

Present: Michael Palm (Baraboo), Larry Volz (Town of Delton), Nancy Holzem (City of Wisconsin Dells)

Absent: John Webb (Village of Lake Delton)

Also Present: Cheryl Giese, Ed Geick (Baraboo), Kim Kaarto (Bureau of Aeronautics), Mark Graczykowski, Mike Hinz (MSA)

The owner representatives met at the City of Baraboo City Hall.

### Runway Reconstruction Project

Mark Graczykowski and Mike Hinz of MSA Professional Services presented three alternatives for reconstruction of the paved runway at the Baraboo Dells Airport. Alternate A is the reconstruction of the present footprint (75' wide by 5010') to B-II Aircraft standards, including adding more base, grading, strengthened pavement, replacement lighting, and restriping. No environmental study or change in the runway protection zone is required as there is no change in class of aircraft being served. The timetable is for design to occur over the winter months with bidding in August of 2017 and construction in 2018. The estimated project cost is \$2.9M with a 5% local share of \$145,000.

Alternate B is widening the present runway as designed for C-II Aircraft standards. The length remains the same but because of the upgrade in aircraft design standards, the owners will need justification of 500 operations per year to qualify for state and federal funding. The owners anticipated that this would be very difficult to obtain, even though present reports indicate roughly half of the required amount currently exists. Upgrading to C-II aircraft also requires a master plan to document the need for upgrading to service C aircraft as well as requiring an environmental study. The larger aircraft also increase the runway protection zone, so both North Reedsburg Road and Pitt Road fall within the RPZ limits. FAA regulations do not allow for roads within the RPZ areas. To avoid North Reedsburg Road, the runway can be shifted to the south by 825' requiring land acquisition and relocation of Pit Road or engineering a bump out around the RPZ. The owners learned that designing for C-II standards will add about 10 years to the project and feared that the present pavement condition would not survive the timeline. The estimated project cost is \$8.5M.

Alternate C is widening the runway for C-II standards and using B-II standards for all other features of the project. The 75' width is eligible for state and federal funding and the 25' widening would be funded as a local project. A small environmental study is required due to the widening, but no runway protection zone analysis is required since there is no change in class of aircraft being served. The timeline is the same as Alternate A and the estimated project cost adds \$800,000 as the local share for the widening portion.

With all options, the airport would be closed for the greater share of the construction season and the length remains the same at 5010'.

After hearing the explanation of the alternates, the owners questioned why widening would be necessary and who is asking for the extra width. Bill Murphy was contacted by telephone and he explained that safety reasons are a major contributing factor supporting the widening as aircraft have veered off of the runway in bad weather or windy conditions. Several aircraft already using the airport have a wing span that nearly reaches the 75' so the extra 25' width is extremely important. Bill also stated that he has been in contact with two individuals who may be willing to financially contribute toward the widening and he will meet with them to explain the project and report back to the Owners. The telephone conversation ended with Bill.

The Owners discussed Alternate B as being a future goal, but it is not feasible to delay the reconstruction for another decade due to the pavement and lighting condition. So they focused more on Alternates A and C, showing strong support for Alternate A, rebuilding the current footprint.

The Owners discussed paying for the 25' width as a local project, recognizing that the preliminary plans are being introduced today and several expressed the financial difficulty of coming up with the needed local share. It was noted that a final decision on what the scope of project will be needs to be decided by August so that the Engineers can complete their work according to the original timeline. MSA offered to create an electronic presentation explaining the project which could be circulated among the communities and airport users.

The Owners discussed the estimated financial obligations of this project:

Estimated Project Costs and Cost Sharing	Fed/State	Local
a. Reconstruct runway and lights	\$2,900,000	\$145,000
b. Widening	0	800,000

The Owners decided to empower Bill Murphy to discuss the project with airport users, hoping to generate interest and support among them. The owners will meet again in August to review local support for the project.

Possible funding sources to be explored include cost sharing among communities, soliciting private funding from airport patrons, appropriations from tourism sales tax revenue, encouraging new tourism grant opportunities at the State level.

Next Meeting – The group agreed to meet again in late July to finalize design parameters.