



MEMORANDUM

TO: Winnebago County Board of Supervisors

FROM: Jim Schell, Airport Director

RE: Taxiway A Reconstruction – Capital Project Presentation

DATE: April 29, 2019

HISTORY

Taxiway A (“Alpha”) is the 50 foot-wide parallel taxiway to Runway 18/36, the primary runway at Wittman Regional Airport, configured in a north-south orientation. The taxiway parallels Runway 18/36 for the entire length of the runway and extends all the way to the terminal ramp area. The primary section of taxiway to be reconstructed with this project (6,900 feet) was built in 1967 using 10-inches of concrete and 9-inches of sub base material. The southernmost 1,300 feet of the taxiway was completed in 1988 and it is in better condition than the northern portion, however due to design parameters on the project, it is anticipated to be reconstructed at the same time as the northern portion.

Taxiway A, in addition to serving as the full parallel taxiway to the Airport’s primary runway, also serves a critical role for the annual EAA AirVenture fly-in and convention. Each year, during the convention, 6,300 feet of Taxiway A are transformed into Runway 18L/36R, a parallel runway to 18/36. This allows the Airport to be reconfigured with three, non-intersecting runways, allowing aircraft arrival and departure rates crucial to the success of the event.

An inspection of airport pavements in 2015 commissioned by the WI DOT Bureau of Aeronautics (BOA) noted that the Pavement Condition Index (PCI) (scale of 0-100) for the primary portion of Taxiway A to be reconstructed was a 64. During the study, forecasting is completed for what the PCI levels of all pavements will be up to ten years after the date of the study. The primary portion of Taxiway A to be reconstructed (6,900 feet) is projected to fall to a PCI of 61 in 2020 and a 60 in 2021. A PCI of 60 is considered the minimum service level, or in other words, the point at which the pavement should be reconstructed.

PROJECT PLANS

The primary goal of the Taxiway A project is to reconstruct 8,200 linear feet of the taxiway in its current layout, with the addition of 5 foot wide integral concrete shoulders on either side of the taxiway.

1. The enhanced width for Taxiway A, accomplished through the addition of 5 ft paved shoulders, will greatly enhance safety for the aircraft using the taxiway year round and also during AirVenture when the taxiway becomes Runway 18L/36R.

2. Current incandescent taxiway edge lights will be replaced by new LED taxiway edge lighting and fixtures. This upgrade will improve reliability of the lighting system in this area and contribute to lower airfield operating costs associated with electrical consumption and bulb replacement.
3. Storm water drainage will be improved by re-contouring the landscape, particularly in the turf areas between Taxiway A and Runway 18/36. The project plans to replace two 30 year old deteriorating corrugated metal culverts that cross underneath TWY A, with concrete culverts to improve water flow and extend the life of the drainage structures. These improvements are being coordinated with the City of Oshkosh as they have flooding issues in this area which affect areas on the southeast side of the Airport and extend off Airport as well.
4. Five taxiway connectors (A2-A6) between the taxiway and runway will be reconstructed as well.

Please refer to the enclosed diagram, which visually depicts the scope of the taxiway reconstruction project, outlining those areas on the taxiway in red.

TIMETABLE

Predicated upon funding being obtained by all parties (Winnebago County, Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and Wisconsin Department of Transportation (DOT) Bureau of Aeronautics (BOA), the project will begin the construction phase in Spring of 2020.

FUNDING

The taxiway reconstruction project, in total, is currently estimated to cost \$10.5 million.

It is anticipated, as with past projects of similar scope, that construction of this project will be split into 2 separate phases due to FAA funding availability. As with our previous major pavement replacement projects, with county board concurrence/approval we intend to use the following funding sources and percentages for this project:

FAA Airport Improvement Program (AIP) (90%)	\$9,450,000.00 (Currently requested FAA funds)
WI DOT BOA (5%)	\$ 525,000.00
Winnebago County municipal bonding (5%)	<u>\$ 525,000.00</u>
	\$10,500,000.00 (Total Construction Funding)

Should our FAA discretionary funding request be granted at a lower level than what has been requested in Fiscal Year 2019, the project will likely be broken into two phases. In that case, we would submit a subsequent discretionary funding request to the FAA to complete phase two of the project for Fiscal Year 2020.

The resolution being brought forward to the County Board for funding at the May 21st meeting is to secure the county's portion of matching funds required to construct the project, in the amount of \$525,000.

JS



LEGEND:

PROJECT	ESTIMATED COST	FUNDING YEAR & TYPE
WIDEN AND RECONSTRUCT TAXIWAY A	DESIGN \$260,000 CONSTR \$10.5 M	

PROJECT NO:
DRAWN BY: MEF
DATE: 06/18/2018
SHEET: 1 OF 1

WITTMAN REGIONAL AIRPORT
2018 GRANT DRAWING

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