

Build Kansas Fund | Fiscal Year 2026 Application Package | Memo



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

From: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: **2026-200-SEKRPC Coffey County Airport Commission**

Date: July 17, 2026

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

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 21 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 9 provides the table of funding sources and zip codes served by the project.
- Attachments – Project executive summary, pages 10-21.

Project Overview

The Coffey County Airport Commission seeks funding from the U.S. Department of Transportation for funding available through the Airport Infrastructure Grants (AIG) program for their Coffey County Airport (UCL) – Replace/Relocate AWOS IIIP/T System project which includes replacing the existing Automated Weather Observing System (AWOS) and install a new AWOS III-P/T system to improve weather monitoring, enhance aviation safety, and support reliable airport operations.

This opportunity is a formula IJA program with a local match requirement of 5% of the total project cost. The entity is requesting \$16,413.15 from the Build Kansas Fund, and is providing a local cash match of \$863.85. This request has the potential to unlock \$328,246.00 in federal funds, for a total project cost of \$345,523.00.

The deadline was May 29, 2026, and this Build Kansas Fund application was received on May 13, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
AIG/FY24	\$31,862.00	Awarded	Committed

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on May 27, 2026 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2026

Application Package | Coversheet



Build Kansas Fund Application Number	2026-200-SEKRPC		
Applicant Name	Coffey County Airport Commission		
Application Date Received	5/13/2026		
Project Name	Coffey County Airport (UKL) – Replace/Relocate AWOS III-P/T System		
Project Description	Replace the existing Automated Weather Observing System (AWOS) and install a new AWOS III-P/T system to improve weather monitoring, enhance aviation safety, and support reliable airport operations.		
Entity Type	County Government		
Economic Development District (EDD)	Southeast KS Regional Planning Commission		
Infrastructure Sector(s)	Transportation		
IIJA Program	Airport Infrastructure Grant (AIG)		
IIJA Program Type	Formula		
Application Type	Implementation		
IIJA Application Deadline	5/29/2026		
Build Kansas Fund Request	\$16,413.15		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$16,413.15 will unlock \$328,246.00 in federal IIJA funding, with a local cash contribution of \$863.85, for a total project cost of \$345,523.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	AIG/FY24	\$31,862.00	Awarded/Committed
Steering Committee Funding Recommendation	5/27/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	7/16/2026 Recommend ☐ Declined ☐		

Title	Coffey County Airport Commission	05/13/2026
	by Ian Wright in Build Kansas Fund Application	id. 54107235
	iwright@hwlochner.com	

Original Submission	05/13/2026
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Coffey County Airport Commission
Project Name:	Coffey County Airport (UKL) - Replace/Relocate AWOS III-P/T System
Entity type:	County Government
Entity Population:	8,600
Applicant Contact Name:	Darren Isch
Applicant Contact Position/Title:	Airport Manager
Applicant Contact Telephone Number:	+16203645346
Applicant Contact Email Address:	darrenisch@hotmail.com
Applicant Contact Address:	1899 U.S. Highway 75
Applicant Contact Address Line 2 (optional):	
Applicant Contact City:	Burlington

Applicant Contact State: Kansas

Applicant Contact Zip Code: 66839

Is the Project Contact the same as the Applicant Contact? No

Project Contact Name: Ian Wright

Project Contact Position/Title: Project Manager

Project Contact Telephone Number: +13165189244

Project Contact Email Address: iwright@hwlochner.com

Project Contact Address: 15717 College Boulevard

Project Contact Address Line 2 (optional):

Project Contact City: Lenexa

Project Contact State: Kansas

Project Contact Zip Code: 66219

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for which your entity is eligible: Yes

Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component:

Yes

What is the primary county that the project will occur in?

Coffey County

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

[Zip Code Percentage.xlsx](#)

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

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:

IIJA Airport Infrastructure Grant Funding

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

Federal Aviation Administration

What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

20.117

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

5/29/2026

Application Type: Implementation

What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

2026

Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity:

\$328,246.00 for a total project cost of \$345,523.00

Enter the total project cost:

\$345,523.00

Enter the required non-federal match percentage:

5%

Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.

Enter the non-federal cash match amount being requested from the Build Kansas Fund:

\$16,413.15 for a total project cost of \$345,523.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$863.85 for a total project cost of \$345,523.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: 0

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

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? N/A

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match? N/A

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each. N/A

What other funding sources (local, federal, or non-federal) will be used for this match?

N/A

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

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

Part 6: Additional Information

Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:

[25519_TO01_UKL_AWOS_-_Executive_Summary.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):

Total Project Cost (AIP+AIG+Local): \$500,000

AIP-NPE Funds: \$146,754

Local Match to AIP-NPE Funds: \$7,723

AIG-BIL/IIJA Funds: \$328,246

Local Match to AIG-BIL/IIJA Funds: \$17,277

Build Kansas Fund Request: \$16,413.15

Local Match to Build Kansas Fund Request: \$863.85

Part 7: Terms and Conditions

Understanding of Fund Release Requirements:

checked

Understanding of Use of Funds:

checked

Understanding of Reporting Requirements:

checked

Authority to Make Grant Application:

checked

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

Position/Title: Project Manager (Lochner)

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Project Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$16,413.15	4.75%
Eligible Applicant Cash Match	\$863.85	0.25%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IJA Federal Funds (applied for)	\$328,246.00	95.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$345,523.00	100.00%

Project Match	Amount	% of Match
Build Kansas Funds	\$16,413.15	95.00%
Applicant Contribution	\$863.85	5.00%
TOTAL MATCH	\$17,277.00	100.00%

Zip Code	% of project in zip code
66839	100%
	100% In Kansas

COFFEY COUNTY AIRPORT (UKL) COFFEY COUNTY, KANSAS

EXECUTIVE SUMMARY

**REMOVE EXISTING AWOS
INSTALL NEW AWOS III-P/T SYSTEM IN NEW LOCATION**

FAA IIJA/AIP Project No. 3-20-0510-020/021-2026

Lochner Project No. 25519 TO01

APRIL 2026

1.0 INTRODUCTION

This Engineer's Design Report has been prepared in conjunction with construction plans, specifications, and contract documents for improvements to the Coffey County Airport (UKL) in Coffey County, Kansas. The Coffey County Airport Commission (Commission) and H.W. Lochner, Inc. (Lochner) entered into a contract for engineering design services for the removal of the existing Automated Weather Observing System (AWOS) and the installation of a new AWOS III-P/T system in a new location. This report presents an overview of field investigations, findings, design considerations, recommendations, and estimated construction costs for the proposed improvements at UKL. **Figure 1: General Project Layout** illustrates the proposed construction improvements.

The Coffey County Airport is located seven miles north of Burlington, Kansas in central Coffey County in east-central Kansas. The airport consists of concrete Runway 18-36 (5,500' x 75'), five concrete connecting taxiways, a concrete parallel taxiway, apron, and taxilanes serving the 20-unit T-Hangar. Per the FAA Form 5010-1 *Airport Master Record*, the airport serves 12 single-engine based aircraft. Existing airfield information can be found in **Appendix I: Runway Data Table**, which is taken from the approved Airport Layout Plan (ALP) completed by Lochner and approved in March 2015.

The Airport Layout Drawing (ALD) provides the existing and ultimate conditions for the airfield. During the pre-design phase of the project, Lochner modified the ALD to depict the proposed AWOS location relative to other airfield features. This modified ALD is included for reference within **Appendix II: Airport Layout Drawing**. It is important to note that per email correspondence with Russ Owen, FAA Planner for UKL, the ALP will be modified via "pen and ink" changes internally by the FAA after the completion of this project to depict the new location of the AWOS.

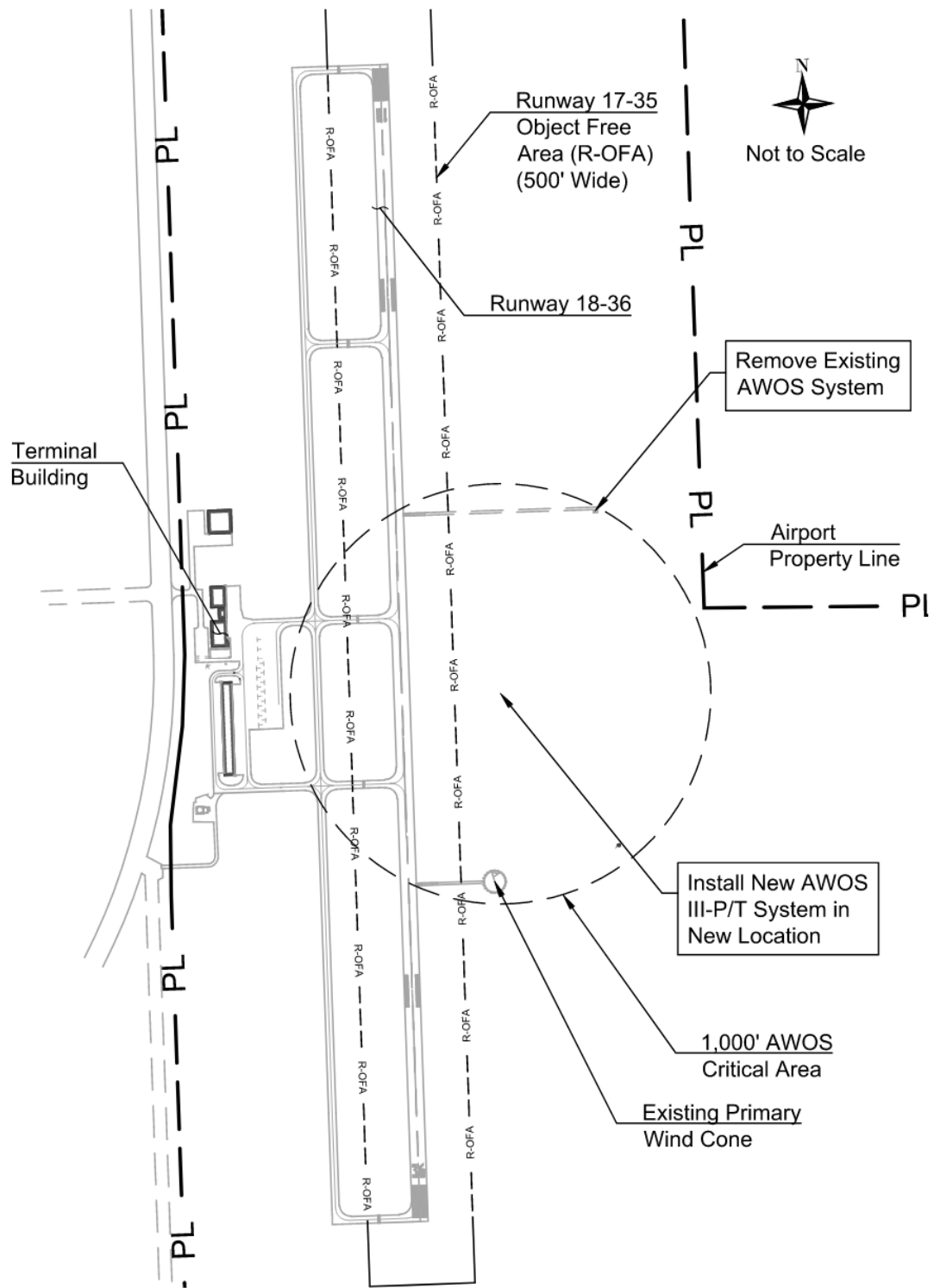


Figure 1: General Project Layout

2.0 PHOTOGRAPHS AND SITE INVESTIGATIONS

The Commission has experienced issues over the last several years with their AWOS not reporting data and requiring numerous repairs. The 22-year-old AWOS has III-P/T capabilities and was installed as part of an AIP-funded project in 2003. In addition to the age and disrepair of the system, it's located in a non-favorable location as the 1,000-foot-diameter critical area does not encompass airport property and is not governed under an aviation easement. Referencing the record drawings from the original design and installation, the AWOS is voltage-powered via direct-buried circuitry traversing from the electrical vault, located in the terminal building, beneath the apron, alongside the connecting taxiway, and beneath the runway, out to the AWOS. The record drawings indicate that a single-pole 20 amp was installed in the existing panelboard along with a 250 VA buck boost transformer alongside the panelboard to power the AWOS. **Figure 2: Existing AWOS** depicts the system and **Figure 3: Electrical Vault Room** shows the power source for the system.



Figure 2: Existing AWOS

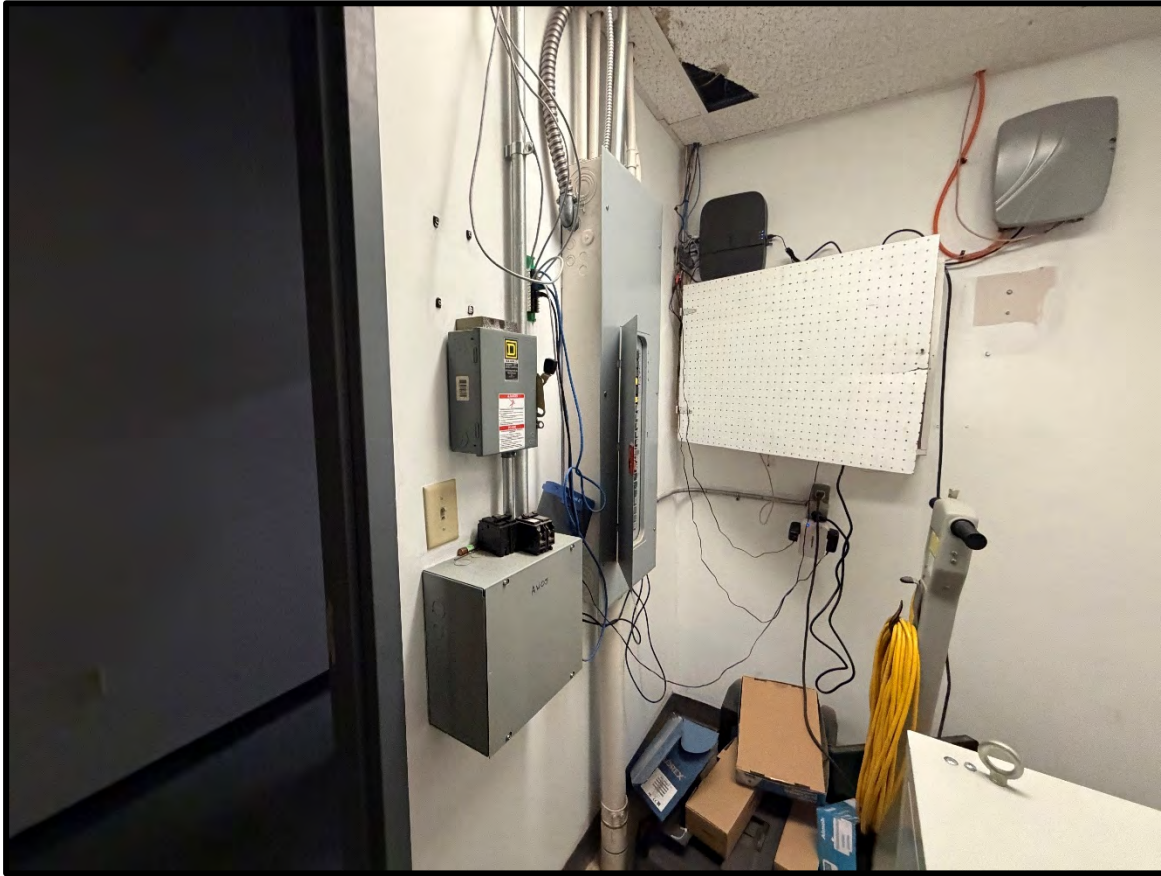


Figure 3: Electrical Vault Room

During the preliminary phase of the design, Lochner completed a site investigation to examine the existing condition of the AWOS as well as document the area of the proposed AWOS location and critical areas. Photographs from this site visit are included within **Appendix III: Existing Site Photos**.

3.0 PROJECT DEMOLITION

All existing AWOS equipment, including the controls, sensors, and tower will be removed and disposed of by the Contractor. The concrete foundations and security fencing surrounding the AWOS will remain. The circuitry powering the AWOS will be disconnected from the source and all subsurface AWOS circuitries will be abandoned in place.

4.0 PROPOSED AWOS SYSTEM

An AWOS with III-P/T capabilities will be specified with this project. Systems with these capabilities feature sensors that measure and report altimeter setting, wind data speed (direction and gusts), temperature, dew point, density altitude, visibility, precipitation type identification, and thunderstorm detection. **Appendix IV: Approved Non-Federal AWOS List** is included with this report to list FAA approved non-federal AWOS systems and manufacturers that will be utilized in the project's specifications.

5.0 PROPOSED AWOS LOCATION AND SITING ANALYSIS

The proposed AWOS location was determined using guidance provided in FAA AC 150/5220-16E *Automated Weather Observing Systems (AWOS) For Non-Federal Applications* and FAA JO 6560.20C *Siting Criteria for Automated Weather Observing Systems*. Per guidance provided in JO 6560.20C, the sensor siting must not violate runway or taxiway object free areas, safety areas, or obstacle free zones. Siting requirements for the visibility sensor require obstructions within a 100-foot radius be clipped to a height of 10-inches or less.

The wind sensor is to be mounted at 30 to 33 feet above ground and any obstructions within a 500-foot radius must be at least 15 feet lower than the sensor height (maximum obstruction height no taller than 18 feet above the proposed AWOS base elevation within this range). Additionally, obstructions located beyond a 500-foot radius but within a 1,000-foot radius must be at least 10 feet lower than the sensor height (maximum obstruction height no taller than 23 feet above the proposed AWOS base elevation within this range). To ensure accurate readings, these critical areas must be located on Airport Property or be controlled through an avigation easement such that the Sponsor can maintain the areas as required.

Per guidance provided in JO 6560.20C, Section 3.21 Airports with Only Visual and/or Non-Precision Runways, the preferred siting of the AWOS is adjacent to the primary runway and located 1,000 feet to 3,000 feet downwind from the primary threshold. The perpendicular distance from the runway centerline must be between 500 feet and 1,000 feet, assuming a flat terrain. **Figure 4: Preferred AWOS Siting Assuming Flat Terrain** shows the preferred AWOS siting based on guidance assuming a flat terrain.

Further referencing the siting requirements previously described, combined with a topographical survey completed by Lochner's subconsultant, Earles Engineering & Inspection, Inc., Lochner and the Sponsor evaluated the area east of Runway 18-36 within the Airport's property line for a viable AWOS location. The terrain east of Runway 18-36 is rolling with several terraces and drainage swales shedding runoff generally to the southeast. A viable location for the AWOS has been identified +/- 468.25 feet east of the Runway 18-36 centerline and 2,500' downwind from the Runway 36 threshold. This location features relatively flat terrain and easy access for the Sponsor to maintain the AWOS. The proposed location's ground elevation is 1,161', which is lower than the adjacent Runway 18-36 centerline elevation of 1,173.05'. This proposed location is outside of the preferred siting area, however since the terrain is not flat, an adjustment to the preferred siting area must be made.

The proposed AWOS location is approximately 12 feet lower than the runway elevation. Per guidance provided in JO 6560.20C, Section 3.21 Airports with Only Visual and/or Non-Precision Runways, "If the wind elevation of the wind sensor site is above or below the runway elevation, the minimum distance is adjusted

by 7 feet for every 1 foot of elevation difference. The adjustment is negative (i.e. the minimum distance is less than 500 feet) if the sensor site elevation is less than the runway elevation” and vice versa. A 12-foot elevation difference results in the preferred siting area being 84 feet closer to Runway 18-36. With this adjustment, the proposed AWOS is located inside the adjusted preferred siting area as shown in **Figure 5: Preferred AWOS Siting After Elevation Modification**. A general view of the proposed AWOS area is shown in **Figure 6: Proposed AWOS General Location**.

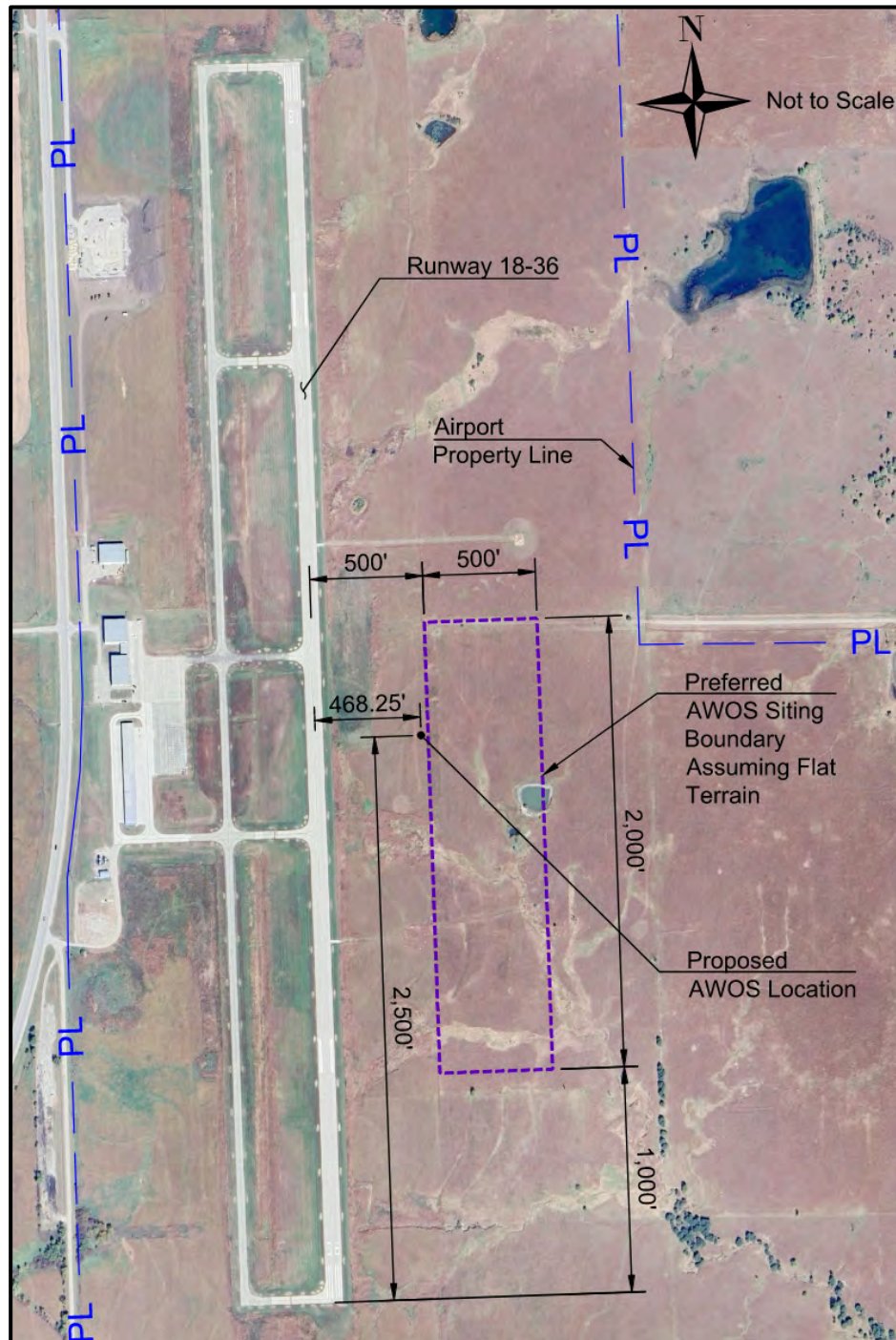


Figure 4: Preferred AWOS Siting Assuming Flat Terrain

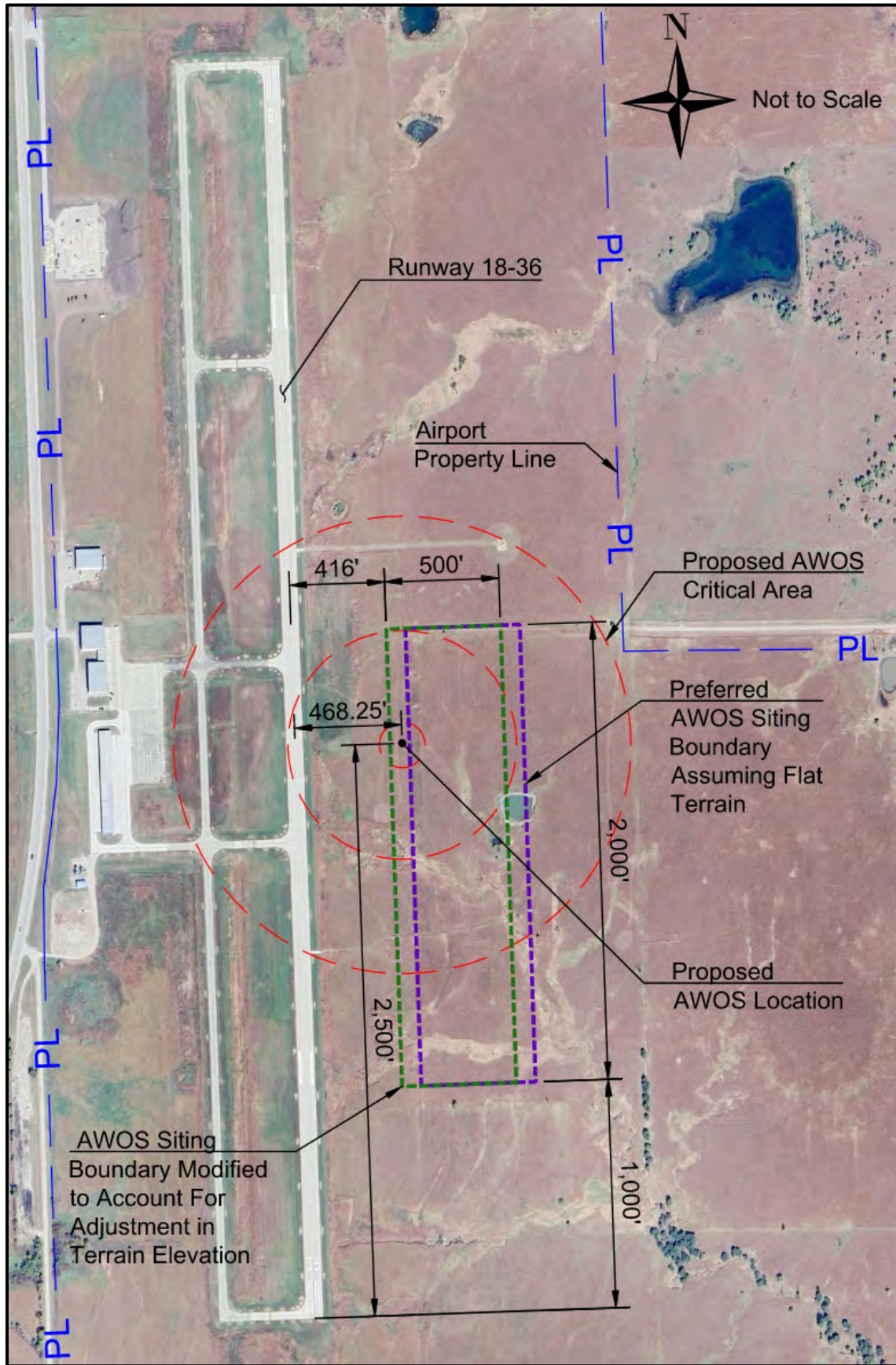


Figure 5: Preferred AWOS Siting After Elevation Modification



Figure 6: Proposed AWOS General Location

Lochner's subconsultant, Earles Engineering & Inspection, Inc., identified potential obstructions east of Runway 18-36 and south of the Airport property line that could be hazards to the AWOS critical areas. Potential obstructions identified included one tree, brush near the tree, and a decommissioned FAA-owned Non-Directional Beacon (NDB) facility. Each potential obstruction was classified (tree, building, tower, etc.), the base elevation and overall height was documented, and a comparison was made between the respective AWOS critical area and potential obstruction's height to determine if remediation is required. The evaluation determined that one tree violates the 500-foot critical area by +/- 3 feet and the 60-foot-tall tower associated with the decommissioned NDB facility violates the 1,000-foot critical area by +/- 31 feet as shown in **Figure 7: AWOS Critical Area Obstruction Analysis**. In lieu of requiring the Contractor to remove the tree obstruction and incorporating this work into the scope of the project, Lochner will coordinate with the Sponsor to utilize their own forces to remove the tree obstruction (identified in **Figure 7**) prior to, or during, the project utilizing their own means. Additionally, Lochner has received confirmation from the FAA that the NDB facility is fully decommissioned and not owned by the FAA, therefore the Sponsor can remove the facility utilizing their own means. Darren Isch, Airport Administrator at UKL, has confirmed that they will remove the tree and NDB facility prior to construction. The decommissioned NDB facility is illustrated in **Figure 8: Decommissioned NDB Facility**. The calculations verifying that the proposed location is clear of the existing Runway 18-36 and ultimate crosswind runway primary surface are included in **Appendix V: Electrical and AWOS Calculations**.

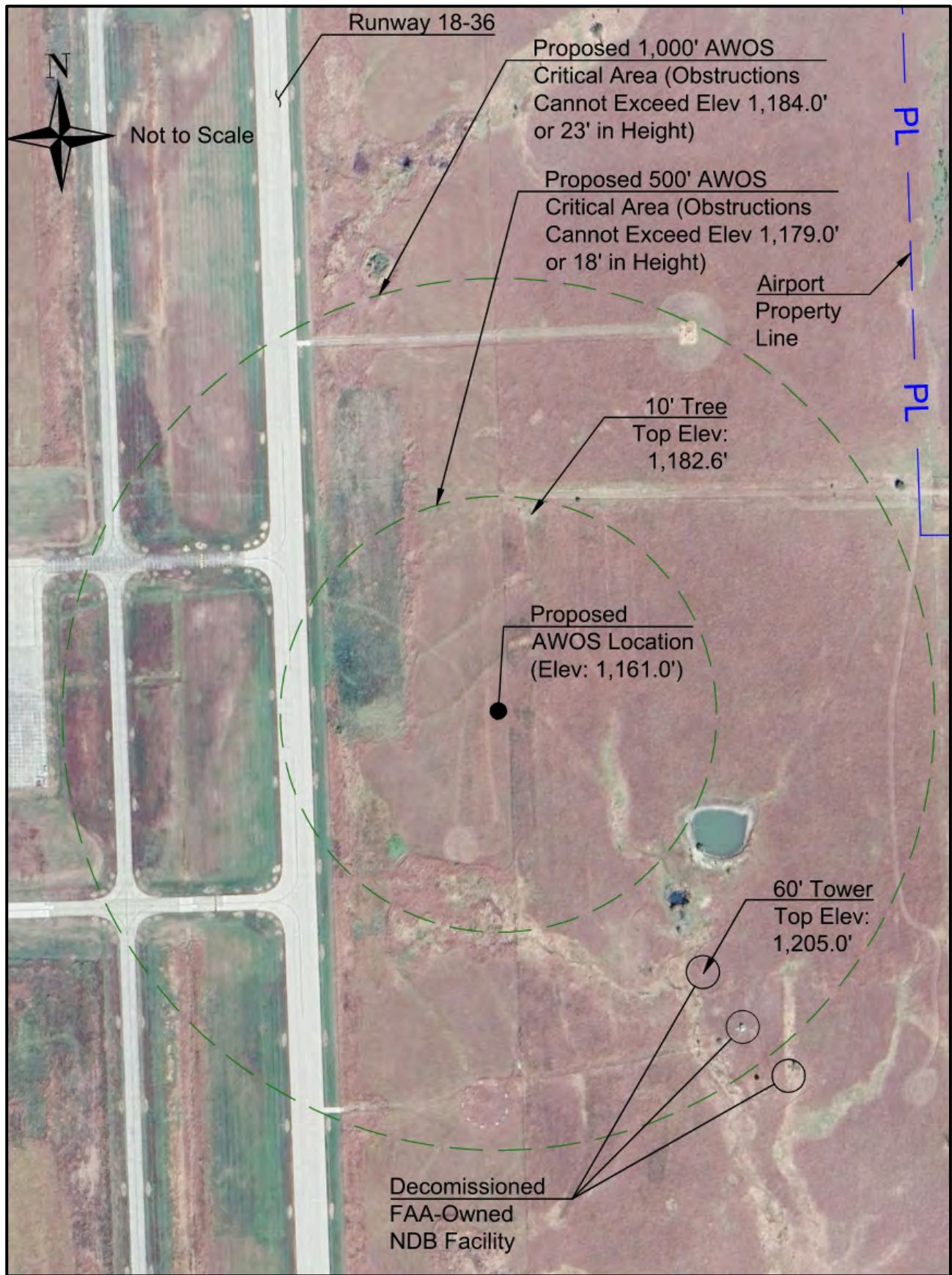


Figure 7: AWOS Critical Area Obstruction Analysis

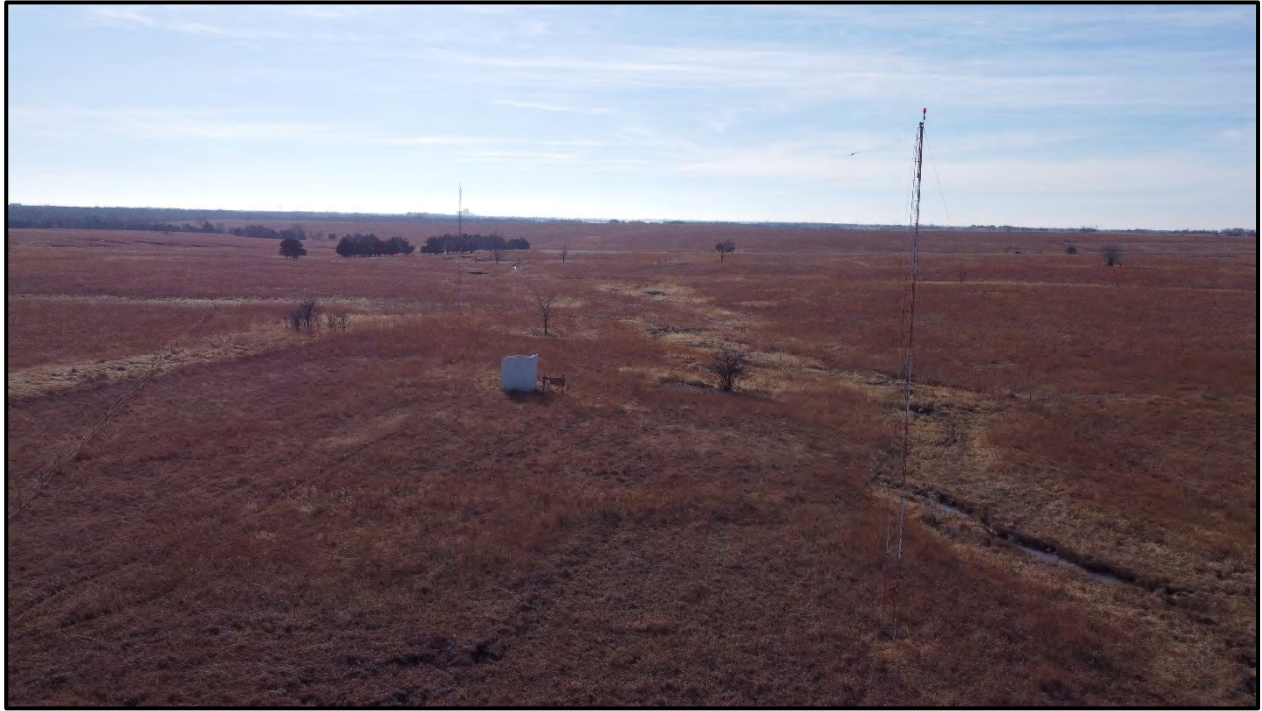


Figure 8: Decommissioned NDB Facility

6.0 ELECTRICAL VAULT AND ELECTRICAL CALCULATIONS

To adequately power the new AWOS, Lochner's electrical engineer has specified size 4 direct-voltage circuitry powered via the electrical panel in the electrical vault. The Contractor is required to perform continuously recorded load readings for the maximum power demand continuously recorded over a 30-day period on the vault's panelboard to verify that the existing panel is not overloaded in accordance with the National Electric Code (NEC) Section 220.87. The Contractor is required to field verify the size of the existing branch circuit breaker and associated conductors. If it is determined to be undersized to meet new loads, the existing branch circuit shall be replaced with a new 200A, 3P breaker within the main distribution panel; and replace associated conduit and conducts with Size 4 wires and a Size 6 ground. A line item in the construction contract will be added to accommodate electrical panel upgrades, if required. Should electrical panel upgrades not be needed, the work will be removed from the contract via change order.

TOTAL PROJECT BUDGET

COFFEY COUNTY AIRPORT (UKL) COFFEY COUNTY, KANSAS

FAA IJA/AIP Project No. 3-20-0510-020/021-2026

REMOVE EXISTING AWOS
INSTALL NEW AWOS III-P/T SYSTEM IN NEW LOCATION

May 13, 2026

AVAILABLE PROJECT FUNDING

FY2026 FAA IJA Grant - 020 (95%) (NTE \$328,246)	\$	328,246
Local Matching Funds for Grant - 020 (5%)	\$	17,277
Total Funding w/ Grant - 020	\$	345,523
 FY2026 FAA AIP Grant - 021 (95%) (NTE \$241,754)	\$	146,754
Local Matching Funds for Grant - 021 (5%)	\$	7,723
Total Funding w/ Grant - 021	\$	154,477
 Total Project Funding	\$	500,000

FAA ELIGIBLE PROJECT COSTS

FY2026 FAA Grant - 020/021

Administrative

Legal & Advertising (Est.)

	Local Cost (5%)	FAA Cost (95%)	Total Cost
	\$ 68.85	\$ 1,308.15	\$ 1,377.00
Subtotal	\$ 68.85	\$ 1,308.15	\$ 1,377.00

Engineering

Basic Services

Special Services

Construction Services (Est.)

	\$ 3,520.00	\$ 66,880.00	\$ 70,400.00
	\$ 1,355.00	\$ 25,745.00	\$ 27,100.00
	\$ 4,262.50	\$ 80,987.50	\$ 85,250.00
Subtotal	\$ 9,137.50	\$ 173,612.50	\$ 182,750.00

Construction

Construction Costs (Third Generation Electric)

	\$ 15,793.65	\$ 300,079.35	\$ 315,873.00
Subtotal	\$ 15,793.65	\$ 300,079.35	\$ 315,873.00

TOTAL PROJECT COSTS (EST.)	\$	25,000	\$	475,000	\$	500,000
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