

Wausau Downtown Airport 6-Year Plan Project Proposal 2013

Project	Year	Cost	Remarks	Additional Funding
Crackseal & microfibre of airfield pavements	2014	\$140,000	Extends the life of the pavements up to 5 years, time to accrue GA entitlement funding	Yes
Part 77 Survey	2014	\$20,000	\$20,000 all 4 approaches, requirement for FAA funding approval	Yes
T-hangar 1-10 Maintenance	2014	\$65,000	Various preventative maintenance issued which will extend building usefulness 8-10 years	No
Runway 5/23 Reconstruction/Re-Design 5/23 Runway Lighting System/PAPI/ Ramp Reconstruction	2017	\$2,000,000	runway is only eligible for 60' wide est. \$1,300,000 + \$700,000 for lighting	Yes
	2018	\$800,000	Asphalt ramp only! Concrete ramp would be additional \$1.2 million	Yes
Runway 13/31 Reconstruction	2019	\$2,773,000	\$2,773,000 @ 100' wide; only eligible for 75' wide \$2,100,000; sponsor difference \$673,000 to construct @ 100'	Yes
Runway/Taxiway Signage-LED Lighting Retrofit	2020+	\$400,000		Yes
New Taxiway construction	2020+	\$680,000	Year depends on demand for private hangar construction	Yes
Relocate KAUW ASOS Equipment	2020+	\$150,000	If this needs to be relocated because of the hangar development or turf runway, it would be GA Ent &/or AIP eligible, otherwise not eligible	Yes Alternate funding may be available
Perimeter Inspection Road	2020+	\$2,000,000	Starting river NE side of rwy 13 around to Radtke park 12,700' x 25	Maybe Alternate funding may be available
T-hangar 1-10 upgrades	2020+	\$100,000	As necessary	No
Corporate Hangar #3 Door Replacement	2020+	\$300,000	As necessary	No
Airport Snow Removal Vehicle	2020+	\$400,000	As necessary	Yes

CITY OF WAUSAU

Capital Improvement Program Request 2014-2018

Project Title:	Pavement crackseal/microfiber coating & Part 77 Survey	Plan Year:	2014
Classification:	preventative maintenance	Department:	airport
Priority:	high	Contact Name:	John P. Chmiel
Useful Life:	5 years		

PROJECT DESCRIPTION

Provide a brief description of the project or purchase

The asphalt pavements at the airport are deteriorating. A recent survey by the Wisconsin Bureau of Aeronautics stated that reconstruction of these pavements should be considered within the next 5 years. Performing this preventative maintenance on all the asphalt surfaces of the airport will extend the life of the pavements up to 5 years. There is extensive cracking on all surfaces. This project will buy us time to raise the funding necessary for pavement reconstruction in 5 years. Cost of pavement reconstruction is covered through a combination of local, state and federal funding. The Part 77 survey is a requirement prior to receiving any addition FAA funding for projects. The survey identifies any obstructions to any of the runway approaches that need to be removed.

PROJECT PURPOSES: (Check all statements that apply)

<input checked="" type="checkbox"/>	Addresses critical health or safety hazard.		
<input type="checkbox"/>	Provides developed area with a comparable level of city services or facilities.	<input type="checkbox"/>	Encourages economic development
<input checked="" type="checkbox"/>	Maintains or enhances systems that support existing city services.	<input type="checkbox"/>	Encourages revitalization, community aesthetics, or historic preservation
<input type="checkbox"/>	Provides new service, facility, system or equipment.	<input type="checkbox"/>	Provides other rehabilitation, replacement or new construction.
<input type="checkbox"/>	Expands existing service into an undeveloped area.	<input checked="" type="checkbox"/>	This project was identified in prior year CIP Plan requests
<input checked="" type="checkbox"/>	Repairs, replaces or prevents a breakdown of an existing city facility, system, service or equipment.	<input type="checkbox"/>	Improves resident quality of life in terms of recreational activities, personal enrichment or living conditions

PROJECT OR PURCHASE JUSTIFICATION

Describe physical condition, demand/capacity, functionality and/or safety concerns justifying the project/acquisition

A recent survey by the Wisconsin Bureau of Aeronautics stated that reconstruction of these pavements should be considered within the next 5 years. Performing this preventative maintenance on all the asphalt surfaces of the airport will extend the life of the pavements up to 5 years. There is extensive cracking on all surfaces. If the cracks are not maintained, runways or taxiways may have to be closed if they are deemed to be unsafe for aircraft. If the part 77 survey is not performed, additional FAA funding may be denied for future FAA eligible projects.

IMPACT ON DEFERRED IMPLEMENTATION/PURCHASE

Describe how project deferral will impact economic growth, quality of service, efficiency or effectiveness, quality of life, safety, financing or other issues.

Deferring the project could cause the pavements at the airport to be reconstructed earlier than necessary. The City does not want to be forced into a position of funding a reconstruction project when FAA or State funding is unavailable. Deferring the Part 77 survey could delay future FAA funded eligible projects.

RETURN ON INVESTMENT

Describe the financial benefits, cost savings or payback of the capital project such as grant funding, cost avoidance or operational cost or income benefits

Federal funding is available for this project on an 95/5 basis.

CITY OF WAUSAU

Capital Improvement Program Request 2014-2018

Project Title:	T-Hangar 01-10 maintenance	Plan Year:	2014
Classification:	maintenance	Department:	airport
Priority:	medium	Contact Name:	John P. Chmiel
Useful Life:	30+ years		

PROJECT DESCRIPTION

Provide a brief description of the project or purchase

T-Hangar 1-10 is a building with 10 individual hangar units. It was constructed in 1952. Concerns about it's integrity and useful life were put to rest after a structural engineer from Becher Hoppe inspected the building. The result was that if we performed some upgrades we could get an additional 10 years out of the building. Upgrades will include applying a sealcoat to the roof, maintenance to the door systems, and misc. maintenance to the siding and structure.

PROJECT PURPOSES: (Check all statements that apply)

<input checked="" type="checkbox"/>	Addresses critical health or safety hazard.	<input checked="" type="checkbox"/>	Encourages economic development
<input type="checkbox"/>	Provides developed area with a comparable level of city services or facilities.	<input type="checkbox"/>	Encourages revitalization, community aesthetics, or historic preservation
<input checked="" type="checkbox"/>	Maintains or enhances systems that support existing city services.	<input type="checkbox"/>	Provides other rehabilitation, replacement or new construction.
<input type="checkbox"/>	Provides new service, facility, system or equipment.	<input checked="" type="checkbox"/>	This project was identified in prior year CIP Plan requests
<input type="checkbox"/>	Expands existing service into an undeveloped area.	<input type="checkbox"/>	Improves resident quality of life in terms of recreational activities, personal enrichment or living conditions
<input checked="" type="checkbox"/>	Repairs, replaces or prevents a breakdown of an existing city facility, system, service or equipment.		

PROJECT OR PURCHASE JUSTIFICATION

Describe physical condition, demand/capacity, functionality and/or safety concerns justifying the project/acquisition

The building is 60 years old this year. It is operating at 100 % occupancy. It is the "budget" T-hangar at the airport. Recent tornados in our area prompted review of the building. We want to make sure of the building's integrity to protect our tenant's aircraft.

IMPACT ON DEFERRED IMPLEMENTATION/PURCHASE

Describe how project deferral will impact economic growth, quality of service, efficiency or effectiveness, quality of life, safety, financing or other issues.

The building is 60 years old this year. It is operating at 100 % occupancy. It is the "budget" T-hangar at the airport. Recent tornados in our area prompted review of the building. We want to make sure of the building's integrity to protect our tenants aircraft. T-hangars are a requirement for a successful airport. Aircraft based at the airport help pay the expenses of operating the airport through hangar rental and fuel sales.

RETURN ON INVESTMENT

Describe the financial benefits, cost savings or payback of the capital project such as grant funding, cost avoidance or operational cost or income benefits

Federal funding is not available for hangar maintenance. 100% of the revenue generated by the T-hangars is collected by the City to offset the airport expense budget. The building creates approximately \$10,500 of rental income annually.

CITY OF WAUSAU

Capital Improvement Program Request 2014-2018

Project Title:	Runway 05/23 Reconstruction/Lighting	Plan Year:	2017
Classification:	Engineering Services/Construction	Department:	Airport
Priority:	High	Contact Name:	John P. Chmiel
Useful Life:	25+ years		

PROJECT DESCRIPTION

Provide a brief description of the project or purchase

Reconstruct runway 05/23 pavement. Replacement of current lighting system with high intensity lighting and PAPI (precision approach path indicators). Project cost includes design and engineering services. The width of the runway will be reduced to 60' since this is our secondary runway and funding is only available up to 60' width.

PROJECT PURPOSES: (Check all statements that apply)

<input checked="" type="checkbox"/>	Addresses critical health or safety hazard.		
<input type="checkbox"/>	Provides developed area with a comparable level of city services or facilities.	<input type="checkbox"/>	Encourages economic development
<input checked="" type="checkbox"/>	Maintains or enhances systems that support existing city services.	<input type="checkbox"/>	Encourages revitalization, community aesthetics, or historic preservation
<input checked="" type="checkbox"/>	Provides new service, facility, system or equipment.	<input type="checkbox"/>	Provides other rehabilitation, replacement or new construction.
<input type="checkbox"/>	Expands existing service into an undeveloped area.	<input checked="" type="checkbox"/>	This project was identified in prior year CIP Plan requests
<input checked="" type="checkbox"/>	Repairs, replaces or prevents a breakdown of an existing city facility, system, service or equipment.	<input type="checkbox"/>	Improves resident quality of life in terms of recreational activities, personal enrichment or living conditions

PROJECT OR PURCHASE JUSTIFICATION

Describe physical condition, demand/capacity, functionality and/or safety concerns justifying the project/acquisition

Runway 05/23 was paved in the mid 80's. Pavement analysis by Wisconsin Bureau of Aeronautics engineers indicates that the useful life of this pavement is nearing its end. The current runway lighting system is non-standard and its integrity has been in question for the last 10 years. It is logical to perform these two projects at the same time. The PAPI lighting system will enhance safety by helping approaching aircraft determine a safe glidepath to the runway. There is rising terrain to the northeast and a lake to the southwest. A transient aircraft approaching at night may be unaware of these safety hazards. These two conditions are the most likely scenarios to cause a CFIT (controlled flight into terrain) accident.

IMPACT ON DEFERRED IMPLEMENTATION/PURCHASE

Describe how project deferral will impact economic growth, quality of service, efficiency or effectiveness, quality of life, safety, financing or other issues.

The useful life of the runway pavement can be determined on a year-to-year basis, but if the crack sealing and microfiber seal is approved for 2014 that should give us an additional 5 years. Funding for this project depends on the availability of FAA funding the year we intend to do the project, but the reason to delay this project to 2017 is to bank 4 years of GA entitlement funding (\$450,000) and allow the FAA to fund the difference through the AIP (airport improvement project) funding. The expense of this project demands FAA participation. When funding is available we need to do this project. Considering the federal financial status I believe airport pavements are the first order of priority above all other projects.

RETURN ON INVESTMENT

Describe the financial benefits, cost savings or payback of the capital project such as grant funding, cost avoidance or operational cost or income benefits

Funding for ramps, taxiways, and runways is available from the FAA on an 80/20 basis. The City would be responsible for 20% of the project, FAA funding 80%.

CITY OF WAUSAU

Capital Improvement Program Request 2014-2018

Project Title:	ramp reconstruction	Plan Year:	2018
Classification:	design/engineering/demolition/construction	Department:	airport
Priority:	high	Contact Name:	John P. Chmiel
Useful Life:	30+ years		

PROJECT DESCRIPTION

Provide a brief description of the project or purchase

The ramp is near the end of its useful life according to analysis by Wisconsin Bureau of Aeronautics studies. The old ramp will be removed and reconstructed. The tiedown areas will be reconfigured during the project to park transient aircraft more conveniently now that the FBO is located in the terminal building.

PROJECT PURPOSES: (Check all statements that apply)

<input type="checkbox"/> Addresses critical health or safety hazard.		<input type="checkbox"/> Encourages economic development
<input type="checkbox"/> Provides developed area with a comparable level of city services or facilities.		<input type="checkbox"/> Encourages revitalization, community aesthetics, or historic preservation
<input checked="" type="checkbox"/> Maintains or enhances systems that support existing city services.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Provides other rehabilitation, replacement or new construction.
<input checked="" type="checkbox"/> Provides new service, facility, system or equipment.		<input checked="" type="checkbox"/> This project was identified in prior year CIP Plan requests
<input checked="" type="checkbox"/> Expands existing service into an undeveloped area.		<input type="checkbox"/> Improves resident quality of life in terms of recreational activities, personal enrichment or living conditions
<input type="checkbox"/> Repairs, replaces or prevents a breakdown of an existing city facility, system, service or equipment.	<input checked="" type="checkbox"/>	

PROJECT OR PURCHASE JUSTIFICATION

Crack sealing in 2014 should give us the opportunity to delay this project to 2018. The last ramp reconstruction was prior to 20 years ago. Bureau of Aeronautic pavement surveys indicate it is at the end of its useful life and its deterioration is obvious to anyone that uses the ramp. Expansion at the airport in the last 20 years dictates modification of the ramp layout. Current layout has tiedowns on the far west side of the ramp. The FBO is now located on the east ramp. Reconfiguring the tiedowns to an east/west configuration would allow aircraft to park closer to the building they are coming to visit

IMPACT ON DEFERRED IMPLEMENTATION/PURCHASE

Describe how project deferral will impact economic growth, quality of service, efficiency or effectiveness, quality of life, safety, financing or other issues.

The ramp can be delayed depending on a year-to-year analysis of the pavement. The taxiway construction is not necessary until the current hangar development area is filled to capacity.

RETURN ON INVESTMENT

Describe the financial benefits, cost savings or payback of the capital project such as grant funding, cost avoidance or operational cost or income benefits

Funding for ramps, taxiways, and runways is available from the FAA on an 80/20 basis. The City would be responsible for 20% of the project, FAA funding 80%.

CITY OF WAUSAU

Capital Improvement Program Request 2014-2018

Project Title:	Runway 13/31 Reconstruction	Plan Year:	2019
Classification:	Engineering Services/Construction	Department:	Airport
Priority:	High	Contact Name:	John P. Chmiel
Useful Life:	25+ years		

PROJECT DESCRIPTION

Provide a brief description of the project or purchase

Reconstruct runway 13/31 pavement. Project cost includes design and engineering services.

PROJECT PURPOSES: (Check all statements that apply)

<input checked="" type="checkbox"/>	Addresses critical health or safety hazard.		
<input type="checkbox"/>	Provides developed area with a comparable level of city services or facilities.	<input type="checkbox"/>	Encourages economic development
<input checked="" type="checkbox"/>	Maintains or enhances systems that support existing city services.	<input type="checkbox"/>	Encourages revitalization, community aesthetics, or historic preservation
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PROJECT OR PURCHASE JUSTIFICATION

Describe physical condition, demand/capacity, functionality and/or safety concerns justifying the project/acquisition

Runway 13/31 was paved in the mid 80's. Pavement analysis by Wisconsin Bureau of Aeronautics engineers indicates that the useful life of this pavement is nearing its end. The current runway is 100' wide. This is necessary because of the turbine and jet traffic we have at Wausau. The classification of the Wausau was changed since the last runway reconstruction project since we are no longer considered an "airline" airport. Therefore the FAA will only fund this runway up to 75' wide. This is why our portion of this project is higher since we have to fund at 100% the 25' difference.

IMPACT ON DEFERRED IMPLEMENTATION/PURCHASE

Describe how project deferral will impact economic growth, quality of service, efficiency or effectiveness, quality of life, safety, financing or other issues.

Crack sealing pavements in 2014 will allow us to delay this project until 2019. Funding for this project depends on the availability of FAA funding the year we intend to do the project. The expense of this project demands FAA participation. If the funding is available we need to do this project.

RETURN ON INVESTMENT

Describe the financial benefits, cost savings or payback of the capital project such as grant funding, cost avoidance or operational cost or income benefits

Funding for ramps, taxiways, and runways is available from the FAA on an 80/20 basis. The City would be responsible for 20% of the project, FAA funding 80%.

