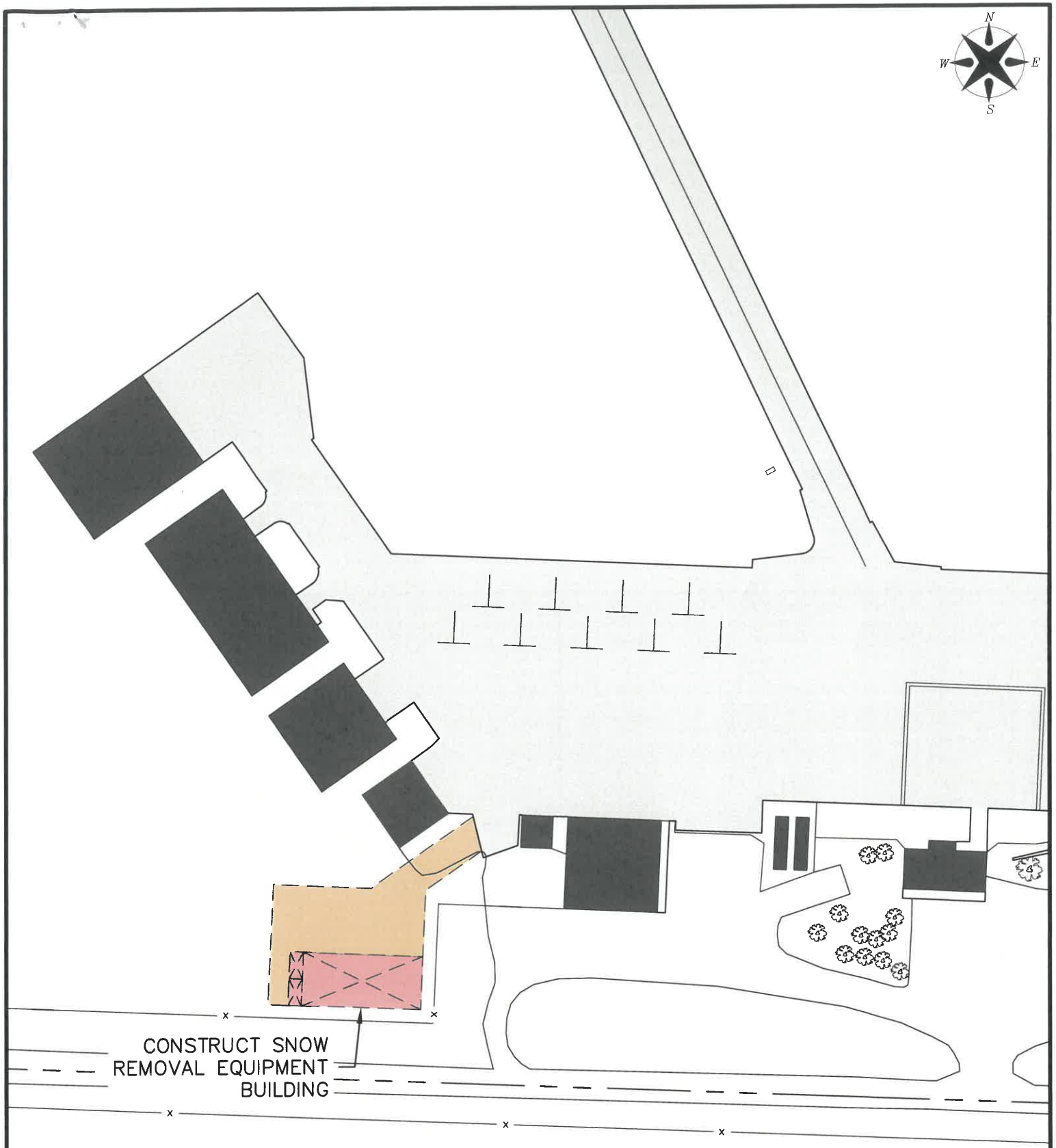
Construct Snow Removal Equipment Building

Chadron Municipal Airport
Chadron, Nebraska

October 2024

Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	1	$10,000.00	$10,000.00
2	C-102	Temporary seeding	AC	1.0	$3,000.00	$3,000.00
3	C-102	Erosion Control Blanket	SY	1,000	$5.00	$5,000.00
4	C-102	Installation and removal of silt fence	LF	200	$5.00	$1,000.00
5	C-102	Wattle Barrier Installation and Removal	LF	40	$8.00	$320.00
6	C-105	Mobilization	LS	1	$45,000.00	$45,000.00
7	P-152	Unclassified Excavation	CY	1,200	$20.00	$24,000.00
8	P-152	Muck Excavation	CY	500	$20.00	$10,000.00
9	P-208	4" Aggregate Base Course	SY	950	$18.00	$17,100.00
10	P-501	Concrete Mix Design	LS	1	$15,000.00	$15,000.00
11	P-501	6" Concrete Pavement	SY	925	$85.00	$78,625.00
12	D-701	18" Reinforced Concrete Pipe (RCP)	LF	80	$100.00	$8,000.00
13	D-701	18" Flared End Section	EA	2	$1,200.00	$2,400.00
14	T-901	Seeding	AC	1.0	$3,000.00	$3,000.00
15	T-908	Mulching	AC	1.0	$2,000.00	$2,000.00
16	Olsson 101	Temporary Safety and Phasing Procedures	LS	1	$8,000.00	$8,000.00
17	-	Snow Removal Equipment Building (90' x 40')	SF	3,600	$85.00	$306,000.00
18	-	Power Service Relocation	LS	1	$25,000.00	$25,000.00

Total Construction	**$563,445.00**
Engineering and Administration	**$183,119.63**
Total (Rounded)	**$750,000.00**
Federal (95%)	**$712,500.00**
Local (5%)	**$37,500.00**



PROJECT NO: -	PROPOSED PROJECT CHADRON MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: CEH				1
DATE: 10/2024				

Chadron Municipal Airport – Snow Removal Equipment Building

Airport Size Justification

- Paved Runway Area – 5,998’ x 100’ – 599,800 Square Feet
- Medium Airport having at least 420,000 but less than 700,000 Square Feet
- Chadron Municipal Airport – Medium Airport

Storage Area Size Justification

Existing Equipment

- Plow Truck - 2005 GMC C8500
    - Plow Blade Width – 12’
        - Plow Blade Width at 30° angle – 10.4’
    - Exterior Dimensions
        - Length – 348” or 29’
        - Width – 96” or 8’
        - Height – 119” or 9.92’
- Motor Grader – 1982 John Deere 670A
    - Plow Blade Width – 12’
        - Plow Blade Width at 30° angle – 10.4’
    - Exterior Dimensions
        - Length – 362” or 30.17’
        - Width – 96” or 8’
        - Height – 126” or 10.5’
- Loader – 2023 John Deere 524P
    - Exterior Dimensions
        - Length – 300” or 25’
        - Width – 114” or 9.50’
        - Height – 131” or 10.92’
- Loader Mounted Snow Blower – 2024 LaRue D50
    - Exterior Dimensions
        - Length – 84” or 7’
        - Width – 114” or 9.50’
        - Height – 104” or 8.67’ (Travel height from spec sheet)
- Snow Broom – 2022 Bobcat Tool Cat UW 56
    - Exterior Dimensions
        - Length – 172.1” or 14.34’
        - Width – 60” or 5’
        - Height – 81” or 6.75’

- ½ Ton Plow Truck – 2013 Ford F-150
  - Plow Blade Width – 7'
    - Plow Blade Width at 30° angle – 6.06'
  - Exterior Dimensions
    - Length – 250" or 20.83'
    - Width – 86" or 7.17'
    - Height – 79" or 6.58'

Largest Exterior Dimensions of Equipment

- Length – 30.17-ft
- Width – 9.50-ft
- Height – 10.92-ft
- Blade Width at 30° Angle – 10.4-ft

Minimum Clearances for Equipment Safety Zone (ESZ)

- Parked Equipment (Parked equipment without attachments)
  - Side Walls or Stationary Objects – 5- ft
  - Rear of Parked Equipment Faces a Wall or Stationary Object – 4-ft
  - Parallel to other Parked Equipment – 10-ft
  - Door Opening – 10- ft
- Ceiling Height or Vertical Clearances
  - Vertical clearances must accommodate maximum height of any piece of equipment
- Door Clearances – 5-ft each side clearance and 4-ft overhead clearance

Minimum Bay Size

- Length – 30.17-ft + 4-ft (Rear Wall) + 10-ft (Door Opening) = 44.17-ft
  - Rounded – 44.5-ft Depth
- Width – 9.50-ft + 5-ft (Stationary/Sidewall) + 5-ft (Stationary/Sidewall) = 19.50-ft
  - Rounded – 20-ft
- Door Clearance
  - Width – 10.4-ft + 5-ft (Stationary/Sidewall) + 5-ft (Stationary/Sidewall) = 20.4-ft
    - Rounded – 20.5-ft
  - Height – 10.92-ft + 4-ft (Overhead Clearance) = 14.92-ft
    - Rounded – 15-ft
- Bay Height – 15-ft (Door Clearance) + 3-ft (Construction Clearance- Header Size) = 18-ft

Requested Bay Size

- Bay Length – 44.5-Feet
- Bay Width – 22-Feet (Increased due to columns between bays for garage doors)
- Bay Height – 18-Feet

Requested Door Size

- Door Width – 20-Feet (Reduced to meet standard door sizes or 22-foot door width)
- Door Height – 16-Feet

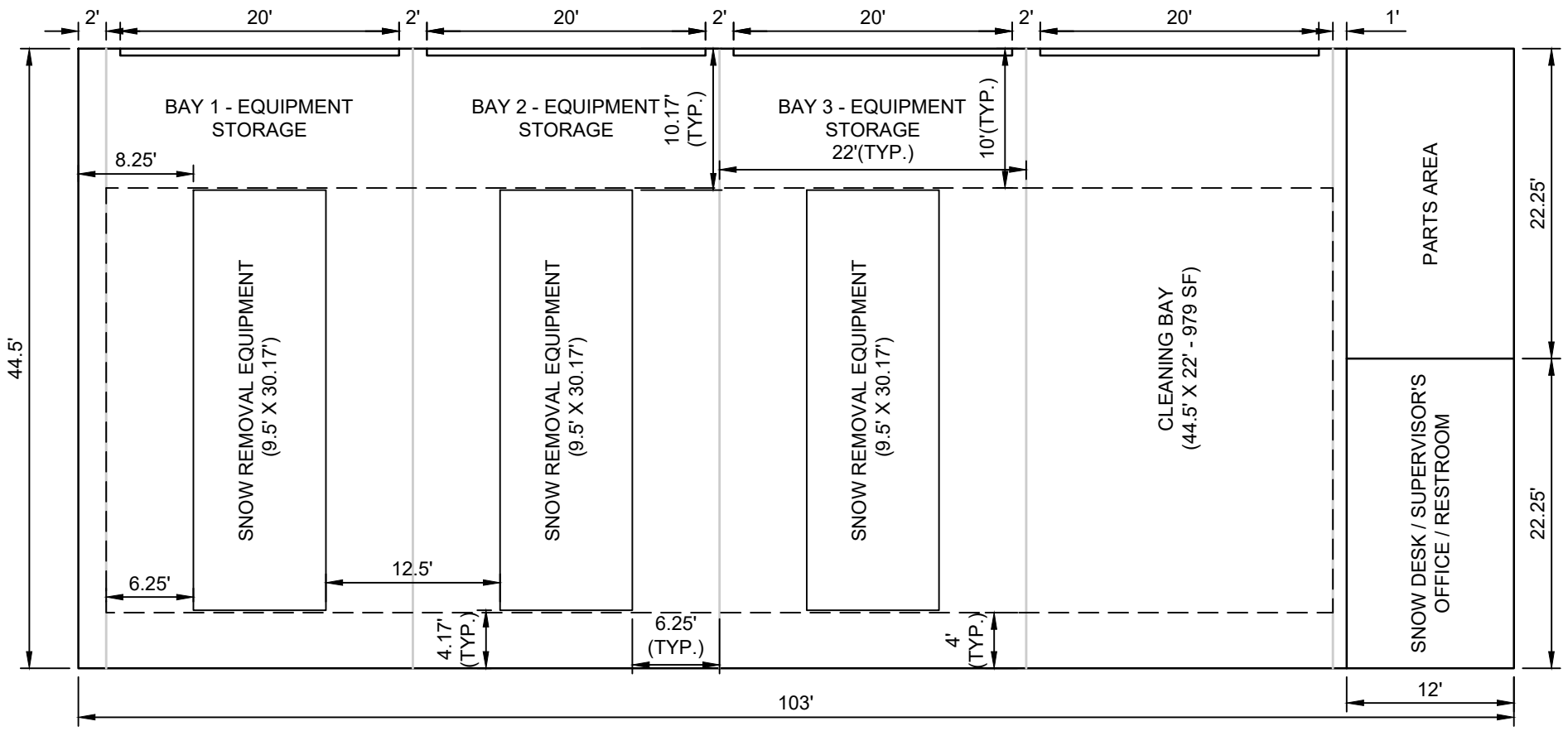
Support Area Size Justification

Operational Area / Snow Desk Area

- Snow Desk – Medium Sized Airport – 144 Square Feet
- Supervisor's Office - Medium Sized Airport – 140 Square Feet
- Restroom/Lavatory - Medium Sized Airport – 500 Square Feet (or local building code)
- Parts Area Associated with Snow Removal Operation – Medium Sized Airport – 800 Square Feet
- Parts Area Associated Directly to Snow Vehicles – Medium Sized Airport – 300 Square Feet
- Lubrication, Oil, Grease Storage – Medium Sized Airport – 200 Square Feet
- Cleaning Bay – Medium Sized Airport – 1,000 Square Feet

Requested Operational Area / Snow Desk Area

- Snow Desk / Supervisor's Office / Restroom – 534 Square Feet
    - Overall Dimensions - 12' x 22.25'
    - Snow Desk / Supervisor's Office – 473 Square Feet
    - Unisex Restroom – 62 Square Feet
- Parts Area – 534 Square Feet
    - Overall Dimensions - 12' x 22.25'
- Cleaning Bay – 979 Square Feet
    - Overall Dimensions - 22' x 44.5



G:\Market\Transportation\Airports\CIP_Data Sheets\Nebraska\Chadron_FY 2026 SRE Building\West SRE Building\Space Utilization Plan.dwg
DATE: Jul 30, 2025 2:47pm USER: acroner

PROJECT NO:	02X-XXXXX
DRAWN BY:	AMC
DATE:	07/30/25

SPACE UTILIZATION PLAN - CHADRON SRE BUILDING

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

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: David City Municipal Airport (93Y)

SCOPE: (R05) Runway Rehabilitation

COST ESTIMATE:

Construction:	$503,150.00
Engineering:	$125,850.00
Administration:	$0.00
Total:	$629,000.00

DATE OF ESTIMATE: 22-Jul-25

ROUNDED: $629,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$12,580	$18,870	$597,550	$629,000
2%	3%	95%	

PROJECT STATUS

Engineering agreement signed 3/31/2025.
Preliminary report submitted 7/20/2025.
Plans and specifications were due 9/15/2025.

LAST PROJECT

Project No. 3-31-0025-017-2023 Land Acquisition

AIRPORT FACILITY DATA

Based Aircraft: 9

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 14/32: B-I*
Runway 1/19: B-I

*ALP says B-II, this project will be constructed to B-I standards.

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/7/2023
Violations corrected.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways: Fair to Good
Taxiways: Fair to Good
Aprons: Fair

R05

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: David City Municipal Airport

Address: P.O. Box 191
David City, NE 68632

PROJECT DETAILS:

Project Title: Seal Runway 14/32

Project Description:
Pavement rehabilitation of Runway 14/32, the taxiway, and apron consists of full depth asphalt patching, crack repair, seal coat, and pavement markings. An alternate bid to reconstruct a part of Runway 14/32 consists of a full depth reconstruction.

Project Cost Estimate:	$629,000	Requested State Funds:	$12,580

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
Pavement conditions including significant transverse cracking are making unsafe conditions for aircraft operations, leading to increased risk of FOD, reduced friction, and potential structural failures. This project will restore pavement integrity to reduce risks to aircraft, extend the useful life of the pavement, is more economical than complete replacement, and maintains FAA criteria for pavements.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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
Pavement improvements help attract new aviation activity, support local businesses, and reduce maintenance costs. Well-maintained airport pavement ensures safe and reliable operations for aircraft, vehicles, and equipment—leading to increased airport usage and community revenue.
Local Infrastructure Enhancement
Pavement upgrades modernize critical airport infrastructure, ensuring it meets current FAA and industry standards. This enhances safety, reduces wear on aircraft and vehicles, and extends the life of airport pavement.
Improved Access
Reliable pavement infrastructure ensures consistent access for emergency services, based aircraft, transient aircraft, and agricultural aviation.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Jessica Miller
Title: Mayor
Email: jmiller@davidcityne.gov
Phone: 402.367.3135

Signature of Authorized Representative:

Jessica J Miller

Date: 8-27-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

NEW RUNWAY AND TAXIWAY MARKINGS

CRACK REPAIR AND SEAL COAT TAXIWAY AND APRON

CRACK REPAIR AND SEAL COAT

US HIGHWAY 15

14

32

N

0 75' 150' 300'

SCALE: 1" = 150'

KIRKHAM MICHAEL

revisions

DAVID CITY RUNWAY REHAB
DAVID CITY MUNICIPAL AIRPORT

DAVID CITY NEBRASKA

SITE LAYOUT

SHEET 1

date 02-2025
designed NSA
checked AKH
km no. 43

Feb 25, 2025 - 11:41am Plotted By: nazeez P:\airport\David City NE\3 ACIP\2024\Runway Rehabilitation\Runway Rehabilitation.dwg Layout: Layout

FEDERAL AVIATION ADMINISTRATION

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

CIP DATA SHEET

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	David City Municipal Airport, 93Y, David City, Nebraska		
AIP Project Type:	Runway Rehabilitation		
Local Priority:	1 - Very High	**Federal Share:**	**$** 597,550
FFY Requested:	2025	**State Share:**	$Click here to enter text.
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 31,450
		Total Project Cost:	**$** $629,000

Project Description: Rehabilitation of Runway 14/32 including crack repair, joint sealant, full depth asphalt patching of the runway per AC 150/5370-10H.

Justification: Significant transverse cracks are making an unsafe condition for aircraft arriving and departing.

ALP Date: 05/28/2024

NEPA Categorical Exclusion: Project is categorically
excluded per 5-6.4e

**Approaches are clear according to 150/5300-13 Airport
Design and Order 8260.3 TERPS.**

Land Ownership: As depicted on the current Exhibit A
Property Map dated 05/28/2024.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	
Printed Name:	Tami Comte	**Title:**	City Administrator
Phone Number:	402-367-3135	**Email:**	tcomte@davidcityne.gov

Project Funding Summary
Runway Rehabilitation
David City Municipal Airport (93Y)
David City, NE

Cost Opinion
FFY 2025

Date: 10/28/2024

Item No.	Description	Estimated Quantity	Units	Unit Price	Amount
1	Mobilization	1	LS	$ 40,000.00	$ 40,000.00
2	Construction Safety Plan and Traffic Control	1	LS	$ 15,000.00	$ 15,000.00
3	Pavement Marking Removal	9000	SF	$ 1.20	$ 10,800.00
4	Overexcavation	500	CY	$ 30.00	$ 15,000.00
5	Crack Repair / Seal Joints (<0.5")	2500	LF	$ 3.50	$ 8,750.00
6	Crack Repair / Seal Joints (<0.5" - 1.5")	1500	LF	$ 4.00	$ 6,000.00
8	Full Depth Asphalt Patching	800	SY	$ 350.00	$ 280,000.00
9	P-608 Seal Coat	25000	SY	$ 4.00	$ 100,000.00
10	Seeding	0.7	AC	$ 4,000.00	$ 2,800.00
11	Mulch	0.7	AC	$ 4,000.00	$ 2,800.00
12	Pavement Marking (Temporary)	1	LS	$ 7,000.00	$ 7,000.00
13	Pavement Markings (Permanent)	1	LS	$ 15,000.00	$ 15,000.00
14					$ -
				TOTAL	**$ 503,150.00**

Construction Engineering and Administration	$	125,850.00
Project Total	**$**	**629,000.00**

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Fremont Municipal Airport (FET)

SCOPE: (X03) Reconstruct Portion of Parallel Taxiway and Runway 14 Connecting Taxiway

COST ESTIMATE: **DATE OF ESTIMATE:** 1-Jan-24

Construction:	$2,597,258.75
Engineering:	$519,451.75
Administration:	$0.00
Total:	$3,116,710.50

ROUNDED: $3,120,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$62,400	$93,600	$2,964,000	$3,120,000
2%	3%	95%	

PROJECT STATUS

Engineering Agreement approved to execute on 10/6/2025.

LAST PROJECT

Project No. 3-31-0029-017-2025 ALP, current project

AIRPORT FACILITY DATA

Based Aircraft: 53

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

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/17/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

- Runways: Poor to Good
- Taxiways: Very Poor to Good
- Aprons: Satisfactory to Good

X03

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Fremont Municipal Airport (FET)

Address: 1777 W 23rd Street, Fremont, NE 68025 (Airport)

400 E Military Ave, Fremont, NE 68025 (City of Fremont)

PROJECT DETAILS:

Project Title: Reconstruct Portion of the Parallel Taxiway and Runway 14 Connecting Taxiway

Project Description:
Reconstruct Portion of the Parallel Taxiway and Runway 14 Connecting Taxiway.

Project Cost Estimate:	$3,120,000.00	Requested State Funds:	$62,400.00

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The existing parallel taxiway is exhibiting severe signs of D-cracking, reconstructing this portion is needed to avoid further deterioration and pavement failure. The existing pavement deterioration is creating FOD concerns and is putting strain on the airport to complete the necessary maintenance to ensure safety of the aircraft.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

Reconstruction of the parallel taxiway will provide piece of mind to the airport operators and the City of Fremont, knowing the maintenance requirement of this section will be resolved. This project is focused on rehabilitation, although the access and infrastructure is in place, this project ensures a better product for years to come.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Jody Sanders

Title: City Administrator

Email: Jody.Sanders@FremontNE.gov

Phone: 402.727.2627

Signature of Authorized Representative:

Jody J. Sanders

Date: 08/27/2025

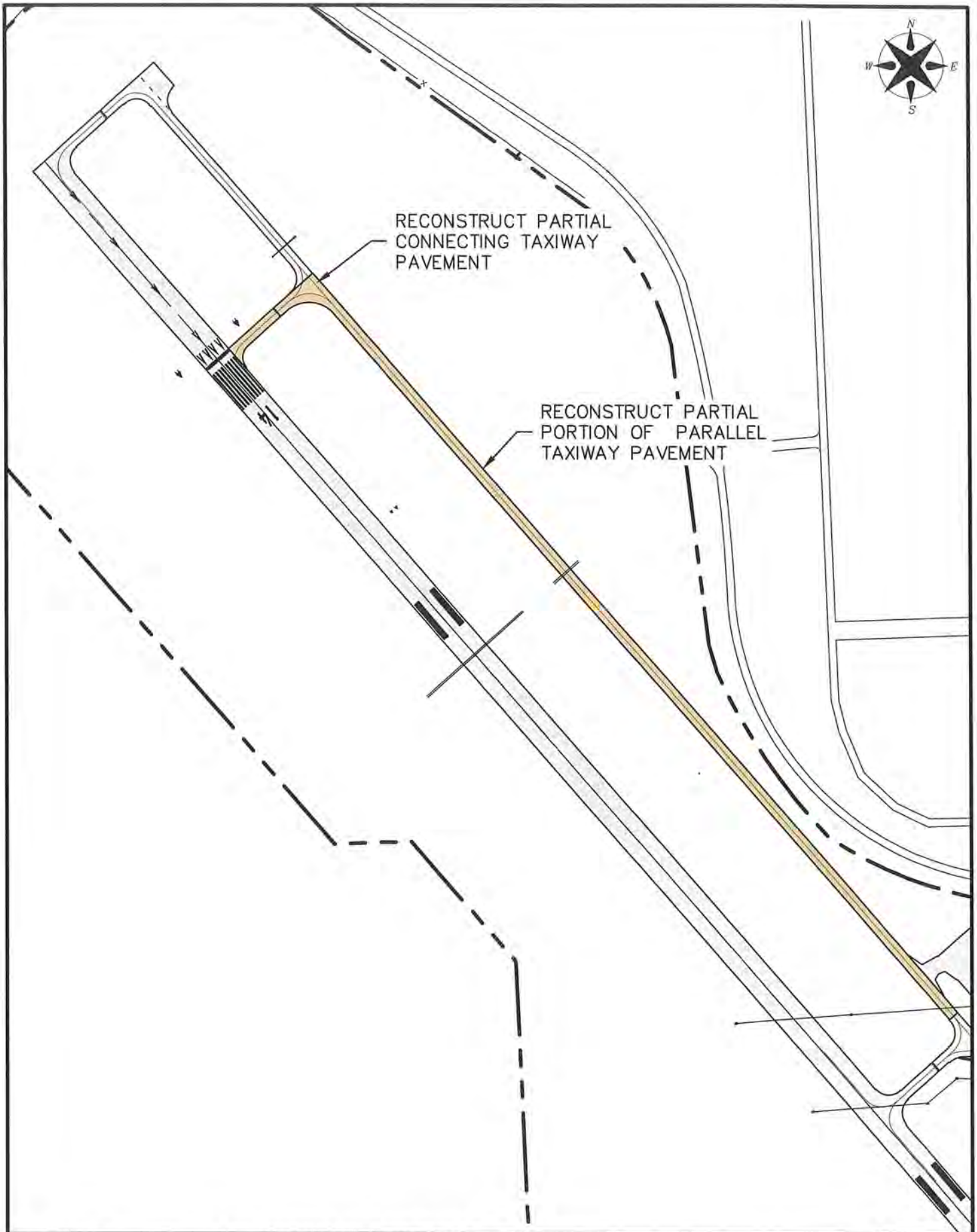
APPLICATION SUBMITTAL:

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: -	PROPOSED PROJECT FREMONT MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: JDB				1
DATE: 1/2024				

ACIP Data Sheet Cost Estimate

Reconstruct Portion of Connecting Taxiway, and Parallel Taxiway Pavement

Fremont Municipal Airport
Fremont, NE

January 2024

Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	1	$30,000.00	$30,000.00
2	C-102	Temporary seeding	AC	1	$5,000.00	$5,000.00
3	C-102	Erosion Control Blanket	SY	6,170	$5.00	$30,850.00
4	C-102	Installation and removal of silt fence	LF	700	$5.00	$3,500.00
5	C-102	Wattle Barrier Installation and Removal	LF	125	$10.00	$1,250.00
6	C-105	Mobilization	LS	1	$150,000.00	$150,000.00
7	P-101	Concrete Pavement Removal	SY	13,975	$10.00	$139,750.00
8	P-101	Paint Removal	SF	2,510	$2.50	$6,275.00
9	P-152	Unclassified Excavation	CY	5,000	$12.00	$60,000.00
10	P-152	Muck Excavation	CY	500	$20.00	$10,000.00
11	P-156	Cement Material (delivered)	TN	466	$250.00	$116,500.00
12	P-156	(9") Cement Treated Subgrade	SY	15,520	$5.00	$77,600.00
13	P-209	(6") Crushed Aggregate Base Course	SY	14,745	$25.00	$368,625.00
14	P-501	Concrete Mix Design	LS	1	$20,000.00	$20,000.00
15	P-501	(7.5") Concrete Pavement	SY	13,975	$80.00	$1,118,000.00
16	P-620	Permanent Pavement Marking w/o Reflective Media	SF	5,510	$2.25	$12,397.50
17	P-620	Permanent Pavement Marking with Reflective Media	SF	2,855	$2.50	$7,137.50
18	P-620	Temporary Pavement Marking	SF	2,855	$2.25	$6,423.75
19	D-701	24" Reinforced Concrete Pipe (RCP) Removal	LF	210	$25.00	$5,250.00
20	D-701	24" Reinforced Concrete Pipe (RCP)	LF	210	$200.00	$42,000.00
21	D-701	24" RCP Flared End Section	EA	4	$4,000.00	$16,000.00
22	D-705	Edge Drain Riser	EA	15	$2,000.00	$30,000.00
23	D-705	4" Perforated Underdrain Pipe	LF	6,880	$40.00	$275,200.00
24	D-705	4" Non-Perforated SCH 40 Underdrain Pipe	LF	400	$40.00	$16,000.00
25	D-705	Edge Drain Outlet Structure	EA	6	$2,000.00	$12,000.00
26	T-901	Seeding	AC	1	$5,000.00	$5,000.00
27	T-908	Mulching	AC	0.5	$5,000.00	$2,500.00
28	Olsson 101	Construction Layout and Stakes	LS	1	$15,000.00	$15,000.00
29	Olsson 102	Temporary Safety and Phasing Procedures	LS	1	$15,000.00	$15,000.00

Total Construction	**$2,597,258.75**
Engineering and Administration	**$519,451.75**
Total (Rounded)	**$3,120,000.00**
Federal (90%)	**$2,808,000.00**
Local (10%)	**$312,000.00**

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Gordon Municipal Airport (GRN)

SCOPE: (R03) Runway 4-22 Rehabilitation (Crack Seal, Seal Coat, and New Pavement Markings)

COST ESTIMATE: **DATE OF ESTIMATE:** 17-Feb-25

Construction:	$198,796.00
Engineering:	$81,500.00
Administration:	$0.00
Total:	$280,296.00

ROUNDED: $280,296.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$5,606	$8,409	$266,281	$280,296
2%	3%	95%	

PROJECT STATUS

Recently selected KLJ for the consultant and currently scoping an agreement.

LAST PROJECT

Project No. 3-31-0031-014 Install PAPI & REILs on Runway 04/22
Delays in FAA Flight Inspection Reports have stalled the project. Received 10/8/2025 and completing final docum

AIRPORT FACILITY DATA

Based Aircraft: 9

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

PAVEMENT MAINTENANCE:
Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Satisfactory to Good
Taxiways: Good
Aprons: Good

R03

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Gordon Municipal Airport (GRN)

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

PROJECT DETAILS:

Project Title: Runway 4-22 Rehabilitation (Crack Seal, Seal Coat, and New Pavement Markings) Federal Project Matching Funds			
Project Description: Runway 4-22 Rehabilition project, to include crack sealing, a seal coat, and new pavement markings.			
Project Cost Estimate:	$280,296	Requested State Funds:	$5,606
Type of request: ■ State Aid Only Grant		■ Federal Project Matching Funds	

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
Runway 4-22 is the primary runway for the Gordon Municipal Airport. The last seal coat was in 2020 and the surface is showing signs of wear, including cracks. The recommended asphalt cycle is 4-6 years.

Consultant selected for this project: Currently in the selection process

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

As the primary runway, for Gordon Municipal Airport, it is a priority that 4-22 remains accessible and functional to all air traffic. Gordon has the only Critical Access Hospital in Sheridan County and the Gordon airport is frequently used for air ambulance flights to other specialized medical facilities. There is an AWOS system which allows for flights in all weather conditions.

We need to properly maintain the runway for the benefit of all residents within a forty (40) mile radius of Gordon.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Scott Fleming

Title: City/Airport Manager

Email: flemings@gordon-ne.us

Phone: 308-282-0837

Signature of Authorized Representative:

Date: 8/18/25

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Federal Aviation Administration
U. S. Department of Transportation

Capital Improvement Program (CIP) Data Sheet

See the instructions section for information on completing this FAA Central Region form.

Airport Name, LOCID, City, State:	Gordon Municipal Airport, GRN, Gordon, Nebraska			
AIP Project Type:	Runway 4-22 Rehabilitation (Crack Seal, Seal Coat, and New Pavement Markings)			
Local Priority:	3 -Medium	**Federal Share:**	$	266,281
Federal FY Requested:	2026	**State Share:**	$	0
		Local Share:	$	14,015
		Total Project Cost:	$	280296

Provide detailed project scope and justification below. You must attach on a *separate* sheet or PDF a sketch/drawing that clearly depicts the scope of the project.

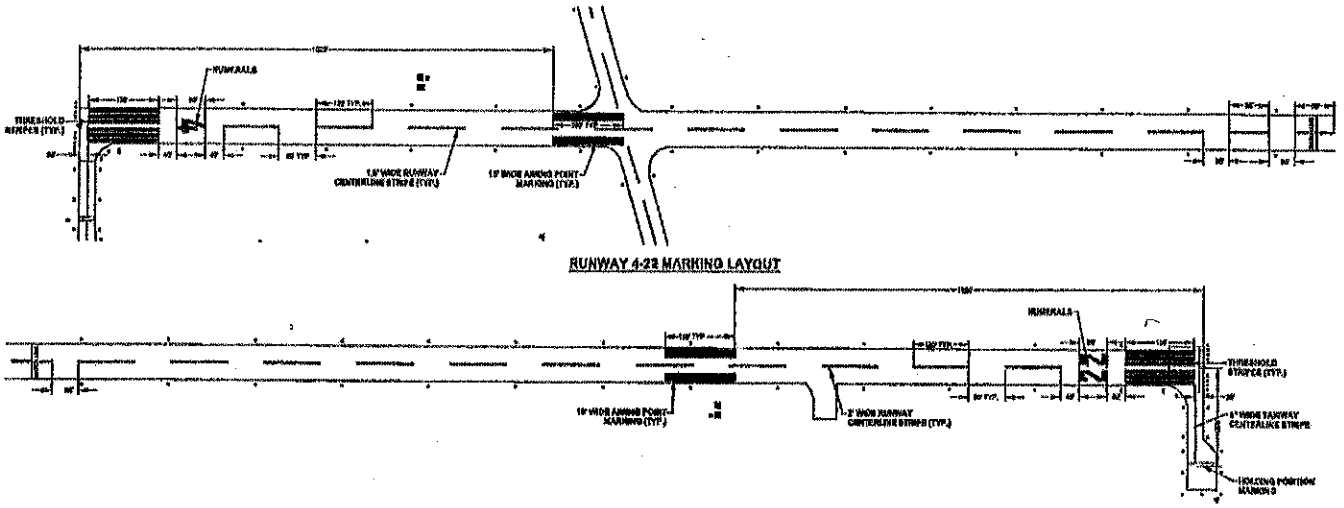
Runway 4-22 Rehabilitation (Crack Seal, Seal Coat, and New Pavement Markings)

Sponsor Signature Block

Signature:	Glen E Spaugh	**Date:**	02/17/2025
Printed Name:	Glen E. Spaugh	**Title:**	Airport Manager
Phone Number:	308-282-0837	**Email:**	spaughg@gordon-ne.us

GORDON MUNICIPAL AIRPORT
GORDON, NEBRASKA
RUNWAY 4-22 REHABILITATION

PROJECT SKETCH



Opinion of Probable Costs
Gordon Municipal Airport
Gordon, Nebraska

2026 RUNWAY 4-22 REHABILITATION (Crack Seal, Seal Coat, and New Pavement Markings)

Bid Schedule 1 - RUNWAY 4-22 REHABILITATION						
Spec #	Item	Description	Quantity	Unit	Unit Price	Total
C-105	1	Mobilization	1	L.S.	$ 20,000.00	$ 20,000.00
Local	2	Airside Traffic Control	1	L.S.	$ 10,000.00	$ 10,000.00
P-101	3	Crack Repair and Sealing	2,000	L.F.	$ 3.00	$ 6,000.00
P-608	4	Runway Friction Testing	1	L.S.	$ 10,000.00	$ 10,000.00
P-608	5	Asphalt Surface Treatment	41,890	S.Y.	$ 2.00	$ 83,780.00
P-608	6	Sand	41,890	S.Y.	$ 0.10	$ 4,189.00
P-620	7	Permanent Pavement Marking	25,735	S.F.	$ 2.00	$ 51,470.00
P-620	8	Permanent Pavement Marking (Black)	6,238	S.F.	$ 1.50	$ 9,357.00
P-620	9	Reflective Readings	1	L.S.	$ 4,000.00	$ 4,000.00
					Bid Schedule 1 - RUNWAY 4-22 REHABILITATION - Total Estimated Cost	$ 198,796.00

Supplemental Costs	
Administration (Added - not part of Engineering Contract)	$ 1,500.00
Design and Bidding	35,000.00
Construction Observation and Administration	40,000.00
FAA Project Closeout Report	5,000.00
Total Estimated Supplemental Costs	**$ 81,500.00**

Opinion of Probable Costs (AIP Eligible)	
Estimated Cost	$ 280,296.00
Estimated Federal Share (95%)	266,281.20
Estimated State Share (0%)	
Estimated Local Share (5%)	14,014.80

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Hastings Municipal Airport (HSI)

SCOPE: (G05) Airfield Lighting Rehabilitation

COST ESTIMATE:

Construction:	$4,649,250.00
Engineering:	$0.00
Administration:	$0.00
Total:	$4,649,250.00

DATE OF ESTIMATE: 27-Aug-25

ROUNDED: $4,649,250.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$92,985	$139,478	$4,416,788	$4,649,250
2%	3%	95%	

PROJECT STATUS

The project is not currently programmed to receive FY2026 funding. Currently drafting an agreement for replacing the runway 14/32 MIRL. The runway 14/32 project can be programmed if funding becomes available.

LAST PROJECT

Project No. 3-31-0040-022-2025 Apron Rehab, current project
Anticipate Spring 2026 construction.

AIRPORT FACILITY DATA

Based Aircraft: 37

Critical Aircraft: C-II

Runway Design Code (RDC): Runway 14/32: C-II
Runway 4/22: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:
Last Inspection date: 6/10/2025
Violations corrected.

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

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Hastings Municipal Airport

Address: 3300 W. 12th Street
Hastings, NE 68901

PROJECT DETAILS:

Project Title: Airfield Lighting Rehabilitation

Project Description:
Rehabilitate airfield lighting and signage, REILs, and electrical vault equipment for Runway 14/32, Runway 4/22, and all airfield taxiways.

Project Cost Estimate:	4,649,250	Requested State Funds:	$92,985

Type of request: ☐ State Aid Only Grant ☒ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The existing airfield lighting systems have exceeded their design life and are experiencing regular failures to lighting and vault equipment creating safety issues to air traffic. Runway lighting has turned off on multiple aircraft on short final, REILs have experienced sequencing issues, and temporary circuit jumpers are required to keep the circuit active. The project will include replacing runway and taxiway edge lighting, airfield signs, REILs, and electrical vault equipment.

Consultant selected for this project: Garver

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 proposed lighting upgrades for both runways and the taxiways at Hastings Municipal Airport will deliver critical safety, economic, and community benefits:

Safety & Infrastructure: Replacing outdated lighting systems with modern, energy-efficient fixtures will improve visibility, reduce outages, and enhance operational reliability.

Economic Impact: The project supports local contractors and job creation, while improving the airport's appeal to business and cargo aviation.

Community & Access: Enhanced lighting ensures safer access for emergency services, medical transport, and general aviation, especially during adverse weather and nighttime operations.

Regional Growth: Improved infrastructure strengthens Hastings' role as a regional aviation hub, supporting tourism and future investment.

Sustainability: Aligns with FAA lifecycle standards and reduces long-term maintenance costs.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Matt Kuhr

Title: Airport Manager

Email: MKuhr@cityofhastings.org

Phone: 402-984-5223

Signature of Authorized Representative:

Date: 8/27/2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Kearney Regional Airport

SCOPE: (A03) Apron and Taxilane Upgrade

COST ESTIMATE:

Construction:	$1,836,000.00
Engineering:	$474,000.00
Administration:	$0.00
Total:	$2,310,000.00

DATE OF ESTIMATE: 19-Aug-25

ROUNDED: $2,310,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$46,200	$69,300	$2,194,500	$2,310,000
2%	3%	95%	

PROJECT STATUS

Engineering agreement has been drafted and the independent fee analysis should be completed Oct. 20th.

LAST PROJECT

Project No. 3-31-0045-040/041/042 Apron Rehabilitation, under construction.

AIRPORT FACILITY DATA

Based Aircraft: 33

Critical Aircraft: C-II

Runway Design Code (RDC): Runway 18/36: C-II
Runway 13/31: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:
Part 139 Airport: Inspected by FAA

PAVEMENT MAINTENANCE:
Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Satisfactory to Good
Taxiways: Satisfactory to Good
Aprons: Very Poor to Satisfactory

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Kearney Regional Airport (EAR)

Address: 5145 Airport Road
Kearney, NE 68848

PROJECT DETAILS:

Project Title: Apron and Taxilanes Upgrade

Project Description:
The City of Kearney/Kearney Regional Airport (EAR) is currently undertaking an apron and taxilanes rehabilitation project that consists of removal and replacement of the existing asphalt overlay pavements within existing public use apron and taxilane areas. The project will consist of asphalt milling, isolated pavement repairs, minor drainage improvements, asphalt overlays, and pavement markings.

Project Cost Estimate:	$2,310,000	Requested State Funds:	$46,200

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The proposed project at Kearney Regional Airport (EAR) serves a dual purpose: enhancing operational safety through improved Foreign Object Debris (FOD) control and extending the longevity of the airport's pavement infrastructure.

The existing asphalt overlay, which has reached the end of its service life, was originally placed over underlying concrete pavements from the site's former military base. Following the City's FY'25 Ramp Reconstruction project, select public-use areas will retain older asphalt surfacing. These remaining sections will undergo a mill and overlay rehabilitation to restore pavement integrity and performance.

The project encompasses both engineering design and construction phases. Design efforts, led by the airport's consultant Benesch, are scheduled for completion in Fall 2025, with a bid opening planned for early 2026. Construction is targeted for the 2026 season, aligning with the airport's broader infrastructure improvement goals.

Consultant selected for this project: Benesch

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.

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[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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
-Stimulates local spending through construction activities, material procurement, and professional services.
-Enhances the airport's operational reliability, supporting business/private travel operations that contribute to regional commerce.
-Improves infrastructure that supports long-term economic development by attracting aviation-related businesses.
Job Opportunities
-Creates short-term employment during the design and construction phases, including engineering, contracting, and labor roles.
-Supports long-term job growth by improving airport facilities, which can attract new tenants, increase air traffic, and expand airport operations.
Local Infrastructure
-Upgrades aging pavement systems, improving the durability and safety of airport surfaces.
-Reduces maintenance costs and emergency repairs, allowing the City to allocate resources more efficiently.
-Enhances the airport's ability to support local airport businesses and tenants.
Tourism Support
-Improves the airport's appeal and accessibility for tourists visiting Kearney and surrounding areas.
-Supports regional events and attractions by ensuring reliable air service and a positive first impression for visitors.
Improved Access
-Enhances the airport's usability for general aviation, itinerant flights, and emergency services.
-Ensures safer and more efficient aircraft operations, reducing delays and improving travel times.
Community Benefits
-Strengthens the airport's role as a community asset, supporting emergency response, medical transport, and educational programs.
-Demonstrates investment in public infrastructure, reinforcing civic pride and confidence in local governance.
Regional Growth
-Positions Kearney as a strategic transportation hub in central Nebraska, supporting regional connectivity.
-Encourages investment and development in surrounding areas by improving access and infrastructure reliability.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Jim Lynaugh

Title: Airport Manager

Email: jlynaugh@kearneygov.org

Phone: 308-234-2318

Signature of Authorized Representative:

Date: 8-19-2025

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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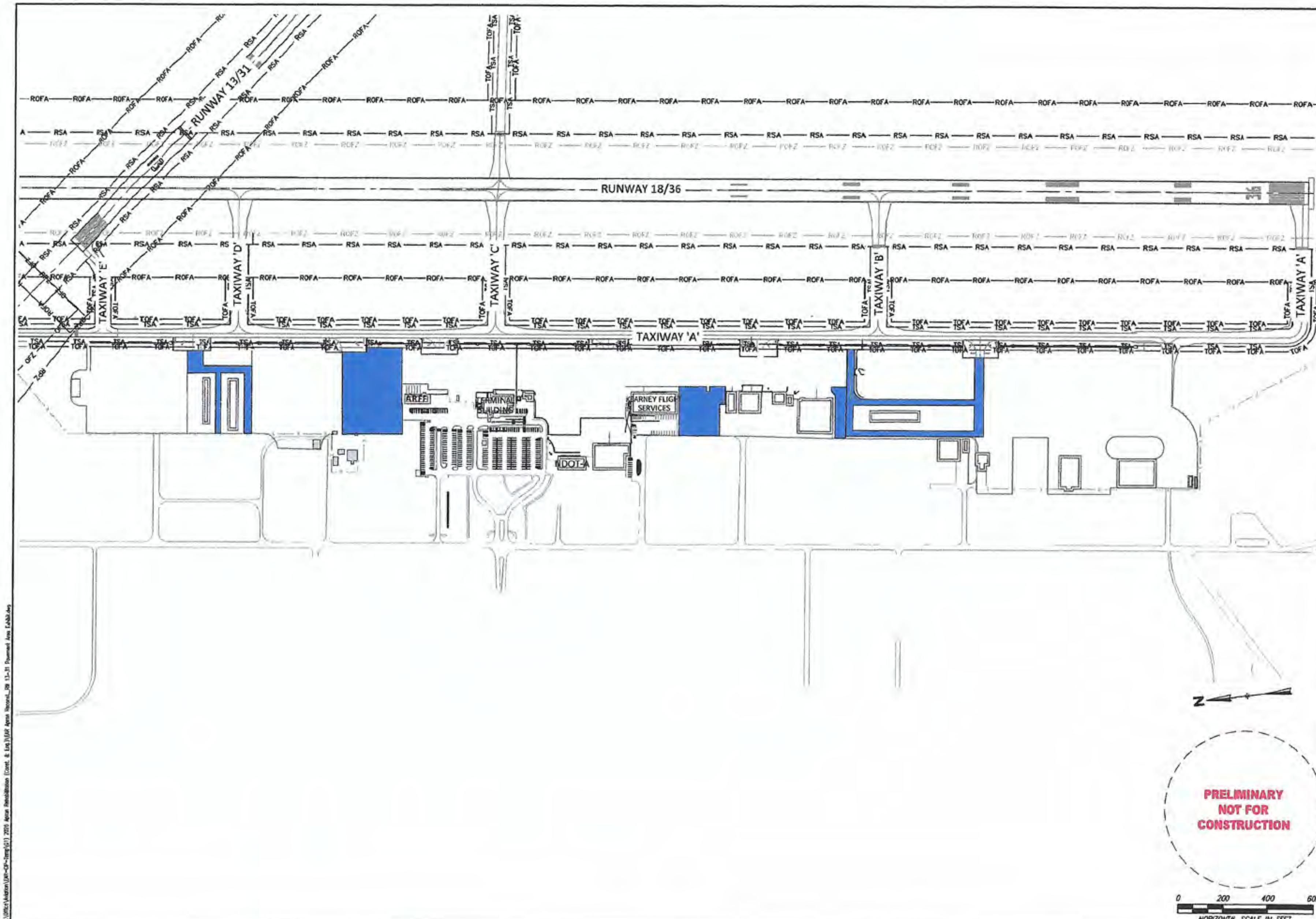


NO.	REVISIONS	DATE
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

APRON AREAS EXHIBIT

KEARNEY REGIONAL AIRPORT (EAR) KEARNEY, NEBRASKA

benesch
Alfred Benesch & Company
825 M Street - Suite 100
Lincoln, Nebraska 68508
402-479-2200 Job No. - 111353.01

DRAWN BY: CHECKED BY: REVISED BY:

PROJECT: Ramp Rehab
DATE: August 2025
SHEET: 1/
DRAWING NO.: EXH. 1

G:\Office\Aviation\EAR-CIP-Temp\(01) 2025 Apron Rehabilitation (Const. & Eng.)\EAR Apron Removal_08 13-31 Pavement Area Exhibit.dwg

PRELIMINARY COST ESTIMATE
(BASED ON OPINION OF PROBABLE COST)
KEARNEY REGIONAL AIRPORT

Project: Rehabilitate Public Apron Areas & Taxilanes (27,000 S.Y.)

Item	Quant.	Unit	Unit Price	Amount
Site Prep/Mobilization	1	L.S.	$ 180,000.00	$ 180,000.00
Safety Measures	1	L.S.	$ 100,000.00	$ 100,000.00
Staking/Survey	1	L.S.	$ 60,000.00	$ 60,000.00
Erosion Control Measures (Silt Fence, Straw Wattles)	1	L.S.	$ 50,000.00	$ 50,000.00
Drainage Improvements	1	L.S.	$ 150,000.00	$ 150,000.00
Cold Milling (2 Inches)	27,000	S.Y.	$ 6.00	$ 162,000.00
Partial Depth Concrete Pavement Repair	1,500	S.F.	$ 25.00	$ 37,500.00
Bituminous Tack Coat	3,000	GAL	$ 6.00	$ 18,000.00
Bituminous Surface Course (2 Inches)	3,500	TON	$ 300.00	$ 1,050,000.00
Painting With Reflective Media	1	L.S.	$ 20,000.00	$ 20,000.00
Painting Without Reflective Media	1	L.S.	$ 4,500.00	$ 4,500.00
Airport Seeding	1	Acre	$ 4,000.00	$ 4,000.00
			TOTAL CONSTRUCTION COST:	$ 1,836,000.00
			ADMINISTRATION:	$ 10,000.00
			ENGINEERING:	$ 464,000.00
			TOTAL PROJECT COST:	$ 2,310,000.00

Federal (95%):	$ 2,194,500.00
State:	
Local (5%):	$ 115,500.00
Total:	$ 2,310,000.00

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Robert E. Arraj Field (IBM)

SCOPE: (A01) Apron and Taxiway Pavement Rehabilitation

COST ESTIMATE: **DATE OF ESTIMATE:** 1-Aug-25

Construction:	$750,000.00
Engineering:	$0.00
Administration:	$0.00
Total:	$750,000.00

ROUNDED: $750,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$15,000	$22,500	$712,500	$750,000
2%	3%	95%	

PROJECT STATUS

The engineering agreement was executed on 9/2/2025. Plans and Specifications due 12/1/2025.

LAST PROJECT

Project No. 3-31-0047-012 Rehabilitate Runway 10/28

AIRPORT FACILITY DATA

Based Aircraft: 12 **Runway Design Code (RDC):** Runway 10/28: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/16/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:

- Runways: Good
- Taxiways: Fair to Good
- Aprons: Satisfactory

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Kimball Municipal Airport - Robert E. Arraj Field

Address: 223 South Chestnut Street
Kimball, NE 69145

PROJECT DETAILS:

Project Title: Apron and Taxiway Pavement Rehabilitation

Project Description:

Removal of select existing concrete pavement panels, pavement markings, routing and sealing existing joints/cracks in concrete pavement, installation of aggregate base course, installation of new concrete pavement, installation of new pavement markings, select shoulder grading, seeding, and mulching on the apron and taxiways.

Project Cost Estimate:	$750,000	Requested State Funds:	$15,000

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

The existing GA Apron, Connector Taxiway, and Parallel Taxiway pavements have some select concrete panels that have cracked/raveled to the point they are creating a FOD issue on the operations surface. The existing joint sealant in the GA Apron and Taxiway pavements is over 10 years old and has become brittle and none flexible, which is allowing moisture to penetrate the existing joints and leach into the pavement subgrade. The existing pavement markings are faded and lack sufficient reflectivity for low visibility and night-time aviation operations. The Airport needs to have select concrete panels removed and replaced, the existing joints/cracks sealed, and new pavement markings installed on the GA Apron and Taxiway pavement to preserve the pavement life, prevent FOD on the pavement surface, and improve safety for aviation operations.

The Connector Taxiway pavement from the RW 10/28 hold line north 600-ft (+/-) needs to be removed and replaced due to excessive ASR cracking and lamination. The Airport needs to reconstruct this portion of the Connector Taxiway pavement with new aggregate base course and taxiway pavement to prevent FOD on the pavement surface and improve the safety of aviation operations.

Consultant selected for this project: M.C. Schaff & Associates

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 will improve the apron and taxiway pavement systems at the Kimball Airport. The improved pavement surfaces will promote additional aviation operations and fuel sales to the Airport. The project will also provide jobs for construction services and local sales of materials and supplies.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Ryan McElroy

Title: Airport Authority Chairman

Email: ryan.mcelroy@grisk.com

Phone: 308-235-4645

Signature of Authorized Representative:

Ryan T. McElroy

Digitally signed by Ryan T. McElroy
Date: 2025.08.01 11:17:52 -06'00'

Date: 8/01/2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Loup City Municipal Airport (0F4)

SCOPE: (R04) Rehabilitate Runway 16/34, Taxiway, and Apron Pavement

COST ESTIMATE: **DATE OF ESTIMATE:** 19-Jan-25

Construction:	$359,546.25
Engineering:	$125,841.18
Administration:	$0.00
Total:	$485,387.43
ROUNDED:	$490,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$9,800	$14,700	$465,500	$490,000
2%	3%	95%	

PROJECT STATUS

Authority currently selecting an engineering consultant.

LAST PROJECT

Project No. 3-31-0051-012-2025 Regrade Runway 22, in construction phase.

AIRPORT FACILITY DATA

Based Aircraft: 11

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: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/12/2024
Road - Received 1-year Violation Waiver and License.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:

Runways:	Good
Taxiways:	Good
Aprons:	Good

R04

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Loup City Municipal Airport

Address: 47357 Highway 92
Loup City, NE 68853

PROJECT DETAILS:

Project Title: Rehabilitate Runway 16/34, Taxiway, and Apron Pavement

Project Description:
See attached.

Project Cost Estimate:	$490,000	Requested State Funds:	$9,800

Type of request: ☐ State Aid Only Grant ☒ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

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: 8-19-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of 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 2026 Projects

APPLICATANT INFORMATION

Airport: Loup City Municipal Airport

Address: 47357 Highway 92, Loup City, NE 68853

PROJECT DETAILS

Project Title:
Rehabilitation of Runway 16/34, Taxiway, and Apron Pavement

Project Description:
This document provides a detailed project description of the pavement rehabilitation project at Loup City Municipal Airport. The project is designed to extend the useful life of the airfield surface, enhance safety for all users, and ensure continued compliance with FAA standards.

The primary objectives of this rehabilitation project are as follows:

- Restore and preserve pavement structure and function on all specified airfield surfaces.
- Enhance the safety of operations for all airfield users.
- Extend the service life of the airport's infrastructure.
- Ensure compliance with FAA regulations regarding pavement maintenance and airfield marking.
- Improve overall operation and appearance of the pavement.

The project scope includes a series of targeted interventions tailored to the specific conditions and needs of each pavement section:

Resealing of Concrete Joints
Concrete joints are essential for accommodating the expansion and contraction of pavement slabs due to temperature fluctuations and loading stresses. Over time, the sealant within these joints can deteriorate, allowing water, debris, and incompressibles to penetrate, potentially leading to accelerated damage.

The rehabilitation project will involve:

- Cleaning out existing joint material and debris
- Inspection of joint condition
- Application of high-performance elastomeric sealant designed for aviation pavements
- Ensuring proper curing and finish to restore watertight integrity

This process will be completed for all transverse and longitudinal joints within the affected pavement zones, particularly focusing on areas exhibiting signs of existing seal failure.

Crack and Spall Repair

Cracks, when left untreated, can propagate and lead to further pavement deterioration, including spalling—where fragments of concrete break away from the surface, posing safety hazards and compromising structural capacity.

The crack and spall repair operation will include:

- Identifying and mapping all visible cracks and spalled areas through a detailed pavement inspection
- Routing and cleaning cracks to a suitable depth
- Applying approved crack fillers or epoxy-based repair compounds compatible with aviation pavements
- Removing loose spalled concrete and patching areas with high-strength repair mortar
- Finishing repaired surfaces flush with adjacent pavement to ensure smoothness and skid resistance

Special attention will be given to areas with multiple intersecting cracks.

Selective Panel Replacement

In cases where individual pavement panels have sustained damage beyond repair—such as severe cracking, settlement, or loss of structural integrity—selective replacement will be undertaken.

This process involves:

- Saw-cutting and removing damaged concrete panels with precise control to avoid disturbing adjacent pavement
- Preparing subgrade and base materials as required to restore foundational support
- Installing new concrete panels using mixes and reinforcement in accordance with FAA standards and project specifications
- Ensuring proper curing and finishing of new panels to match existing pavement performance characteristics

Panel replacement is limited to those locations where repair methods are deemed insufficient to restore full functionality and is expected to improve overall pavement reliability.

Re-Marking of Runway 16/34, Taxiway, and Apron

Pavement markings are crucial for airfield safety, providing visual guidance for aircraft movement and compliance with regulatory requirements. Over time, markings may fade, chip, or become obscured due to environmental factors and traffic.

The remarking process will include:

- Removing old or deteriorated markings using environmentally safe methods
- Applying new markings (centerlines, thresholds, taxiway edge lines, hold short lines, apron guidelines, etc.) with FAA-approved paint
- Utilizing reflective and skid-resistant materials to maximize visibility day and night, under varying weather conditions
- Ensuring precise layout and measurement in accordance with airfield operational standards

Pavement marking is essential for safe aircraft movement and supports both day and night operations.

Project Benefits

The overarching objectives and benefits of the rehabilitation project are:

- Safer, smoother operating surfaces for all airport users.
- Reduced long-term maintenance costs by proactively addressing pavement issues before they escalate.
- Improved visual cues for pilots and ground crews, supporting safe and efficient aircraft movement.
- Extended service life of airfield infrastructure, protecting the airport's investment.

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

Rehabilitation of Runway 16/34, Taxiway, and Apron

In aviation, the integrity and reliability of pavement infrastructure at municipal airports are foundational to safety, operational efficiency, and long-term community benefit. Loup City Municipal Airport, located in Loup City, Nebraska, serves as a vital hub for general aviation, emergency services, agricultural operations, and community connectivity. As with any airfield, the integrity of its concrete pavement is paramount to safe and efficient operations. The rehabilitation of the concrete airfield pavement at Loup City Municipal Airport is not merely an improvement project; it is a necessary investment in safety, longevity, and the sustained economic and operational viability of the field. This document provides a comprehensive justification for undertaking this rehabilitation, covering safety, longevity, cost efficiency, operational impact, and additional benefits.

Safety Considerations

Pavement distresses such as cracks and spalls pose safety risks to aircraft during landing, takeoff, and taxiing operations. Foreign Object Debris (FOD) originating from loose pavement material can damage aircraft tires, engines, and fuselage, increasing the likelihood of accidents. Rehabilitation will restore smooth surfaces, reduce FOD potential, and ensure compliance with

FAA safety standards. Rehabilitation will address surface spalling and loose aggregate, failing joint and crack sealant, reducing FOD hazards and protecting aircraft components. Rehabilitation will also include new markings

Extension of Pavement Life

Concrete pavement rehabilitation is not simply a short-term fix; it is a strategic intervention designed to maximize the usable life of the infrastructure. Quality rehabilitation addresses underlying structural deficiencies, restores surface integrity, and provides protective treatments against future weathering and mechanical stresses. For Loup City Municipal Airport, a comprehensive rehabilitation may include:

- Full-depth slab replacement for severely damaged areas
- Crack and joint sealing to prevent water infiltration and subgrade erosion

These measures can significantly extend the pavement's lifespan, reducing the frequency and cost of future repairs and minimizing disruptions to airfield operations.

Preservation of Capital Investment

Airfield pavement represents a significant capital investment for any community. Allowing the pavement to deteriorate unchecked leads to more costly interventions in the future, including potential full reconstruction. Timely rehabilitation is a prudent measure that preserves this investment, demonstrating fiscal responsibility and stewardship of public resources.

Cost Savings Through Preventative Maintenance

Routine maintenance and timely rehabilitation are considerably more cost-effective than deferred maintenance or emergency repairs. The cost of repairing isolated failures and conducting frequent patching can quickly exceed the cost of a planned, systematic rehabilitation. Additionally, well-maintained pavement reduces wear and tear on aircraft, further saving costs for operators and users.

Operational Benefits

Unscheduled repairs and pavement failures often lead to temporary closures or operational restrictions. These disruptions can inconvenience users and reduce the field's reliability. A planned rehabilitation can be scheduled to minimize impact, with clear communication with stakeholders and phased work to ensure continued access.

Conclusion

The rehabilitation of pavement at Loup City Municipal Airport is a critical investment in the facility's safety, functionality, and future viability. By addressing current deficiencies, enhancing safety features, and ensuring the longevity and sustainability of the infrastructure, the project will support the airport's role as a regional asset for decades to come. The improvements will foster economic growth, bolster emergency and agricultural operations, and provide a safe and dependable environment for all who rely on the airport's services.

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 rehabilitation of the concrete airfield pavement at Loup City Municipal Airport in Loup City, Nebraska, represents a strategic investment in the future of the town and the broader region. As a key transportation asset in rural Nebraska, Loup City Municipal Airport serves a variety of stakeholders, including local businesses, agricultural producers, medical services, tourists, and the residential community. Improvements to the airfield's pavement will yield significant benefits across economic, social, and infrastructural dimensions, catalyzing growth and enhancing the quality of life in Loup City and its surrounding areas.

Economic Benefits

A well-maintained airfield is a foundational element for economic vitality in rural communities. The rehabilitation of Loup City Municipal Airport's pavement will bolster local and regional prosperity in several direct and indirect ways:

- Business Attraction and Retention: Enhanced airfield facilities make Loup City more attractive to entrepreneurs and business owners, especially those whose operations require or benefit from access to air transportation. Improved infrastructure serves as a signal that the community values investment and is positioned for growth.
- Support for Local Agriculture: Agriculture is central to Loup City's economy, and airfields play a vital role in modern farming, including crop spraying, aerial surveying, and rapid transportation of agricultural goods. Reliable pavement ensures safe, efficient operations, minimizing downtime and reducing costs for producers.
- Stimulating Ancillary Businesses: The presence of a high-quality airfield supports a network of service providers, from fuel suppliers and maintenance crews to hospitality and tourism-related enterprises. As activity at the airfield increases, so too does the demand for these goods and services, creating a ripple effect throughout the local economy.
- Long-Term Economic Stability: Infrastructure investments such as pavement rehabilitation are typically long-lived, providing economic returns for decades. They help buffer the local economy against downturns by facilitating diverse revenue streams and creating conditions conducive to sustained growth.

Job Opportunities

The rehabilitation project at Loup City Municipal Airport will generate employment both in the short term and the long term:

- Construction and Engineering Jobs: The immediate effect of pavement rehabilitation is the creation of jobs associated with planning, engineering, materials supply, and

construction. These positions support local workers and contractors and inject wages into the community.
- Indirect Employment: Improved airfield access can also facilitate job growth in sectors that rely on air transportation, such as tourism, agriculture, and emergency services. Businesses may be more likely to expand or relocate to Loup City, knowing the transportation infrastructure supports their operations.

Local Infrastructure

Investing in Loup City Municipal Airport's pavement rehabilitation is an investment in the broader infrastructure network of Loup City and Sherman County:

- Transportation Connectivity: Upgraded pavement improves the reliability and safety of airfield operations, ensuring that Loup City Municipal Airport remains a viable link in the chain of regional transportation. This supports local mobility, enhances logistics, and helps integrate Loup City into state and national aviation networks.
- Emergency Services Support: Airfields are essential for rapid emergency response. Whether for medical airlift, disaster relief, or firefighting, well-maintained pavement enables fast, reliable access for both fixed-wing aircraft and helicopters.
- Community Resilience: Robust infrastructure helps communities' weather natural disasters and other disruptions. A rehabilitated airfield provides an added layer of preparedness, ensuring that Loup City remains accessible in times of need.

Tourism Support

Loup City is situated amid rolling prairies, lakes, and trails—features that appeal to tourists seeking nature, adventure, and relaxation. The airport acts as a gateway, making it easier for travelers to access hidden gems that might otherwise be overlooked due to transportation challenges. Pavement rehabilitation ensures that the gateway remains open and inviting, facilitating exploration of area parks, wildlife refuges, and historical sites.

- First Impressions Matter: The airport is often the first point of contact for new visitors, and its condition speaks volumes about the community's standards. Cracked and worn pavement can leave a negative impression, while fresh, well-maintained surfaces communicate care and professionalism. This positive experience can set the tone for a visitor's entire trip, making them more likely to return or recommend Loup City to others.
- Supporting Aviation Enthusiasts: Aviation tourism is a niche market with dedicated enthusiasts who travel to explore new airfields, attend fly-ins, and participate in aviation events. A rehabilitated airport attracts this audience, offering a safe and welcoming environment for their activities. Aviation clubs and organizations may choose Loup City for gatherings, competitions, or educational visits, further bolstering the community's tourism profile.
- Growth in Hospitality Sector: As tourism increases, demand for restaurants, hotels, and retail establishments rises. A modernized airfield supports this growth by making Loup City a more accessible destination for leisure and business travelers.

Improved Access

Pavement rehabilitation will enhance access for a broad range of users, reinforcing the airport's role as a vital link in the regional transportation network:

- Emergency Services: Air ambulance flights, disaster response teams, and law enforcement agencies rely on reliable runways. The improved infrastructure ensures uninterrupted service when minutes matter.
- Medical and Educational Access: Patients from rural areas, medical professionals, and visiting educators can travel more efficiently, facilitating improved health care and education outcomes in region.
- Business and Personal Travel: With a smoother, safer airfield, local businesses and individuals will benefit from reduced delays, enhanced safety, and greater flexibility in travel options.
- Reduce Isolation: Rural communities often struggle with isolation. Enhanced air access connects Loup City to larger urban centers, fostering cultural exchange and broadening horizons for residents.

Community Benefits

At its heart, the rehabilitation of Loup City Municipal Airport's pavement is about strengthening Loup City's social fabric and improving life for its residents:

- Enhanced Quality of Life: Infrastructure investments foster pride and optimism, encouraging residents to stay, invest, and build families in Loup City.
- Educational Opportunities: Aviation programs and STEM education initiatives often rely on local airfields to inspire young people.
- Community Cohesion: Airfields are gathering places, hosting fly-ins, air shows, and other events that bring people together. A rehabilitated facility enhances these opportunities, promoting social connections and shared experiences.

Regional Growth

Loup City Municipal Airport is more than a local amenity; it is a regional asset that supports broader economic and social development:

- Strengthening Regional Networks: By improving connectivity, Loup City Municipal Airport helps integrate Loup City into state and interstate transportation and commerce flows. This fosters partnerships, attracts investment, and enables regional planning for growth and sustainability.
- Promoting Long-Term Sustainability: Investments in infrastructure support population retention and expansion, helping to counteract rural depopulation and ensuring that Loup City remains a vibrant, viable community for generations to come.

Conclusion

A pavement rehabilitation project at the Loup City Municipal Airport extends benefits far beyond the airport itself. It enhances safety, capacity, and reliability, making the region more accessible and appealing to tourists. The ripple effects touch nearly every aspect of the local economy, from hospitality and retail to recreation and cultural events. By investing in airport infrastructure,

Loup City positions itself as a destination not just for pilots and aviation enthusiasts, but for anyone seeking the unique experiences that central Nebraska has to offer. In this way, pavement rehabilitation becomes not merely an engineering endeavor, but a foundational act of community development and tourism support.

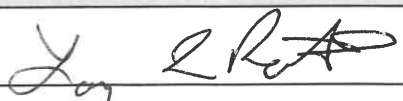
FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Loup City Municipal Airport, 0F4, Loup City, Nebraska		
AIP Project Type:	Rehabilitate Runway 16/34, Taxiway, and Apron Pavement		
Local Priority:	1 - Very High	**Federal Share:**	$ 441,000.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 49,000.00
		Total Project Cost:	$ 490,000.00

Project Description: Rehabilitate Runway 16/34, Taxiway, and Apron Pavement.
Justification: Periodic pavement maintenance has proven to extend the life of pavements. Project will consist of joint reseal, crack repair, spall repair, selective panel replacement, and marking removal and replacement.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4e FAA Order 1050.1F.
Pavement Project PCI Score: PCI scores are unknown at this time.
Pavement Project Dimensions: Runway 16/34 is 3,900' x 60'.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
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 pavement 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 Loup City.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	1-9-2025
Printed Name:	Larry Reiter	**Title:**	Airport Authority Chairman
Phone Number:	308-383-0352	**Email:**	flyreit@gmail.com

ACIP Cost Estimate

Rehabilitate Runway 16/34, Taxiway, and Apron Pavement

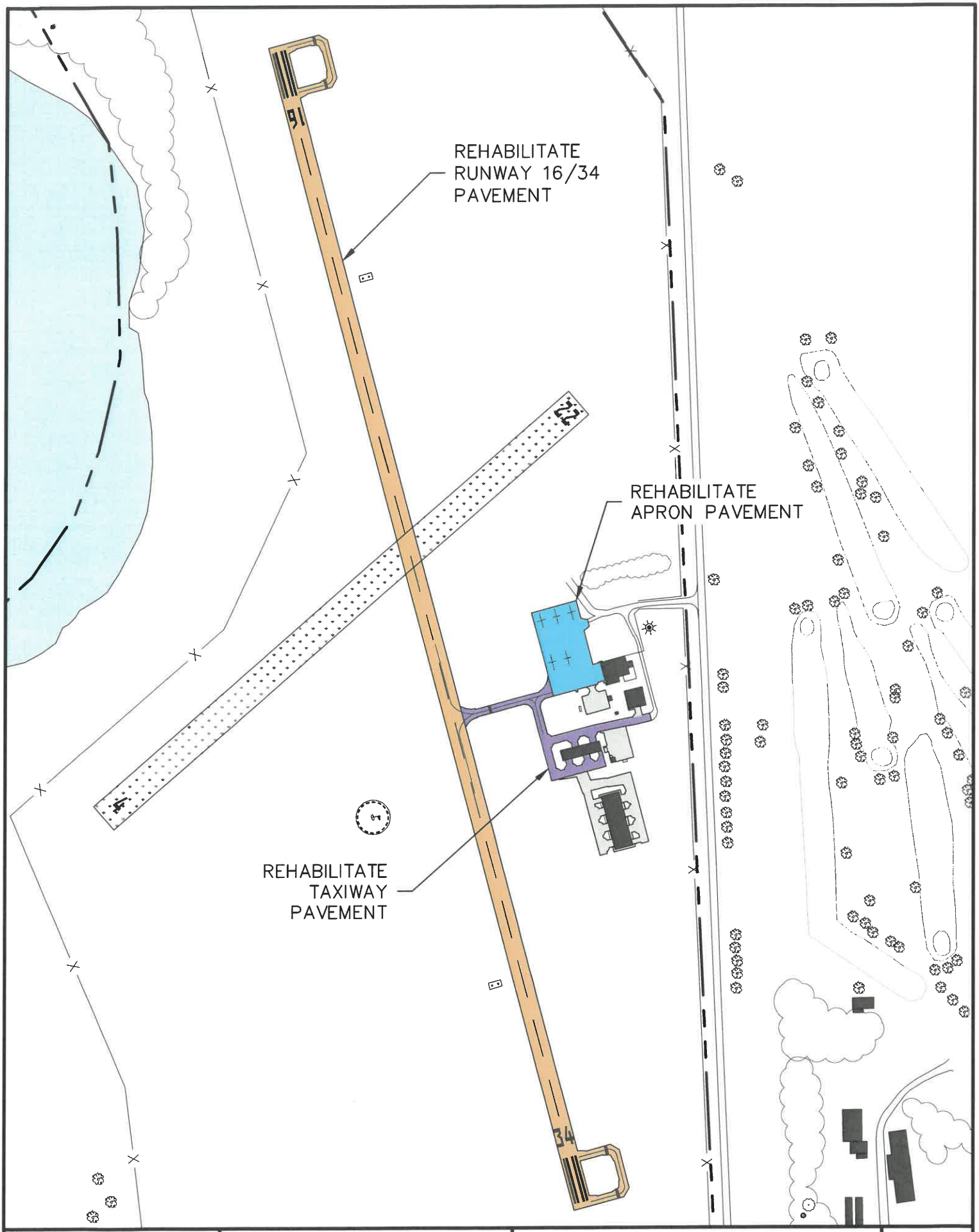
Loup City Municipal Airport
Loup City, Nebraska

January, 2025

					Runway 16/34		Taxiway		Apron	
Item No.	Spec	Description	Unit	Unit Pice	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	$28,000.00	1	$5,000.00	1	$5,200.00
2	P-101	Concrete Pavement Removal	SY	$ 18.00	250	$4,500.00	80	$1,440.00	100	$1,800.00
3	P-101	Marking Removal	SF	$ 2.00	19,875	$39,750.00	1,725	$3,450.00	450	$900.00
4	P-101	Concrete Spall Repair	SF	$ 250.00	50	$12,500.00	20	$5,000.00	40	$10,000.00
5	P-605	Joint Sealing Filler	LF	$ 1.75	47,050	$82,337.50	6,825	$11,943.75	8,325	$14,568.75
6	P-605	Crack Sealing Filler	LF	$ 10.00	500	$5,000.00	150	$1,500.00	200	$2,000.00
7	P-620	Marking with Reflective Media	SF	$ 2.50	14,850	$37,125.00	575	$1,437.50	150	$375.00
8	P-620	Marking w/o Reflective Media	SF	$ 2.25	5,025	$11,306.25	1,150	$2,587.50	300	$675.00
9	P-620	Temporary Marking	SF	$ 2.00	14,850	$29,700.00	575	$1,150.00	150	$300.00
10	Olsson 100	Construction Layout and Stakes	LS	Varies	1	$10,000.00	1	$2,500.00	1	$2,500.00
11	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	$15,000.00	1	$5,000.00	1	$5,000.00
				Total Construction		**$275,218.75**		**$41,008.75**		**$43,318.75**
				Engineering & Administration*		**$96,326.56**		**$14,353.06**		**$15,161.56**
				Total (Rounded)		**$370,000.00**		**$60,000.00**		**$60,000.00**
				Federal (90%)		**$333,000.00**		**$54,000.00**		**$54,000.00**
				Local (10%)		**$37,000.00**		**$6,000.00**		**$6,000.00**

** Assumes all work is completed as one project*

GRAND TOTAL	**$490,000.00**
Federal (90%)	**$441,000.00**
Local (10%)	**$49,000.00**



PROJECT NO: -	PROPOSED PROJECT LOUP CITY MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: JDB				1
DATE: 1/2023				

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: North Platte Regional Airport / Lee Bird Field (LBF)

SCOPE: (R04) Rehabilitate Runway 12/30

COST ESTIMATE: **DATE OF ESTIMATE:** 28-Aug-25

Construction:	$1,824,800.00
Engineering:	$0.00
Administration:	$0.00
Total:	$1,824,800.00
ROUNDED:	$1,825,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$36,500	$54,750	$1,733,750	$1,825,000
2%	3%	95%	

PROJECT STATUS

This project is not currently programmed for 2026 federal funding.

LAST PROJECT

Project No. 3-31-0059-047 Terminal Building
Project No. 3-31-0059-048 Terminal Building
Project No. 3-31-0059-049 Terminal Building
Project No. 3-31-0059-050 Terminal Building

AIRPORT FACILITY DATA

Based Aircraft: 45

Critical Aircraft: C-II

Runway Design Code (RDC): Runway 12/30: C-II
Runway 17/35: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:
Part 139, Inspected by FAA

PAVEMENT MAINTENANCE:
Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:

Runways:	Good
Taxiways:	Fair to Good
Aprons:	Poor to Good

R04

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: North Platte Regional Airport (LBF)

Address: 5400 East Lee Bird Drive
North Platte, NE 69101

PROJECT DETAILS:

Project Title: Rehabilitate Runway 12/30

Project Description:
The project scope includes resealing of joints, routine cleaning, filling, and or sealing of longitudinal and transverse cracks, patching pavement, and remarking pavement areas.

Project Cost Estimate:	$1,824,800.00	Requested State Funds:	$36,496.00

Type of request: ☐ State Aid Only Grant ☒ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The most recent Runway 12/30 (8,000' x 150') pavement maintenance project was completed in FY2013. A recent high water event stripped joint sealant on a portion of the runway, and minor surface deterioration and build-up of paint layers has led to frequent repainting. New joint/crack sealant and pavement marking removal/replacement is needed to minimize FOD risk and maintain Part 139 compliance.

Consultant selected for this project: HDR

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

Runway 12/30 is the longest and most capable runway in the region. In addition to serving the air carrier, it also supports large business jet operations, air medical, military exercises, and economic growth initiatives. Maintaining the runway in a state of good repair is critical for the airport's success. It has been over 10 years since the last rehabilitation project on this runway. The project will reduce Foreign Object Debris (FOD) risk and facilitate continued compliance with Part 139 regulations.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Justin Gosnell

Title: Airport Manager

Email: justin@flynorthplatte.com

Phone: (308) 530-6948

Signature of Authorized Representative: Justin Gosnell

Date: 8-28-2025

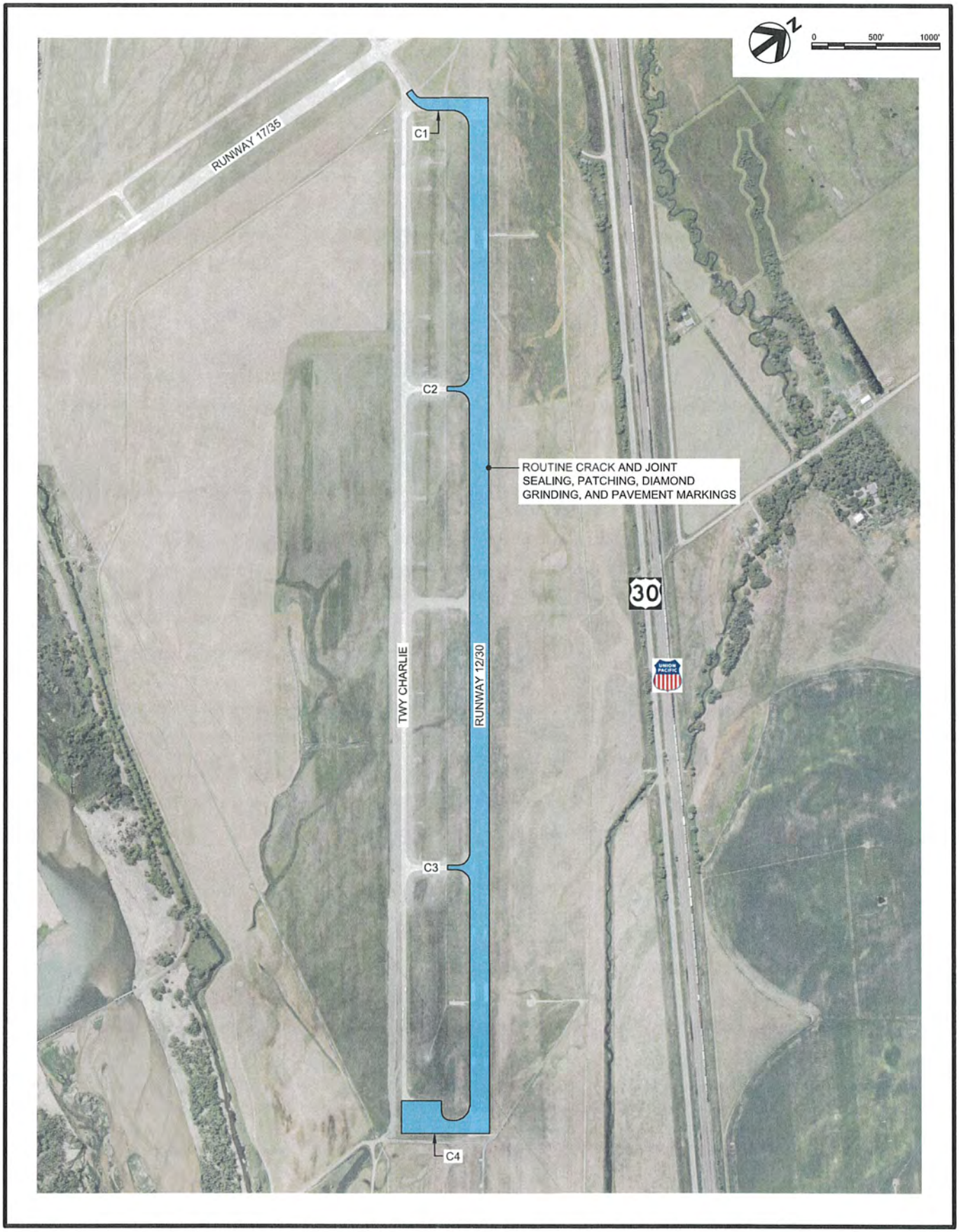
APPLICATION SUBMITTAL:

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



NORTH PLATTE REGIONAL AIRPORT

REHABILITATE RUNWAY 12/30

NORTH PLATTE REGIONAL AIRPORT, NEBRASKA

DATE: 8/14/2024

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Searle Field (OGA)

SCOPE: (R01) Reconstruct Runway 8/26

COST ESTIMATE:

Construction:	$6,464,093.30
Engineering:	$1,646,023.33
Administration:	$0.00
Total:	$8,110,116.63

DATE OF ESTIMATE: 29-Aug-24

ROUNDED: $8,110,000.00

FUNDS

STATE**	SPONSOR	FEDERAL	TOTAL
$100,000	$305,500	$7,704,500	$8,110,000
~~2%~~	~~3%~~	95%	

**Federal Projects: up to 2% state matching funds ($100,000 max).

PROJECT STATUS

The engineering agreement was signed on 3/25/2025. Plans and specifications are due 1/31/2025.

LAST PROJECT

Project No. 3-31-0061-017 Runway 8/26 Reconstruction (design)

AIRPORT FACILITY DATA

Based Aircraft: 13

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 8/26: B-II
Runway 13/31: B-I (small)

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/12/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:

Runways:	Satisfactory to Good
Taxiways:	Good
Aprons:	Good

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Searle Field

Address: 150 Airport Road
Ogallala, NE 69153

PROJECT DETAILS:

Project Title: Reconstruct Runway 8/26

Project Description:
See attached.

Project Cost Estimate:	$8,110,000.00	Requested State Funds:	$100,000

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

See attached.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Kevin Wilkins

Title: City Manager

Email: Kevin.Wilkins@ogallala-ne.gov

Phone: 308-289-6001

Signature of Authorized Representative:

Kevin Wilkins

Digitally signed by Kevin Wilkins
Date: 2025.08.29 08:14:05 -06'00'

Date:

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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APPLICATANT INFORMATION / PROJECT DETAILS

Reconstruct Runway 8/26
Airport: Searle Field
150 Airport Road, Ogallala, NE 69153

Project Description:

Currently the FAA has scheduled the reconstruction of Runway 8/26 and connecting taxiway at Searle Field. In 2025, the airport with assistance of Olsson completed a ALP updated to ensure the proposed CDS Funded project meets current standards and that the runway pavement length was justified.

Under this project, the following work will be completed

- Reconstruction of Runway 8/26 including white topping.
- Reconstruction of Associated Connecting Taxiway and turn arounds
- Relocate Runway 13 threshold to eliminate the converging runway ends that currently form a “V”, which creates an elevated risk for runway incursions and wrong surface events. This may include marking, lighting and navigational aids.
- Replace Runway 8/26 and associated taxiway lighting with electrical vault improvements and replacement of Runway 8/26 and Runway 31 PAPIs

This project was designated for Congressional Directed Spending in FY24 and received an FY25 grant for engineering services. Thus has a level of guaranteed federal funding. The city has signed an agreement with Olsson for the project design. A bid opening is scheduled for March 2026.

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

Searle Field, located in Ogallala, Nebraska, serves as a vital hub for general aviation, emergency services, agricultural operations, and community connectivity. As with any airfield, the integrity of its concrete pavement is paramount to safe and efficient operations. The reconstruction of Runway 8/26 at Searle Field is not merely an improvement project; it is a necessary investment in safety, longevity, and the sustained economic and operational viability of the field.

Safety Considerations

Pavement distresses such as cracks and spalls pose safety risks to aircraft during landing, takeoff, and taxiing operations. Foreign Object Debris (FOD) originating from loose pavement material can damage aircraft tires, engines, and fuselage, increasing the likelihood of accidents. Reconstruction will restore smooth surfaces, reduce FOD potential, and ensure compliance with FAA safety standards. This project also includes new pavement markings, runway and taxiway lights, and PAPI replacements for Runway 8/26 and Runway 31, all of which will improve visual aids at Searle Field.

Cost Savings Through Preventative Maintenance

Routine maintenance and timely rehabilitation are considerably more cost-effective than deferred maintenance or emergency repairs. Once Runway 8/26 is reconstructed, routine maintenance will help prevent further costly interventions in the future. Additionally, well-maintained pavement reduces wear and tear on aircraft, further saving costs for operators and users.

Operational Benefits

Unscheduled repairs and pavement failures often lead to temporary closures or operational restrictions. These disruptions can inconvenience users and reduce the field’s reliability. A planned reconstruction can

be scheduled to minimize impact, with clear communication with stakeholders and phased work to ensure continued access.

Conclusion

The reconstruction of Runway 8/26 and associated work items at Searle Field is a critical investment in the facility's safety, functionality, and future viability. By addressing current deficiencies, enhancing safety features, and ensuring the longevity and sustainability of the infrastructure, the project will support the airport's role as a regional asset for decades to come. The improvements will foster economic growth, bolster emergency and agricultural operations, and provide a safe and dependable environment for all who rely on the airport's services.

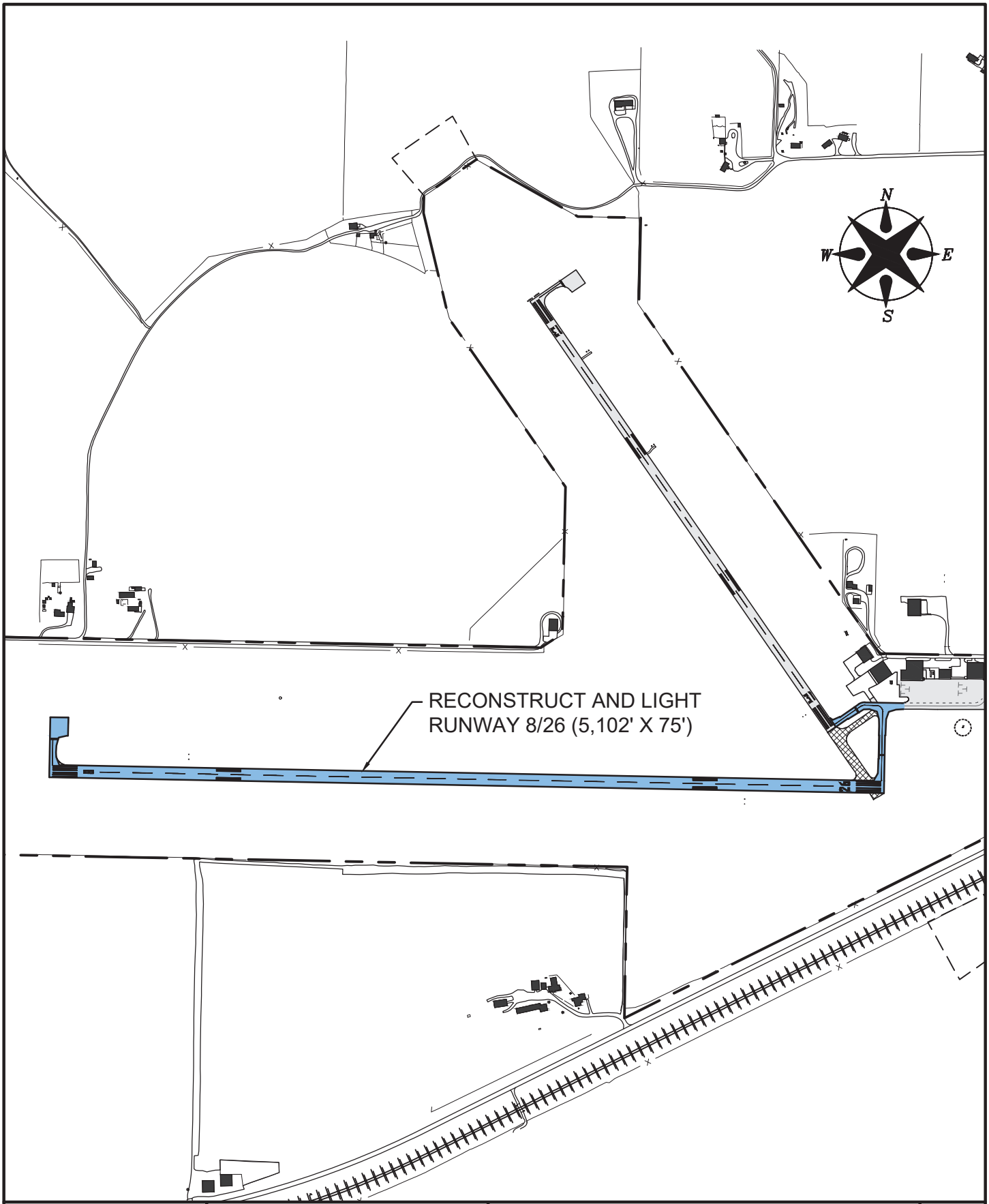
Project Benefits

Reconstruction of Runway 8/26 at Searle Field in Ogallala, Nebraska, represents a strategic investment in the future of the town and the broader region. As a key transportation asset in rural Nebraska, Searle Field serves a variety of stakeholders, including local businesses, agricultural producers, medical services, tourists, and the residential community. Improvements to the airfield's pavement will yield significant benefits across economic, social, and infrastructural dimensions, catalyzing growth and enhancing the quality of life in Ogallala and its surrounding areas.

- Aerial spraying
- Sale barn
- Lake McConaughy traffic
- Medical specialists / clinics
- Emergency medical services
- Nebraska Public Power District (NPPD)
- Olsson
- Construction contractors
- New casino and horse racing track planned near the Interstate 80 interchange. These facilities will attract visitors from a multi-state region and will have a tremendous impact on the region's economy.
- Construction personnel related to the dam, the casino, highways, interstate, and related items, such as hotels and restaurants.

Conclusion

The reconstruction of the Runway 8/26 at Searle Field in Ogallala, NE, is a transformative project with far-reaching impacts. From direct economic gains and job creation to improvements in community connectivity and regional resilience, this investment lays the groundwork for a prosperous future. With enhanced infrastructure, Ogallala can continue to support its residents, attract new opportunities, and play a dynamic role in the growth of western Nebraska.



PROJECT NO:	PROPOSED PROJECT SEARLE FIELD OGALLALA, NE	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: 08.28.2025				

G:\Market\Transportation\Airports\CIP_Data Sheets\Nebraska_State Aid Grant Application\FY 2026 State Grant Applications\Ogallala\OGA Sketch.dwg
DATE: Aug 28, 2025 4:07pm USER: mkubesa

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Pender Municipal Airport (0C4)

SCOPE: (G03) Remove and Replace Runway 15/33 Lighting and PAPIs, and Replace Beacon Fixture

COST ESTIMATE:

Construction:	$379,050.00
Engineering & Administration:	$140,256.00
Flight Check:	$15,000.00
Total:	$534,306.00

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $540,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$10,800	$16,200	$513,000	$540,000
2%	3%	95%	

PROJECT STATUS

This project includes displacing the runway 15 threshold.
The ALP must be completed before this project can recieve federal funding.

LAST PROJECT

Project No. 3-31-0066-016 Airport Layout Plan, current project

AIRPORT FACILITY DATA

Based Aircraft: 18

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

G03

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Pender Municipal Airport (0C4)

Address: 416 Main Street
Pender, NE 68047

PROJECT DETAILS:

Project Title: Remove and Replace Runway 15/33 Lighting and PAPIs, Install REILs, and Replace Beacon Fixture.

Project Description:
Remove and Replace Runway 15/33 Lighting and PAPIs, Install REILs, and Replace Beacon Fixture.

Project Cost Estimate:	$540,000.00	Requested State Funds:	$10,800.00

Type of request: ☐ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The airport is currently completing an ALP update to address the recent identification of Highway 16 as an obstruction for the Runway 15 end. A displaced threshold will require that the runway lighting spacing and the location of the PAPIs will need to adjusted accordingly. The runway lighting and PAPIs are also at the end of their useful life. The project will be addressing a safety requirements at the airport.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 runway lighting system, PAPIs, and REILs will provide the required navigation aids to provide for a safe environment and improved access for the pilots using the airport.

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: 8-28-25

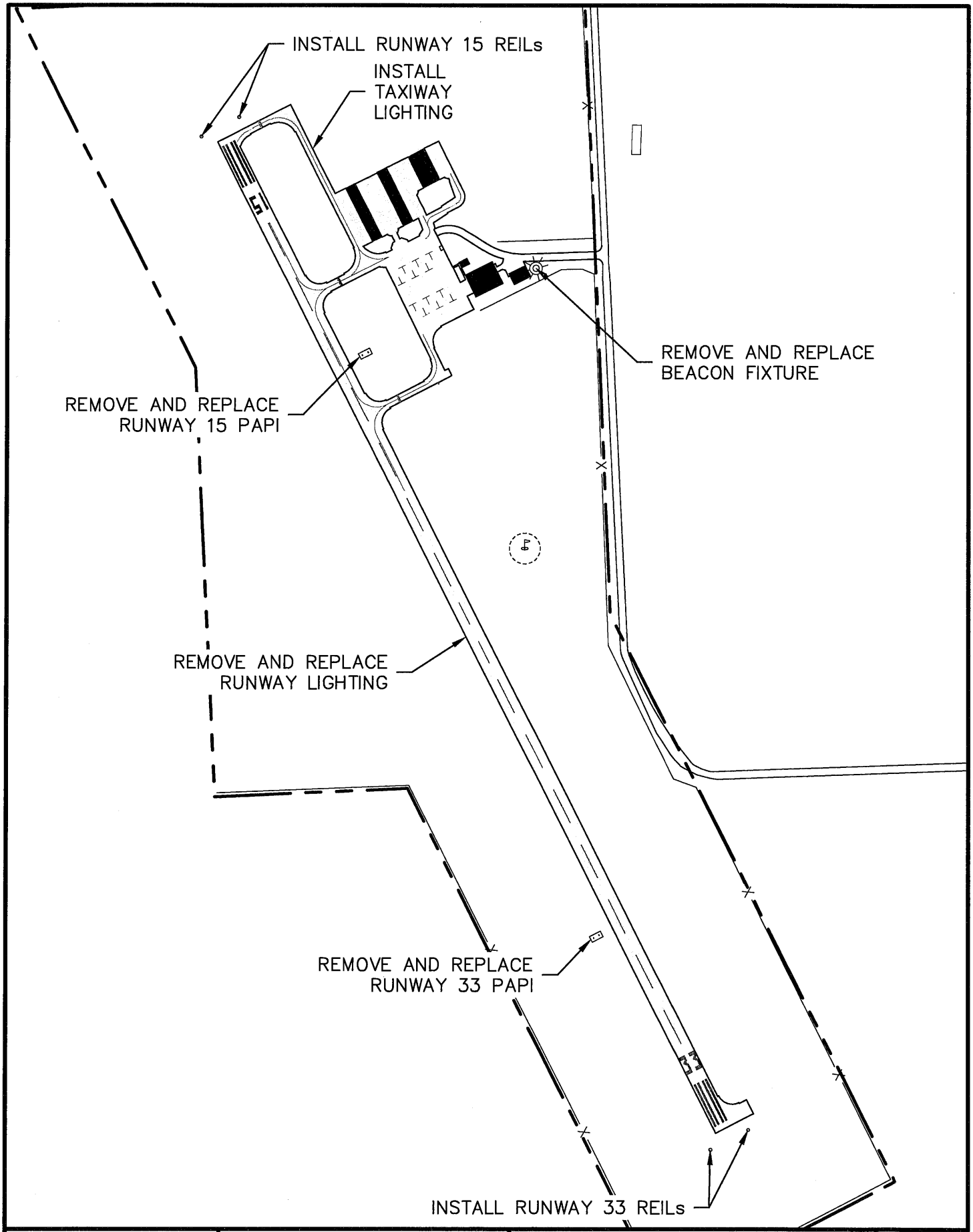
APPLICATION SUBMITTAL:

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: -	PROPOSED PROJECT PENDER MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: JDB				1
DATE: 3/2025				

ACIP Cost Estimate

Remove and Replace Runway 15/33 Lighting and PAPIs, Install REILs, Replace Beacon

Pender Municipal Airport
Pender, Nebraska

March, 2025

					Runway Lighting*		PAPIs*		REILs		Beacon	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	$18,000.00	1	$10,000.00	1	$4,000.00	1	$2,600.00
2	L-101	Airport Beacon Removal	LS	$500.00	0	$0.00	0	$0.00	0	$0.00	1	$500.00
3	L-101	Airport Rotating Beacon, In Place	LS	$26,000.00	0	$0.00	0	$0.00	0	$0.00	1	$26,000.00
4	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	$3.50	8,800	$30,800.00	5,600	$19,600.00	400	$1,400.00	0	$0.00
5	L-109	Vault Work	LS	$5,000.00	1	$5,000.00	1	$5,000.00	0	$0.00	0	$0.00
6	L-109	4.0 kW 3-Step Regulator in Existing Vault, in Place	LS	$15,000.00	1	$15,000.00	1	$15,000.00	0	$0.00	0	$0.00
7	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	$9.00	1,200	$10,800.00	0	$0.00	200	$1,800.00	0	$0.00
8	L-125	Base-Mounted Light Removal	EA	$350.00	83	$29,050.00	0	$0.00	0	$0.00	0	$0.00
9	L-125	Retroreflective Marker Removal	EA	$150.00	27	$4,050.00	0	$0.00	0	$0.00	0	$0.00
10	L-125	RWY 15 PAPI Removal	EA	$2,500.00	0	$0.00	1	$2,500.00	0	$0.00	0	$0.00
11	L-125	RWY 33 PAPI Removal	EA	$2,500.00	0	$0.00	1	$2,500.00	0	$0.00	0	$0.00
12	L-125	L-861SE Base-Mounted Threshold Light Fixture	EA	$600.00	16	$9,600.00	0	$0.00	0	$0.00	0	$0.00
13	L-125	Base-Mounted Runway Light Fixture	EA	$500.00	35	$17,500.00	0	$0.00	0	$0.00	0	$0.00
14	L-125	Base-Mounted Taxiway Light Fixture	EA	$500.00	37	$18,500.00	0	$0.00	0	$0.00	0	$0.00
15	L-125	Base-Mounted Taxiway Light	EA	$1,100.00	27	$29,700.00	0	$0.00	0	$0.00	0	$0.00
16	L-125	RWY 15 PAPI System	EA	$25,000.00	0	$0.00	1	$25,000.00	0	$0.00	0	$0.00
17	L-125	RWY 33 PAPI System	EA	$25,000.00	0	$0.00	1	$25,000.00	0	$0.00	0	$0.00
18	L-125	RWY 15 REIL System	EA	$15,000.00	0	$0.00	0	$0.00	1	$15,000.00	0	$0.00
19	L-125	RWY 33 REIL System	EA	$15,000.00	0	$0.00	0	$0.00	1	$15,000.00	0	$0.00
20	T-901	Seeding	LS	$1,000.00	1	$1,000.00	1	$1,000.00	1	$1,000.00	0	$0.00
21	T-908	Mulching	LS	$800.00	1	$800.00	1	$800.00	1	$800.00	0	$0.00
22	Olsson 100	Construction Layout and Stakes	LS	Varies	1	$2,500.00	1	$1,500.00	1	$750.00	0	$0.00
23	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	$5,000.00	1	$2,500.00	1	$2,500.00	0	$0.00
				Total Construction		**$197,300.00**		**$110,400.00**		**$42,250.00**		**$29,100.00**
				Engineering & Administration**		**$74,974.00**		**$41,952.00**		**$16,055.00**		**$7,275.00**
				FAA Flight Check		**$5,000.00**		**$5,000.00**		**$5,000.00**		**$0.00**
				Total (Rounded)		**$280,000.00**		**$160,000.00**		**$60,000.00**		**$40,000.00**
				Federal (90%)		**$252,000.00**		**$144,000.00**		**$54,000.00**		**$36,000.00**
				Local (10%)		**$28,000.00**		**$16,000.00**		**$6,000.00**		**$4,000.00**

*This estimate assumes existing conduit and base cans can be re-used.

**Assumes all work is completed as one project.

GRAND TOTAL	**$540,000.00**
Federal (90%)	**$486,000.00**
Local (10%)	**$54,000.00**

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Plattsmouth Municipal Airport (PMV)

SCOPE: (B05) Construct Snow Removal Equipment (SRE) Building

COST ESTIMATE:

Construction:	$527,500.00
Engineering:	$184,625.00
Administration:	$0.00
Total:	$712,125.00

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $710,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$14,200	$21,300	$674,500	$710,000
2%	3%	95%	

PROJECT STATUS

A draft engineering agreement was submited on Oct 10. Currently in review.

LAST PROJECT

Project No. 3-31-0068-016/017 Pavement Rehabilitation in grant closeout.

AIRPORT FACILITY DATA

Based Aircraft: 28

Runway Design Code (RDC): Runway 16/34: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/18/2023
Violations corrected.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways:	Satisfactory to 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 2026 Projects

APPLICANT INFORMATION:

Airport: Plattsmouth Municipal Airport (PMV)

Address: 411 Church Rd, Plattsmouth, NE 68048 (Airport)

P.O. Box 128, Plattsmouth, NE 68048 (Airport Authority)

PROJECT DETAILS:

Project Title: Construct Snow Removal Equipment (SRE) Building

Project Description:
Construct a 60' x 60' Snow Removal Equipment (SRE) building and associated pavement.

Project Cost Estimate:	$710,000.00	Requested State Funds:	$14,200.00

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The Plattsmouth Municipal Airport needs a building to store their snow removal equipment. This equipment is imperative throughout the winter months to provide safety for the aircraft utilizing the airfield. Storing this equipment within this building will provide the airport with assurance and ease of maintenance.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

This project will provide the airport an assuredness with their snow removal operations. This will make for more timely snow removal, ensuring access to the airfield for based and itinerant aircraft. Snow removal is imperative for the safety of the people utilizing the airfield. This project will promote the opportunity for job creation for the maintenance and operation of the equipment.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Kevin Faris Title: Chairman

Email: kf64358@windstream.net Phone: 402-681-4439

Signature of Authorized Representative: Kevin D Faris Date: 8-28-25

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

ACIP Cost Estimate

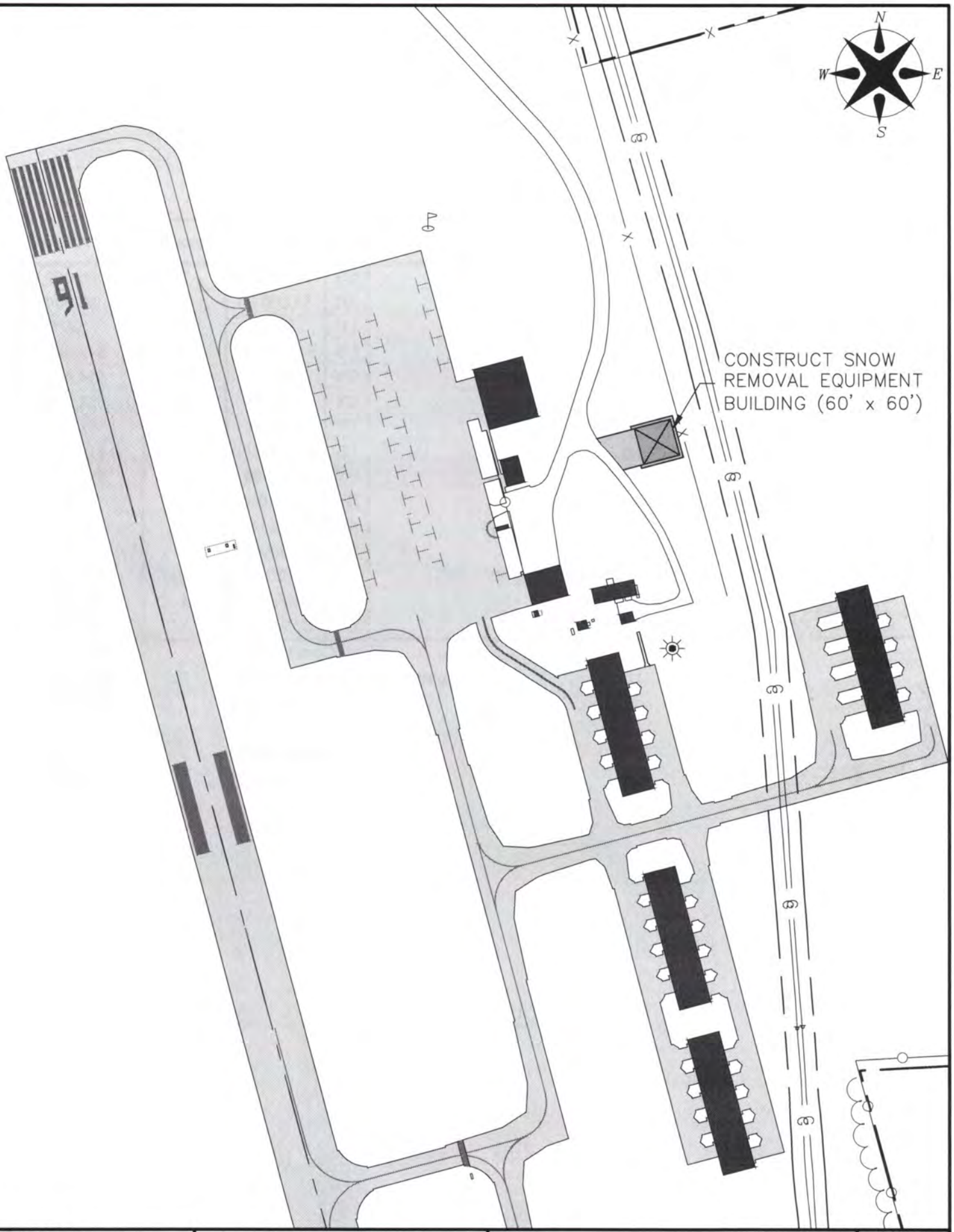
Construct Snow Removal Equipment (SRE) Building

Plattsmouth Municipal Airport
Plattsmouth, Nebraska

Aug-25

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	$5,000.00	1	$5,000.00
2	C-102	Temporary Seeding and Mulching	AC	$3,000.00	1	$3,000.00
3	C-102	Installation and Removal of Silt Fence	LF	$5.00	100	$500.00
4	C-105	Mobilization	LS	$42,000.00	1	$42,000.00
5	P-152	Unclassified Excavation	CY	$18.00	800	$14,400.00
6	P-152	Muck Excavation	CY	$35.00	80	$2,800.00
7	P-208	6" Aggregate Base Course	SY	$18.00	350	$6,300.00
8	P-501	Concrete Mix Design	LS	$15,000.00	1	$15,000.00
9	P-501	6" Concrete Pavement	SY	$100.00	330	$33,000.00
10	P-501	5" Concrete Sidewalk	SY	$70.00	100	$7,000.00
11	T-901	Seeding	AC	$3,000.00	1	$3,000.00
12	T-908	Mulching	AC	$3,000.00	1	$3,000.00
13	-	Snow Removal Equipment Building (60' x 60')	SF	$100.00	3,600	$360,000.00
14	-	Utility Installation / Relocation	LS	$25,000.00	1	$25,000.00
15	Olsson 100	Construction Layout and Stakes	LS	$7,500.00	1	$7,500.00

Total Construction	**$527,500.00**
Engineering & Administration	**$184,625.00**
Total (Rounded)	**$710,000.00**
Federal (95%)	**$674,500.00**
Local (5%)	**$35,500.00**



PROJECT NO: -	PROPOSED PROJECT PLATTSMOUTH MUNICIPAL AIRPORT PLATTSMOUTH, NE	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT
DRAWN BY: JDB				1
DATE: 1/2025				

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Modisset Field (9V5)

SCOPE: (G03) Airfield Lighting and Infrastructure Enhancement Project - Replacement of Runway/ Taxiway Lights, PAPIs, Beacon, and Construction of Electrical Vault

COST ESTIMATE:

Construction:	$851,975.00
Engineering:	$212,994.00
Administration:	$30,000.00
Total:	$1,094,969.00

DATE OF ESTIMATE: 8-Jan-25

ROUNDED: $1,090,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$21,800	$32,700	$1,035,500	$1,090,000
2%	3%	95%	

PROJECT STATUS

The Authority is currently selecting an engineering consultant.

LAST PROJECT

Project No. 3-31-0070-011/012 Pavement Rehabilitation

AIRPORT FACILITY DATA

Based Aircraft: 10

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

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 8/09/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways:	Satisfactory
Taxiways:	Satisfactory to Good
Aprons:	Satisfactory

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Modisett Airport

Address: Airport Rd
Rushville, NE 69360

PROJECT DETAILS:

Project Title: Airfield Lighting and Infrastructure Enhancement Project - Replacement of Runway/Taxiway Lights, PAPIs, Beacon, and Construction of Electrical Vault

Project Description:
See attached.

Project Cost Estimate:	$1,090,000	Requested State Funds:	$21,800

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):

See attached.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

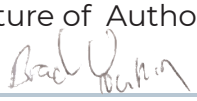
Name: Brad Younkin

Title: Airport Authority

Email: bjyounkin@hotmail.com

Phone: 1 (308) 360-2219

Signature of Authorized Representative:



Date: 9/03/2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Modisett Airport Airfield Lighting and Electrical Infrastructure Project

Project Description

The Modisett Airport Airfield Lighting and Electrical Infrastructure Project is a initiative designed to elevate the operational safety, efficiency, and reliability of Modisett Airport (Rushville, Nebraska) by replacing outdated direct buried cable and stake-mounted runway and taxiway lights with LED base-mounted fixtures, with electrical cable in new electrical conduit systems, relocating regulator equipment to a dedicated electrical vault, and upgrading the airport's rotating beacon. This initiative aims to significantly improve airfield visibility, operational reliability, and safety for the airport and the traveling public, while also reducing long-term energy consumption and maintenance requirements.

Scope of Work

- Runway and Taxiway Lighting Upgrade: Remove all existing stake-mounted runway and taxiway lights and associated direct-buried cabling. Install new energy-efficient, LED base-mounted runway and taxiway lights, engineered for superior illumination, longer service life, and reduced maintenance. The new lights will connect via cable-in-conduit systems, enhancing environmental protection, simplifying future repairs and replacements.
- Electrical Cabling Improvements: Replace direct-buried cables with conduit-encased cabling to shield from moisture, mechanical damage, and rodents. The conduit system will be mapped and marked for ongoing maintenance, ensuring ease of access and future expansion.
- Regulator Relocation and Modernization: Relocate all existing electrical regulators from the aging hangar to a newly built, dedicated electrical vault. The vault will be constructed to meet modern standards.
- Precision Approach Path Indicators (PAPIs) & Rotating Beacon Replacement: Replacing the old PAPIs and rotating beacon with new, FAA-compliant LED PAPIs and beacon with improved luminosity, reliability, and visibility range. The beacon will be strategically positioned for maximum effect and integrated into the upgraded electrical system.

Project Justification and Additional Information

Modisett Airport has served the Rushville region for decades as a hub for general aviation, agricultural flights, and community activities. Over time, the airport's infrastructure—including lighting and electrical systems—has aged, presenting significant maintenance challenges and diminishing operational reliability. The existing stake-mounted runway and taxiway lights, installed in previous eras (20+ years), are now subject to frequent failures, inconsistent

illumination, and increased energy consumption. Likewise, the electrical regulators, currently housed in an aging hangar, lack adequate protection, jeopardizing airfield operations during inclement weather or technical emergencies. The PAPIs and rotating beacon, key visual aids for incoming pilots, have also reached the end of their service life (15 years), with decreased performance and operation. These shortcomings underscore the urgency of a systemic upgrade to ensure safe, efficient, and resilient airport operations.

Justification/Objectives

- Enhance Safety: By deploying modern LED lighting, conduit-protected cabling, and reliable regulators, the project will greatly improve visibility for pilots and ground crews, reducing the risk of accidents and miscommunication during low-light operations.
- Increase Operational Reliability: The new systems will be less prone to outages and easier to maintain, ensuring the airport remains operational even during adverse weather or peak usage periods.
- Reduce Energy Consumption and Maintenance Costs: LED fixtures consume significantly less energy than legacy bulbs, contributing to lower operational expenses and environmental impact. Modular cabling and vault-based regulators will streamline troubleshooting and repairs.
- Extend Service Life: All new installations are designed for durability in harsh Nebraska weather, with materials and systems rated for many years of use.

Safety Considerations

Safety is the paramount concern of this upgrade. Stake-mounted lights and direct buried cable are prone to physical damage from maintenance vehicles, wildlife, and weather events. The new base-mounted LED fixtures, coupled with cable in conduit, create a safer environment for airport staff, pilots, and visitors. LED lights offer superior illumination, faster startup times, and reduced glare, ensuring optimal visibility under all weather conditions. The improved rotating beacon and PAPIs provide pilots with clearer guidance for approach and landing, further reducing the risk of incident.

Longevity and Reliability

LED lighting systems are renowned for their durability and low maintenance requirements, often outperforming legacy incandescent systems by orders of magnitude. The use of cable in conduit shields electrical wiring from moisture, ground movement, and rodent activity, vastly extending system lifespan. By relocating electrical regulators to a purpose-built vault, the airport infrastructure will benefit from enhanced protection, easier access for maintenance, and reduced risk of environmental damage. Collectively, these upgrades are expected to support reliable airport operation for decades to come.

Maintenance and Operational Considerations

Stake-mounted lights and direct buried cabling are difficult to access for repairs, often requiring costly and disruptive excavation. The new system allows for quick, above-ground access to fixtures and conduits, minimizing operational downtime and reducing the cost and complexity of routine maintenance.

Project Benefits/Impacts

Economic Benefits

Upgrading the airfield's lighting and electrical systems bolsters the airport's attractiveness to aviation businesses, aerial agricultural operations, and other commercial ventures. Reduced energy and maintenance costs free up resources for other operational improvements, supporting financial sustainability.

Local Infrastructure Improvements

Modernized airport lighting and electrical systems contribute to a resilient, reliable local infrastructure. Enhanced facilities support better emergency response capabilities, agricultural aviation, and recreational flying, all of which depend on safe and efficient airport operations.

Tourism Support

Modisett Airport facilitates access for tourists exploring the Nebraska Sandhills and other regional attractions. Improved lighting and navigational aids ensure safer arrival and departure, encouraging greater use by recreational pilots and visitors, thereby boosting local tourism revenues.

Improved Access

Reliable runway and taxiway lighting, along with upgraded PAPIs and a new rotating beacon, ensure consistent, safe access to the airport regardless of time of day or weather conditions. This is especially critical for medical flights, law enforcement, and other essential services.

Community Benefits

Enhanced airport infrastructure is a source of pride for the Rushville community, reflecting a commitment to safety, progress, and economic development. Improved facilities can support community events, and emergency preparedness initiatives.

Regional Growth

As aviation demands increase, Modisett Airport's upgraded lighting and electrical systems position it as a key asset for regional growth. The improvements support diversified airport activities, and enhanced connectivity between Rushville and other communities, fostering broader economic development and opportunity.

Conclusion

The replacement of stake-mounted runway and taxiway lights with base-mounted LED systems, along with upgrades to navigational aids and electrical infrastructure at Modisett Airport, stands as a vital investment in safety, reliability, and future growth. By addressing immediate operational needs and laying the foundation for long-term regional development, the project ensures Modisett Airport remains a northwestern hub in Nebraska's aviation landscape

FEDERAL AVIATION ADMINISTRATION

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

CIP DATA SHEET

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Modisett Field, 9V5, Rushville, Nebraska		
AIP Project Type:	Remove and Replace Runway Lighting, Taxiway Lighting, and PAPIs		
Local Priority:	1 - Very High	**Federal Share:**	$ 981,000.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 109,000.00
		Total Project Cost:	$ 1,090,000.00

Project Description: Remove and Replace Runway Lighting, Taxiway Lighting, PAPIs and Airport Rotating Beacon.
Justification: The Runway, Taxiway, and PAPIs have exceeded their useful life and are in need of replacement. Maintenance on the existing lighting equipment has become significant to maintain operation. Replacing with new equipment will provide the airport with reliable lighting for years to come.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.3b FAA Order 1050.1F.
Pavement Project PCI Score: Not Applicable.
Pavement Project Dimensions: Runway 14/32 is 3,909' x 60'.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
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 Rushville.

SPONSOR SIGNATURE BLOCK

Signature:	Brad Younkin	**Date:**	1-8-25
Printed Name:	Brad Younkin	**Title:**	Airport Authority Chairman
Phone Number:	308-360-2219	**Email:**	bjyounkin@hotmail.com

ACIP Cost Estimate

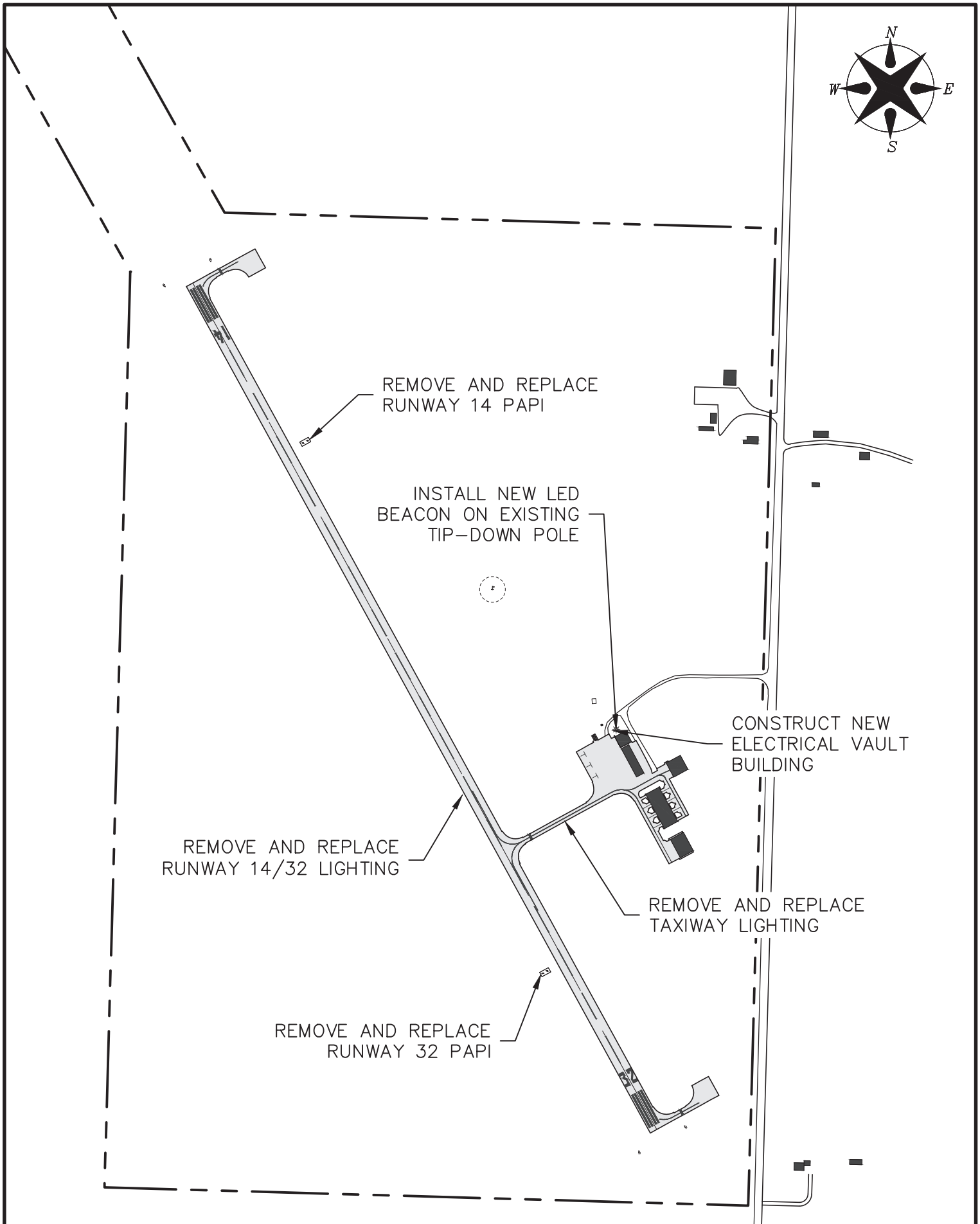
Remove and Replace Runway Lighting, Taxiway Lighting, and PAPIs

Modisett Field
Rushville, Nebraska

December, 2024

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	$77,000.00	1	$77,000.00
2	L-101	Airport Beacon Removal	LS	$500.00	1	$500.00
3	L-101	Airport Rotating Beacon (LED), In Place	LS	$10,000.00	1	$10,000.00
4	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	$3.50	18,875	$66,062.50
5	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	$3.50	10,375	$36,312.50
6	L-109	Construction of Prefabricated Electrical Vault Building, In Place	LS	$150,000.00	1	$150,000.00
7	L-109	7.5 kW 3-Step Regulator in Existing Vault, in Place	LS	$18,000.00	1	$18,000.00
8	L-109	4.0 kW 3-Step Regulator in Existing Vault, in Place	LS	$18,000.00	1	$18,000.00
9	L-109	Vault Work	LS	$25,000.00	1	$25,000.00
10	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	$9.00	13,800	$124,200.00
11	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	$40.00	260	$10,400.00
12	L-115	Electrical Junction Structure (L-867B)	EA	$900.00	16	$14,400.00
13	L-115	Electrical Junction Structure Removal	EA	$250.00	10	$2,500.00
14	L-125	Stake-Mounted Light Removal	EA	$150.00	119	$17,850.00
15	L-125	Retroreflective Marker Removal	EA	$75.00	42	$3,150.00
16	L-125	Retroreflective Guidance Sign Removal	EA	$1,000.00	3	$3,000.00
17	L-125	Retroreflective Guidance Sign	EA	$5,000.00	3	$15,000.00
18	L-125	RWY 14 PAPI Removal	EA	$5,000.00	1	$5,000.00
19	L-125	RWY 32 PAPI Removal	EA	$5,000.00	1	$5,000.00
20	L-125	L-861(L) Base-Mounted Runway Light	EA	$1,200.00	38	$45,600.00
21	L-125	L-861SE Base-Mounted Threshold Light	EA	$1,500.00	16	$24,000.00
22	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	$1,400.00	65	$91,000.00
23	L-125	RWY 14 L-881(L) PAPI System	EA	$30,000.00	1	$30,000.00
24	L-125	RWY 32 L-881(L) PAPI System	EA	$30,000.00	1	$30,000.00
25	T-901	Seeding	LS	$5,000.00	1	$5,000.00
26	T-908	Mulching	LS	$5,000.00	1	$5,000.00
27	Olsson 100	Construction Layout and Stakes	LS	$10,000.00	1	$10,000.00
28	Olsson 101	Temporary Safety and Phasing Procedures	LS	$10,000.00	1	$10,000.00

Total Construction	**$851,975.00**
Engineering & Administration	**$212,993.75**
FAA Flight Check	**$30,000.00**
Total (Rounded)	**$1,090,000.00**
Federal (90%)	**$981,000.00**
Local (10%)	**$109,000.00**



PROJECT NO: -	PROPOSED PROJECT MODISETT FIELD	olsson	EXHIBIT
DRAWN BY: JDB		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	1
DATE: 12/2024			

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Western Nebraska Regional Airport (BFF)

SCOPE: (C05) Seal Coat Runway 5/23 and Restripe
(X04) Seal Coat Taxiways A, B, D, E, F, G and restripe

COST ESTIMATE: **DATE OF ESTIMATE:** 15-Jul-25

Construction:	$1,075,000.00
Engineering:	$0.00
Administration:	$0.00
Total:	$1,075,000.00

ROUNDED: $1,075,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$21,500	$32,250	$1,021,250	$1,075,000
2%	3%	95%	

PROJECT STATUS

The engineering agreement was executed on 8/7/2025. Plans and specifications are due November 7th.

LAST PROJECT

Project No. 3-31-0072-052 Partial Parallel Taxiway, anticipate spring construction.

AIRPORT FACILITY DATA

Based Aircraft: 41

Critical Aircraft: C-III

Runway Design Code (RDC): Runway 12/30: C-III
Runway 5/23: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:
Part 139 Airport: Inspected by FAA

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

C05

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Western Nebraska Regional Airport

Address: 250023 Airport Terminal Street, Suite 10
Scottsbluff NE 69361

PROJECT DETAILS:

Project Title: Seal Coat Runway 5-23 and restripe			
Project Description: Remove paint, crack seal, seal coat and restripe runway 5-23			
Project Cost Estimate:	$1,075,000	Requested State Funds:	$21,500
Type of request: ☐ State Aid Only Grant		☒ Federal Project Matching Funds	

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
This is the first seal coat of the runway. The seal coat will aid in keeping the asphalt on the runway in good condition.

Consultant selected for this project: MC Schaff and Associates

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.

N/A

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 benefit to seal coating this runway is in protecting the 8.5 million investment in the runway for years to come. Keeping this runway in good condition will assure many more years of improving the airports ability to bring in commercial traffic, diversionary traffic from DIA and our thousands of local and transient pilots every year.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Raul Aguallo

Title: Airport Director

Email: raguallo@flyscottsbluff.com

Phone: 308-635-4941

Signature of Authorized Representative:

Date: 7-15-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Western Nebraska Regional Airport

Runway 5/23 Seal Coat & New Markings

LOCATION MAP

PROJECT LIMITS

M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS

PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

WESTERN NEBRASKA REGIONAL AIRPORT (BFF)
RW 5/23 SEAL COAT & NEW PAVEMENT MARKINGS
ENGINEER'S ESTIMATE OF PROBABLE COSTS 12/03/2021

FAA Item	Bid Item	Quantity		Description	Unit		Extension
C-105	1	1	LS	Mobilization	$40,000.00 /	LS	$40,000.00
P-101	2	50,000	LF	Joint and Crack Repair	$1.00 /	LF	$50,000.00
P-101	3	98,700	SF	Paint Removal	$0.50 /	SF	$49,350.00
P-608	4	143,250	SY	Asphalt Surface Treatment	$1.00 /	SY	$143,250.00
P-608	5	1	LS	Runway Friction Testing	$5,000.00 /	LS	$5,000.00
P-620	6	95,700	SF	Temporary White Pavement Markings	$0.50 /	SF	$47,850.00
P-620	7	95,700	SF	Permanent White Pavement Markings w/Beads	$0.50 /	SF	$47,850.00
P-620	8	3,000	SF	Temporary Yellow Pavement Markings	$0.50 /	SF	$1,500.00
P-620	9	3,000	SF	Permanent Yellow Pavement Mrkgs w/ Beads	$0.50 /	SF	$1,500.00
P-620	10	71,000	SF	Permanent Black Pavement Markings	$0.50 /	SF	$35,500.00

Total Estimated Construction Costs RW 5/23 Seal Coat & Markings = $421,800.00

Total Estimated Engineering Costs = $48,200.00

Total Estimated Project Costs = $470,000.00

FEDERAL AVIATION ADMINISTRATION

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

CIP DATA SHEET

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Western Nebraska Regional Airport (BFF), Scottsbluff, NE		
AIP Project Type:	RW 5/23 Seal Coat & New Pavement Markings		
Local Priority:	2 - High	**Federal Share:**	$ 423,000.00
FFY Requested:	2025	**State Share:**	$0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$47,000.00
		Total Project Cost:	$ 470,000.00

In accordance with the Pavement Maintenance Program for RW 5/23, the Airport needs to seal coat the existing bituminous surface. The Airport needs to remove the existing pavement markings (P-101), seal cracks in the existing asphalt pavement surface (P-101), apply a bituminous seal coat (P-608), and install new pavement markings (P-620) to the existing RW 5/23 surface and safety areas. This will preserve the existing asphalt surface and prolong the life of the surface to prevent raveling and FOD.

SPONSOR SIGNATURE BLOCK			
Signature:	Raul Gallo	**Date:**	12/3/2021
Printed Name:	Raul Aguallo	**Title:**	Airport Director
Phone Number:	308-635-4941	**Email:**	raguallo@flyscottsbluff.com

X04

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Western Nebraska Regional Airport

Address: 250023 Airport Terminal Street, Suite 10
Scottsbluff NE 69361

PROJECT DETAILS:

Project Title: Seal Coat taxiways alpha. bravo, delta, echo foxtrot and golf and restripe

Project Description:
Remove paint, crack seal, seal coat and restripe all taxiways. Only crack seal and restripe on concrete portion of taxiway bravo

Project Cost Estimate:	$810,000	Requested State Funds:	$16,200

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The seal coat will aid in keeping the asphalt on the taxiways in good condition. They are in good condition currently and a seal coat will aid in getting some additional years of service out of them

Consultant selected for this project: MC Schaff and Associates

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.

N/A

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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 benefit to seal coating these taxiways is in protecting the investment that was made 20 years ago when they were rehabbed. Keeping these taxiways in good condition will assure many more years of improving the airports ability to bring in commercial traffic, diversionary traffic from DIA and our thousands of local and transient pilots every year.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Raul Aguallo

Title: Airport Director

Email: raguallo@flyscottsbluff.com

Phone: 308-635-4941

Signature of Authorized Representative:

Date: 7-15-2025

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Western Nebraska Regional Airport (BFF)

TW - A, B, D, E, F, G - Seal Coat & New Pavement Markings

M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

M.C. Schaff & Associates, Inc.

818 S Beltline Highway East

Scottsbluff, Nebraska 69361

308-635-1926 Phone 308-635-7807 Fax

www.mcschaff.com

simply smart solutions

Western Nebraska Regional Airport (BFF)

TW - A, B, D, E, F, G - Seal Coat & New Markings

Estimate of Probable Project Costs 2/03/2025

Bid Item	FAA Item	Quantity		Description	Unit			Extension
1	C-105	1	LS	Mobilization	$70,000.00	/	LS	$70,000.00
2	P-101	120,000	LF	Joint and Crack Repair	$1.50	/	LF	$180,000.00
3	P-101	31,000	SF	Pavement Marking Removal	$2.00	/	SF	$62,000.00
4	P-608	108,100	SY	Asphalt Surface Treatment	$2.50	/	SY	$270,250.00
5	P-620	31,000	SF	Temporary Yellow Pavement Markings	$1.00	/	SF	$31,000.00
6	P-620	31,000	SF	Permanent Yellow Pavement Mrkgs w/ Beads	$1.50	/	SF	$46,500.00
7	P-620	2,500	SF	Temporary SPHPS Pavement Markings	$2.00	/	SF	$5,000.00
8	P-620	2,500	SF	Permanent SPHPS Pavement Mrkgs w/ Beads	$3.00	/	SF	$7,500.00
9	P-620	39,000	SF	Permanent Black Pavement Markings	$1.00	/	SF	$39,000.00

Total Estimated Construction Costs =	$711,250.00
Administration Costs =	$2,500.00
Total Estimated Engineering Costs =	$111,250.00
Total Estimated Project Costs =	$825,000.00

X04

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

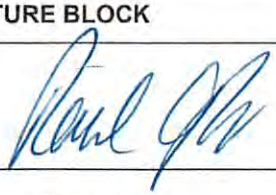
OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 12/31/2026

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

Central Region Airports Division

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Western Nebraska Regional Airport (BFF)		
AIP Project Type:	TW - A, B, D, E, F, G - Bituminous Seal Coat & New Pavement Markings		
Local Priority:	1	**Fed. Share (AIP):**	783,750
Fed. FY Requested:	2026	**Fed. Share (BIL-AIG):**	
NEPA Determination:		**State Share:**	
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:**	41,250
		Total Project Cost:	825,000

TW A, B, D, E, and F received a new bituminous surface course (P-403) in 2009 under AIP Project 3-31-0072-030. The taxiways received a bituminous seal coat in 2014 and 2020. In accordance with the approved pavement maintenance program, the taxiway surfaces will need to have the cracks sealed (P-101), a bituminous seal coat (P-608) applied, and new pavement markings (P-620) installed in 2026 in order to preserve the existing bituminous pavement surface.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	02/03/2025
Printed Name:	Raul Aguallo	**Title:**	Airport Director
Phone Number:	308-635-4941	**Email:**	raguallo@flyscottsbluff.com

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Tekamah Municipal Airport (TQE)

SCOPE: (G05) Replace Beacon Fixture

COST ESTIMATE:

Construction:	$69,190.00
Engineering:	$0.00
Administration:	$0.00
Total:	$69,190.00

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $69,190.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$1,383	$2,077	$65,731	$69,190
2%	3%	95%	

PROJECT STATUS

The beacon will be replaced as part of another project. The FAA considers it to be a separate project that will be funded in 2026 with IIJA.

LAST PROJECT

Project No. 3-31-0082-013 Reconstruct Partial Runway 15/33; Rehabilitate Remainder of Runway 15/33
2026 Construction

AIRPORT FACILITY DATA

Based Aircraft: 17

Runway Design Code (RDC): Runway 13/33: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/26/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:

Runways:	Satisfactory to 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 2026 Projects

APPLICANT INFORMATION:

Airport: Tekamah Municipal Airport (TQE

Address: 4005 County Road G

Tekamah, NE 68061

PROJECT DETAILS:

Project Title: Replace Beacon Fixture.

Project Description:
This Beacon was not included in the original 2% match for the runway reconstruction project. Sponsor is requesting the 2% for this portion of the project that was awarded last year

Runway Replace Beacon Fixture.

Project Cost Estimate:	$69,190.00	Requested State Funds:	$1,383

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The existing rotating beacon has been experiencing ongoing functionality issues that have impacted operations. Due to the age of the equipment the availability of replacement parts is becoming more of a challenge to complete repairs. Due to these challenges, a replacement is necessary. The sponsor requested a new tip-down pole and airport beacon.

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.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):
Due to the existing beacon being non-functional, replacing it will ensure the required navigation aids provide a safe environment and improved access for the pilots using the airport.

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

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Charles T. Goll

Title: Chairman

Email: ctgoll75@gmail.com

Phone: 402-838-9078

Signature of Authorized Representative:

Charles T. Goll

Date:
8-28-2025

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

or

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

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY26 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Wayne Municipal Airport (LCG)

SCOPE: (R02) Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement

COST ESTIMATE: **DATE OF ESTIMATE:** 13-Jan-25

Construction:	$644,067.50
Engineering:	$161,016.88
Administration:	$0.00
Total:	$805,084.38

ROUNDED: $810,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$16,200	$24,300	$769,500	$810,000
2%	3%	95%	

PROJECT STATUS

Approval to execute the proposed engineering agreement was given on 10/1/2025.

LAST PROJECT

Project No. 3-31-0086-020 021, 2-Bay Hangar

AIRPORT FACILITY DATA

Based Aircraft: 16

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 18/36: B-II
Runway 5/23: B-I
Runway 13/31: A-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/06/25
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:

- Runways: Satisfactory to Good
- Taxiways: Good
- Aprons: Satisfactory

R02

NEBRASKA

DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Wayne Municipal Airport

Address: 2304 E Highway 35
Wayne, NE 68787

PROJECT DETAILS:

Project Title: Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement

Project Description:
See Attached.

Project Cost Estimate:	810,000	Requested State Funds:	16,200

Type of request: ☐ State Aid Only Grant ■ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

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

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

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):
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: 8-26-25

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, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of 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 2026 Projects

APPLICATANT INFORMATION

Airport: Wayne Municipal Airport / Stan Morris Field

Address: 2304 E Highway 35, Wayne, NE 68787

PROJECT DETAILS

Project Title:
Rehabilitation of Runway 18/36, Runway 5/23, Taxiway A and Apron Pavement

Project Description:
The proposed sections of the airport were reconstructed in 2010/2011. Over the past couple of years, in particular, the joints and pavement cracks on Runways 18/36 and 5/23, Taxiway A, and the apron have shown increasing signs of distress due to age, weather, and operational loads. If left unaddressed, these deficiencies could compromise the integrity of the pavement structure, leading to higher maintenance costs, operational disruptions, and safety risks for aircraft and personnel.

The primary objectives of this rehabilitation project are as follows:

- Restore and preserve pavement structure and function on all specified airfield surfaces.
- Enhance the safety of operations for all airfield users.
- Extend the service life of the airport's infrastructure.
- Ensure compliance with FAA regulations regarding pavement maintenance and airfield marking.
- Improve overall operation and appearance of the pavement.

The project scope includes a series of targeted interventions tailored to the specific conditions and needs of each pavement section:

Joint and Crack Rehabilitation
A comprehensive program of joint and crack rehabilitation will be undertaken on Runway 18/36, Runway 5/23, Taxiway A, and the apron pavement. This involves:

- Cleaning and sealing existing joints to prevent water intrusion, debris accumulation, and subsequent pavement deterioration.
- Routing, cleaning, and sealing all significant cracks with FAA-approved materials and methods to restore pavement integrity and reduce the risk of Foreign Object Debris (FOD) on the airfield.

These preventive maintenance measures are crucial for mitigating further deterioration, controlling maintenance costs, and maximizing pavement lifespan.

Selective Panel Replacement
Where pavement panels have suffered severe cracking, spalling, or settlement, selective panel replacement will be performed. This includes:

- Removal and replacement of structurally compromised concrete panels on Runways 18/36, 5/23, Taxiway A, and the apron.
- Ensuring new panels are constructed to meet or exceed current FAA standards.
- Proper curing, finishing, and integration of the new panels to ensure a seamless transition with adjacent pavement.

All replaced panels will be subject to quality control testing to verify performance and compliance before reopening to airfield operations.

Re-Marking of Runway 18/36, Runway 5/23, Taxiway A and Apron
As part of the project, all denoted airfield pavement will undergo complete pavement re-marking. This component of the project includes:

- Removal of existing markings as necessary to proper adhesion.
- Application of new, high-visibility, FAA-compliant markings for runway identification, thresholds, centerlines, aiming points, holding positions, taxiway centerline and tie-downs.
- Use of durable, reflective paint and glass bead additives to enhance visibility in all lighting and weather conditions.
- Verification of marking accuracy through field measurements and inspections, ensuring perfect alignment with airfield layout and current regulations.

Pavement marking is essential for safe aircraft movement and supports both day and night operations.

Project Benefits
Upon completion, this project will deliver:

- Safer, smoother operating surfaces for all airport users.
- Reduced long-term maintenance costs by proactively addressing pavement issues before they escalate.
- Improved visual cues for pilots and ground crews, supporting safe and efficient aircraft movement.
- Extended service life of airfield infrastructure, protecting the airport's investment.

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

Rehabilitation of Runway 18/36, Runway 5/23, Taxiway A and Apron Pavement

The Wayne Municipal Airport serves as a vital transportation hub for Wayne and the surrounding communities, supporting general aviation, emergency services, agricultural operations, and business travel. The airport's infrastructure—including Runway 18/36, Runway 5/23, Taxiway A, and the apron—has experienced wear and deterioration over the 15 years use. The proposed pavement rehabilitation project seeks to address critical infrastructure needs, enhance operational safety, ensure long-term serviceability, and support future economic growth for the region.

Infrastructure Condition

The existing pavements on both runways, Taxiway A, and the apron exhibit a range of distresses including cracking, spalling, and surface disintegration. These issues stem from repetitive freeze-thaw cycles, aircraft loading, and age-related material fatigue. Left unaddressed, further degradation can compromise the integrity of the pavement structure, leading to increased maintenance costs and potential operational shutdowns.

Safety Considerations

Pavement distresses such as cracks and spalls pose significant safety risks to aircraft during landing, takeoff, and taxiing operations. Foreign Object Debris (FOD) originating from loose pavement material can damage aircraft tires, engines, and fuselage, increasing the likelihood of accidents. Rehabilitation will restore smooth surfaces, reduce FOD potential, and ensure compliance with FAA safety standards. Rehabilitation will address surface spalling and loose aggregate, failing joint and crack sealant, reducing FOD hazards and protecting aircraft components. Rehabilitation will also include new markings, improving visibility during low-light and adverse weather conditions, further reducing accident risk

Operational Efficiency

Surface irregularities and deteriorating pavement contribute to reduced aircraft performance and increased wear on landing gear. Rehabilitation will improve pavement smoothness, enhance pilot confidence, and reduce aircraft maintenance needs, directly benefiting all airport users.

Economic Impact

The airport is a gateway for local businesses, agricultural interests, and emergency services. Reliable infrastructure supports economic vitality by attracting aviation-related investments, facilitating prompt medical evacuations, and enabling the timely movement of crops and supplies. Deteriorated pavements jeopardize this vital role, whereas rehabilitation will reinforce the airport's contribution to the community's prosperity.

Longevity and Sustainability

The project will utilize high-quality, durable materials designed to withstand local climatic conditions. Incorporating FAA approved concrete mixes and appropriate reinforcement will extend pavement life and minimize long-term maintenance of the entire pavement structure.

Conclusion
The pavement rehabilitation of Runway 18/36, Runway 5/23, Taxiway A, and the apron at Wayne Municipal Airport is a critical investment in the facility's safety, functionality, and future viability. By addressing current deficiencies, enhancing safety features, and ensuring the longevity and sustainability of the infrastructure, the project will support the airport's role as a regional asset for decades to come. The improvements will foster economic growth, bolster emergency and agricultural operations, and provide a safe and dependable environment for all who rely on the airport's services.

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 rehabilitation of concrete airfield pavement at Wayne Municipal Airport stands as a significant investment in the future of Northeast Nebraska, promising a wide array of benefits that extend far beyond the immediate improvements to the airport itself. This undertaking will reinforce the airport's role as a community asset and regional economic engine, delivering multifaceted advantages across economic development, employment, infrastructure, tourism, accessibility, community engagement, and regional growth.

Economic Benefits
A robust and well-maintained airfield is fundamental to fostering economic prosperity in Wayne and the surrounding region. The pavement rehabilitation project will:

- Reliable airport infrastructure is a cornerstone for attracting businesses that rely on air transportation. Corporations looking to relocate or expand will view Wayne Municipal Airport's improved airfield as an asset for efficient logistics and travel.
- Northeast Nebraska's agricultural economy depends on timely aerial spraying, and rapid transport of goods. A rehabilitated airfield ensures these operations can continue without delay, minimizing risk and maximizing productivity for local farms and agribusinesses.
- With improved pavement, pilots can count on the airport being operational. This leads to increased fuel sales, and more hangar rentals, bolstering the airport's financial stability.
- Support Local Businesses: Contractors, suppliers, and service providers in the region will benefit from increased demand for materials and services during construction and ongoing maintenance. This translates into direct and indirect economic activity in the local economy

Job Opportunities
Construction projects such as pavement rehabilitation generate short-term and long-term employment opportunities, stimulating the local labor market:

- Construction Phase Employment: Local contractors, engineers, and skilled laborers will be required for the duration of the rehabilitation project. This provides immediate jobs and supports workforce development in the construction trades.
- Indirect Job Creation: Improved airport capacity can encourage businesses to relocate or expand in the region, generating ongoing demand for workers in transportation, logistics, hospitality, and service industries.

Local Infrastructure
The pavement rehabilitation project will produce lasting improvements to local infrastructure:

- Longevity and Safety: The rehabilitated concrete pavement extends the lifespan of the airfield, reducing the need for frequent repairs and ensuring safe aircraft operations for years to come.
- Resilient Transportation Network: The airport is an integral part of the region's transportation system. Upgraded runway and taxiway surfaces ensure uninterrupted connectivity for air travelers, medical flights, and emergency response.

Tourism Support
Wayne Municipal Airport serves as a gateway for visitors to Northeast Nebraska, and rehabilitated pavement will directly benefit the tourism sector:

- Reliable Access for Visitors: Improved airfield conditions attract pilots and tourists seeking destinations off the beaten path. Whether attending local events, exploring outdoor recreation, or visiting family, travelers will find the airport welcoming and dependable.
- Event Hosting Capabilities: With a safer, more attractive airport, Wayne can host airshows, fly-ins, and other aviation events, drawing participants from across the Midwest and beyond.
- Support for Local Attractions: The airport's ability to accommodate aircraft opens the door for group tours, charters, and business travelers, benefiting hotels, restaurants, and cultural institutions throughout Wayne.

Improved Access
Pavement rehabilitation will enhance access for a broad range of users, reinforcing the airport's role as a vital link in the regional transportation network:

- Emergency Services: Air ambulance flights, disaster response teams, and law enforcement agencies rely on reliable runways. The improved infrastructure ensures uninterrupted service when minutes matter.
- Medical and Educational Access: Patients from rural areas, medical professionals, and visiting educators can travel more efficiently, facilitating improved health care and education outcomes in region.

- Business and Personal Travel: With a smoother, safer airfield, local businesses and individuals will benefit from reduced delays, enhanced safety, and greater flexibility in travel options.

Community Benefits

The airport is more than just a transportation hub—it is a community focal point, and the rehabilitation project will strengthen this role:

- Educational Outreach: New and improved facilities support aviation education programs, STEM initiatives, and partnerships with local schools and colleges, inspiring the next generation of pilots, engineers, and technicians.
- Community Events: The airport can host open houses, career fairs, and public tours, foster community engagement and pride in local infrastructure.
- Enhanced Quality of Life: The ability to travel swiftly for leisure, business, or medical reasons enriches the everyday lives of Wayne residents, connecting them to opportunities near and far.

Regional Growth

Finally, the pavement rehabilitation project will serve as a catalyst for broader regional growth and development:

- Strengthening Regional Connectivity: The airport's modernized facilities position Wayne as a key node in Northeast Nebraska's transportation and logistics network, supporting growth across neighboring counties and communities.
- Encouraging Investment: Reliable airport infrastructure convinces investors of the region's readiness for growth, encouraging new enterprises and supporting existing businesses.
- Fostering Innovation: Improved airport facility encourages the development of new aviation-related services, such as flight schools, aircraft maintenance, and additional aviation operations, further diversifying the region's economic base.

Conclusion

The pavement rehabilitation of concrete airfield at Wayne Municipal Airport is much more than a routine maintenance project—it is a transformative investment in the region's future. By enhancing economic vitality, expanding job opportunities, strengthening infrastructure, supporting tourism, improving access, delivering community benefits, and fueling regional growth, this initiative will ensure Wayne Municipal Airport continues to serve as a gateway, catalyst, and source of pride for generations to come.

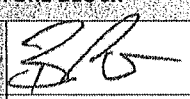
FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Stan Morris Field / Wayne Municipal Airport, LCG, Wayne, Nebraska		
AIP Project Type:	Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement		
Local Priority:	1 - Very High	**Federal Share:**	$ 729,000.00
FFY Requested:	2026	**State Share:**	$ 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	$ 81,000.00
		Total Project Cost:	$ 810,000.00

Project Description: Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement.
Justification: The Wayne Airport Authority plans to rehabilitate the joints and cracks and perform selective panel replacement, including pavement re-marking on Runway 18/36. The rehabilitation will maintain the integrity of the pavement and extend the useful life.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4e FAA Order 1050.1F.
Pavement Project PCI Score: The PCI report from 2017 listed the pavement in satisfactory condition (71-85) at the intersection of 5/23 and 18/36. The pavement is in good condition (86-100) for the rest of runway 18/36.
Pavement Project Dimensions: Runway 18/36 is 4,201' x 75', Runway 5/23 is 3,406' x 60', and Taxiway A is 35' wide.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: To the best of our knowledge all surfaces in AC 150/5300-13 and FAA Order 8260.3 are clear.
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 pavement 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 Wayne.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	1-13-25
Printed Name:	Beth Porter	**Title:**	Finance Director/Treas.
Phone Number:	402-375-1733	**Email:**	bporter@cityofwaym.org

ACIP Data Sheet Cost Estimate

Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement

Wayne Municipal Airport / Stan Morris Field
Wayne, NE

January 2025

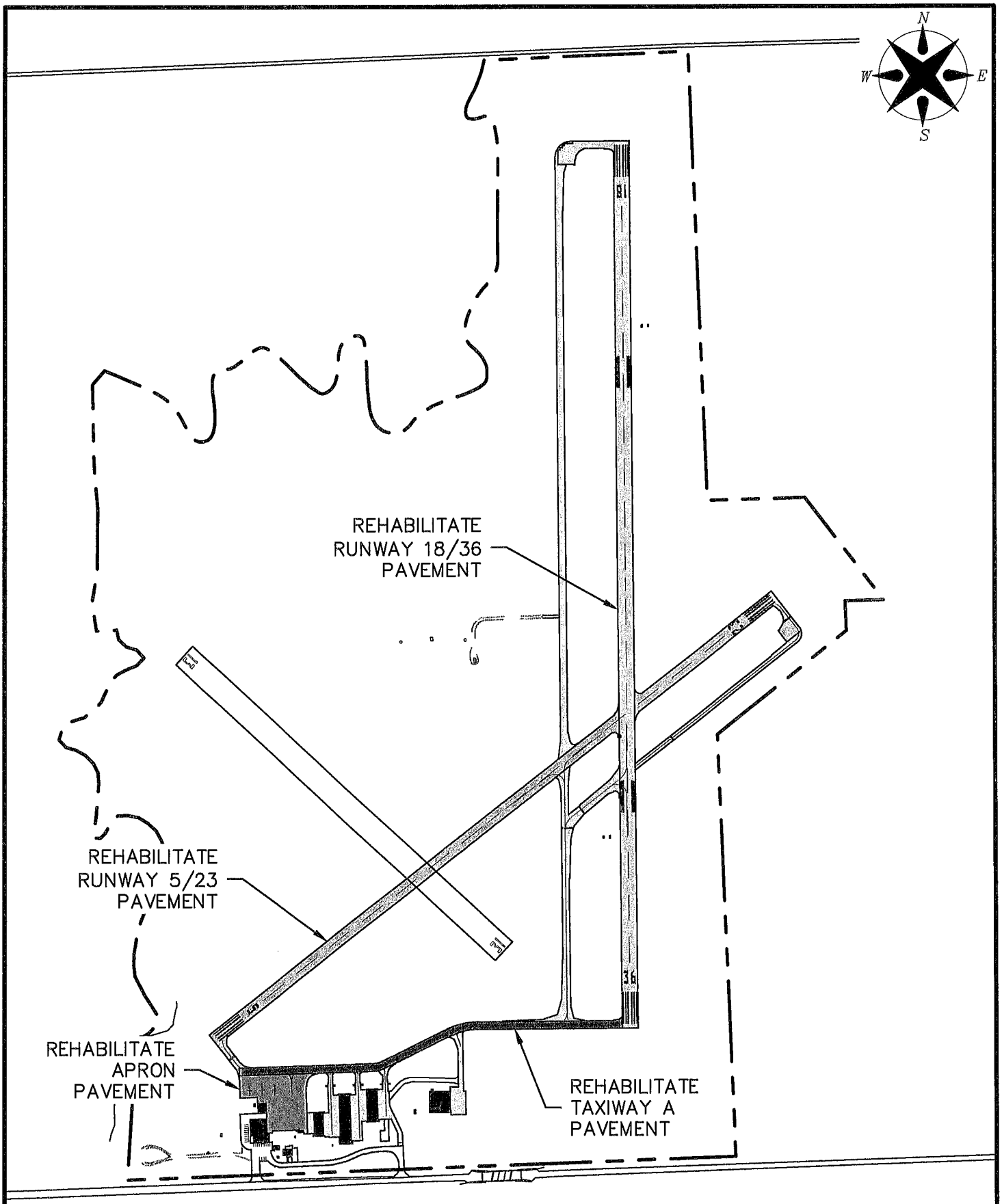
Runway 18/36						
Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	1	$15,000.00	$15,000.00
2	C-105	Mobilization	LS	1	$29,000.00	$29,000.00
3	P-101	Concrete Pavement Removal	SY	400	$20.00	$8,000.00
4	P-101	Re-Seal/Repair Concrete Joints	LF	49,725	$2.00	$99,450.00
5	P-101	Crack Repair	LF	500	$5.00	$2,500.00
6	P-101	Paint Removal	SF	32,600	$1.00	$32,600.00
7	P-501	Concrete Mix Design	LS	1	$15,000.00	$15,000.00
8	P-501	6" Concrete Pavement	SY	400	$110.00	$44,000.00
9	P-620	Permanent Pavement Marking w/o Reflective Media	SF	6,800	$1.00	$6,800.00
10	P-620	Permanent Pavement Marking with Reflective Media	SF	25,800	$1.25	$32,250.00
11	P-620	Temporary Pavement Marking	SF	25,800	$1.00	$25,800.00
12	Olsson 101	Temporary Safety and Phasing Procedures	LS	1	$10,000.00	$10,000.00
					Subtotal Construction	**$320,400.00**
					Subtotal Engineering and Administration	**$80,100.00**
					Subtotal Total (Rounded)	**$400,000.00**

Runway 5/23						
Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-105	Mobilization	LS	1	$18,000.00	$18,000.00
2	P-101	Concrete Pavement Removal	SY	350	$20.00	$7,000.00
3	P-101	Re-Seal/Repair Concrete Joints	LF	42,075	$2.00	$84,150.00
4	P-101	Crack Repair	LF	400	$5.00	$2,000.00
5	P-101	Paint Removal	SF	18,125	$1.00	$18,125.00
6	P-501	6" Concrete Pavement	SY	350	$110.00	$38,500.00
7	P-620	Permanent Pavement Marking w/o Reflective Media	SF	5,425	$1.00	$5,425.00
8	P-620	Permanent Pavement Marking with Reflective Media	SF	12,700	$1.25	$15,875.00
9	P-620	Temporary Pavement Marking	SF	12,700	$1.00	$12,700.00
10	Olsson 101	Temporary Safety and Phasing Procedures	LS	1	$2,500.00	$2,500.00
					Subtotal Construction	**$204,275.00**
					Subtotal Engineering and Administration	**$51,068.75**
					Subtotal (Rounded)	**$260,000.00**

Taxiway A						
Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-105	Mobilization	LS	1	$5,300.00	$5,300.00
2	P-101	Concrete Pavement Removal	SY	150	$20.00	$3,000.00
3	P-101	Re-Seal/Repair Concrete Joints	LF	10,525	$2.00	$21,050.00
4	P-101	Crack Repair	LF	250	$5.00	$1,250.00
5	P-101	Paint Removal	SF	3,840	$1.00	$3,840.00
6	P-501	6" Concrete Pavement	SY	150	$110.00	$16,500.00
7	P-620	Permanent Pavement Marking w/o Reflective Media	SF	2,560	$1.00	$2,560.00
8	P-620	Permanent Pavement Marking with Reflective Media	SF	1,280	$1.25	$1,600.00
9	P-620	Temporary Pavement Marking	SF	1,280	$1.00	$1,280.00
10	Olsson 101	Temporary Safety and Phasing Procedures	LS	1	$2,500.00	$2,500.00
					Subtotal Construction	**$58,880.00**
					Subtotal Engineering and Administration	**$14,720.00**
					Subtotal (Rounded)	**$70,000.00**

Apron						
Item No.	Spec	Description	Unit	Quantity	Unit Price	Total Amount
1	C-105	Mobilization	LS	1	$5,500.00	$5,500.00
2	P-101	Concrete Pavement Removal	SY	175	$20.00	$3,500.00
3	P-101	Re-Seal/Repair Concrete Joints	LF	13,400	$2.00	$26,800.00
4	P-101	Crack Repair	LF	300	$5.00	$1,500.00
5	P-101	Paint Removal	SF	600	$1.00	$600.00
6	P-501	6" Concrete Pavement	SY	175	$110.00	$19,250.00
7	P-620	Permanent Pavement Marking w/o Reflective Media	SF	390	$1.00	$390.00
8	P-620	Permanent Pavement Marking with Reflective Media	SF	210	$1.25	$262.50
9	P-620	Temporary Pavement Marking	SF	210	$1.00	$210.00
10	Olsson 101	Temporary Safety and Phasing Procedures	LS	1	$2,500.00	$2,500.00
					Subtotal Construction	**$60,512.50**
					Subtotal Engineering and Administration	**$15,128.13**
					Subtotal (Rounded)	**$80,000.00**

Total Construction	**$644,067.50**
Total Engineering and Administration	**$161,016.88**
Total (Rounded)	**$810,000.00**
Federal (90%)	**$729,000.00**
Local (10%)	**$81,000.00**



PROJECT NO: - DRAWN BY: JDB DATE: 1/2025	PROPOSED PROJECT STAN MORRIS FIELD WAYNE, NE	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT 1