

Project Descriptions

WA0395 – MKE TXY H (PARTIAL) & TXY K REMOVAL

Taxiway H pavement removal from Taxiway J to Taxiway K; Taxiway K removal from Taxiway H to Runway 1L-19R. Removals include pavement, edge lighting, drainage improvements and restoration of site to turf. The pavement condition index is 37 from a 2016 condition survey. The anticipated Masterplan Airport Layout Plan (ALP) update shows that these pavements will no longer be needed. Financing is provided from Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant 75% federal share, 12.5% state share and 12.5% local share funded by the Airport Development Fund (ADF) Reserve. This project will be included in a future Passenger Facility Charge (PFC) application. The airport will be submitting a future fund transfer to refund the ADF from the PFC Trust once the future PFC application is approved. The implementation of this project is contingent upon receiving federal and state funding.

This project consists of design, implementation, and construction of the removal of airfield taxiway asphalt pavement and associated support systems. Those include the edge lighting, electrical conduit and wiring, drainage structures and final grading and restoration of the site to turf. The approximant work limits are Taxiway H removal from Taxiway J to Taxiway K; Taxiway K removal from Taxiway H to Runway 1L-19R.

WA0397 – MKE TXY D REMOVAL

This project includes the removal of Taxiway D from Runway 13-31 to Runway 7L-25R and removal of Taxiway D1 from Taxiway D to Taxiway C. Pavement condition indexes range from 26 to 39 from a 2016 condition assessment. The anticipated Master Plan Airport Layout Plan (ALP) shows these pavements will no longer be needed. Financing is provided from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant with 75% federal share, 12.5% state share, and 12.5% local share to be funded from the Airport Development Fund (ADF) Reserve. This project will be included in a future Passenger Facility Charge (PFC) application. The airport will be submitting a future fund transfer to refund the ADF from the PFC Trust once the future PFC application is approved. The implementation of this project is contingent upon receiving federal and state funding.

This project consists of the design, implementation, and construction of the removal of Taxiway D and D1, from Runway 7L-25R to Runway 13-31. Removals include the pavements, lighting, cable, conduit, excavation, grading and final site restoration with turf.

WA0399 – MKE TXY H REHAB

This project consists of asphalt pavement mill and overlay of approximately 7,200 square yards of pavement from Taxiway F to Taxiway J. The original taxiway was constructed in 1998 and pavement condition indexes range from 34-37 based on the 2016 condition assessment, which is indicative of a major rehabilitation effort. Financing is provided from Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant 75% federal share, 12.5% state share and 12.5% local share funded by the Airport Development Fund (ADF) Reserve. This project will be included in a future Passenger Facility Charge (PFC) application. The airport will be submitting a future fund transfer to refund the ADF from the PFC Trust once the future PFC application is approved. The implementation of this project is contingent upon receiving federal and state funding.

This project consists of the design, implementation, and construction of asphalt pavement surface rehabilitation (4-Inch Mill & Overlay) of Taxiway H. Project also includes pavement marking installation, guidance sign replacement, topsoil, seeding and minor site restoration. The approximate work limits are Taxiway H rehabilitation between Taxiway F and Taxiway J.

WA0400 – MKE NORTH APRON REHAB

This project consists of approximately 25,600 square yards of asphalt and concrete apron pavement. The 2016 condition assessment determined that this pavement had an index range from 02-40. These ratings meet the standard for a major rehabilitation effort. Financing is provided from Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant 75% federal share, 12.5% state share and 12.5% local share funded by the Airport Development Fund (ADF) Reserve. This project will be included in a future Passenger Facility Charge (PFC) application. The airport will be submitting a future fund transfer to refund the ADF from the PFC Trust once the future PFC application is approved. The implementation of this project is contingent upon receiving federal and state funding.

Project consists of the design, implementation, and construction of pavement surface rehabilitation (concrete and asphalt) of the North Apron. Work includes drainage structures and storm sewer pipe replacement, minor site restoration and pavement marking replacement.

WA0401 – MKE SNOW REMOVAL EQUIPMENT REPLACEMENT 2021

As part of 14 CFR Part 139 federal regulations, the airport needs to be able to maintain the airport's standard pavement clearing time. In order to maintain this clearing time, the airport needs to replace an aging snow removal fleet. The Snow Removal Equipment (SRE) units proposed for replacement range in age from 10 years to 19 years. They have reached the end of their useful life, require frequent maintenance, and are unreliable. The replacement of these pieces of equipment will comply with allowable snow removal equipment for the airport as calculated using the Federal Aviation Administration (FAA) Advisory Circular, and as reflected in the Airport's current Snow and Ice Control Plan (SICP). Financing is provided from the Airport Development Fund (ADF) Reserve. This project will be included in a future Passenger Facility Charge (PFC) application. The airport will be submitting a future fund transfer to refund the ADF from the PFC Trust once the future PFC application is approved.

The replacement of equipment to comply with allowable snow removal equipment for the airport as calculated using the Federal Aviation Administration (FAA) Advisory Circular, and as reflected in the Airport's current snow and ice control plan (SICP). The airport will be replacing four (4) Combo Units. These units are (MB5) mid-mount compact multi-tasking snow removal vehicles with a 500HP diesel engine, T4F EPA emission certified, 500rpm broom, 24' plow and 22' broom.

WA0403 – SNOW REMOVAL EQUIPMENT REPLACEMENT

This is a capital improvement project to purchase replacement Snow Removal Equipment (SRE) for use at Milwaukee Mitchell International Airport (MKE).

The Coronavirus Aid, Relief, and Economic Security Act (CARES) provided a federal funding allocation to MKE. The intent of MKE is to utilize up to \$6,534,471 for replacement of significantly aged snow removal equipment that is beyond its useful life has been discussed and approved with the airlines serving MKE and also with the Federal Aviation Administration (FAA).

The equipment that is anticipated to be purchased is expected to include 6 Plow/Sweepers, 2 Rotary Plows, and 1 Spreader. Market conditions at the time of this project arising as a result of COVID-19, including inflation and factors such as supply chain/manufacturing availability could ultimately impact the number of pieces of equipment and/or type that are able to be purchased.