

October 2023

Project Descriptions for Official Notice No. 7400

1. WA0413 **Rehabilitate Bullseye**

This project is for the rehabilitation of pavements and shoulders inside hold lines of Runways 1L-19R and 7R-25L, known as the Bullseye at MKE. The construction is preliminarily planned to occur in 2025 with design anticipated to start in 2024. This project involves a mill and overlay of both asphalt and concrete pavements and shoulders within the safety areas at the intersection. It also includes grooving, pavement marking, and storm sewer replacement under Runway 1L/19R south of Runway 7R/25L.

The design phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) cash funding, and State grant funding. The construction phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) backed bond funding, and State grant funding.

2. WA0414 **Rehabilitate GRE Ramp**

This project is for the rehabilitation of the Ground Runup Enclosure (GRE) apron and access taxiway. The construction is preliminarily planned to occur in 2025 with design anticipated to start in 2024. This project involves renewing all joints, sawcut, clean and seal any cracks, repair all spalls, renew damaged concrete slabs, pavement marking, and targeted replacement of lights, signs, and cabling.

The design phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) cash funding, and State grant funding. The construction phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) backed bond funding, and State grant funding.

3. WA0417 **MKE Rehabilitate Taxiway F (Between Runway 19R and Taxiway H)**

This project is for the rehabilitation of Taxiway F between Runways 1L/19R and 7L/25R at Milwaukee Mitchell International Airport (MKE). The construction is preliminarily planned to occur in 2025 with design anticipated to start in 2024. This project involves an asphalt mill and overlay, underdrain replacement, pavement marking, and targeted replacement of lights, signs, and cabling.

The design phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) cash funding, and State grant funding. The construction phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) backed bond funding, and State grant funding.

4. WA0419 MKE Rehabilitate Taxiway Y

This project is for the rehabilitation of Taxiway Y at Milwaukee Mitchell International Airport (MKE). The construction is preliminarily planned to occur in 2025 with design anticipated to start in 2024. This project involves renewing all joints, sawcut, clean and seal any cracks, repair all spalls, renew damaged concrete slabs, pavement marking, and targeted replacement of lights, signs, and cabling.

The design phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Passenger Facility Charge (PFC) cash funding, and State grant funding. The construction phase is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding, Federal Airport Improvement Program (AIP) Entitlement funding, Passenger Facility Charge (PFC) backed bond funding, and State grant funding.

5. WA0431 MKE Gate C12 Fuel Pit

This project is for the installation of a new hydrant fueling pit in the C12 gate area. The design and construction are preliminarily planned to occur in 2024. This project involves concrete removal, fuel infrastructure modifications, and placement of new concrete.

The design phase is expected to be funded by the Airport Development Fund (ADF). The construction phase is expected to be funded by General Airport Revenue Bonds (GARBs).

6. WAXXX South Ramp Taxiway Strengthening

This project will replace existing pavement of R3 and R4 and center taxilane of the South Ramp with pavement sufficient to support the regular operation of ADG V aircraft. The current pavement in the project area ranges from ten (10) inches to fourteen (14) inches in thickness and not sufficient to support ADG V aircraft operations.

The project is expected to be funded by Federal Bipartisan Infrastructure Law (BIL) entitlement grant funding.