

**WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION INVESTMENT MANAGEMENT
BUREAU OF AERONAUTICS**

Eligibility Statement

For

Petition Dated June 9, 2016

Submitted by

City of La Crosse

La Crosse Regional Airport

I. Project Background

A. Petition

The Sponsor of the proposed project, City of La Crosse, petitioned the Wisconsin Secretary of Transportation, under Wis. Stats. §114.33(2) (1971) for Federal and State Aid to improve the La Crosse Regional Airport. The improvement(s) desired were requested in a petition dated June 9, 2016. The requested improvement(s) are:

1. Terminal Apron Rehabilitation and Expansion
2. Snow Removal Equipment Building Roof
3. Construct Additional Parking Revenue Control Lane and Replace Parking System
4. Master Plan Update and AGIS
5. T-Hangar Construction
6. Land Acquisition for Approach Protection
7. And any necessary related work

B. Compatibility with National, State, and Local Plans

City of La Crosse is included in both the National Plan of Integrated Airport Systems (NPIAS) and the State Airport System Plan (SASP), making it eligible for both Federal and State Aid. The Airport is classified as an Air Carrier airport in the NPIAS and as a Commercial Service airport in the SASP. The airport is a primary commercial service category airport for federal funding purposes. It is eligible for entitlements based on enplaned passengers.

The Airport Layout Plan (ALP) was approved on December 5, 2006 with various inserts approved June 10, 2008. An updated ALP was sent to FAA for airspace review on October 9, 2009 and another update was sent to FAA for review on July 2, 2015. The petitioned improvements are shown on this plan.

II. Project Need Assessment

A. Existing Facility

The La Crosse Regional Airport is located four miles north of the City of La Crosse on French Island in the middle of the Mississippi River. The airport occupies approximately 1,400 acres. The airport has a control tower without radar capabilities that operates from 6:00 am to 9:00 pm.

The airport has three runways, two bituminous and one concrete. Runway 18/36 is the primary runway and measures 150' wide by 8,742' long. The runway is equipped with an Instrument Landing System (ILS) and associated Approach Lighting System (ALS) which provide precision approach capabilities. Additional lighting aids located on this runway are High Intensity Runway Lighting (HIRL), Runway End Identifier Lights (REIL), Visual Approach Slope Indicators (VASI), and distance-to-go signing.

Runway 13/31 is 150' wide by 6,050' with HIRL. This runway is asphalt except for the intersection with Runway 18/36. This runway is also used by air carrier aircraft when necessary due to wind. This runway also has distance-to-go signs, VASI, and REILs.

Runway 4/22 is 150' wide by 5,199' with HIRL. Runway 4/22 is used primarily by corporate and other general aviation aircraft.

The following instrument approaches are available to the airport: ILS, NDB, or GPS RWY 18; VOR or GPS RWY 36; VOR or GPS RWY 13; GPS RWY 31; GPS RWY 4; and GPS RWY 22. There is a DME unit located on the field to assist when performing these approaches.

There are 85 based aircraft including 73 single engine, 4 multi-engine, 7 jets, and 1 helicopter. FAA 5010 Inspection Report dated November 5, 2015 shows 23,062 total operations including 260 air carrier, 6,850 air taxi, 14,128 general aviation, and 1,824 military operations. A Fixed Base Operator provides fuel, rental, training, and repairs.

B. Assessment of Petitioned Items

1. Terminal Apron Rehabilitation and Expansion

The sponsor would like to rehabilitate and expand the existing terminal apron. It was originally constructed in 1989 with 12" of P501 concrete pavement over 6" P208 aggregate base course.

The Wisconsin State Airport System Plan states that the minimum PCI threshold recommended for reconstruction is 65 for aprons at Commercial Service Airports. The average 2015 PCI value of the apron is 86. According to the 2015 PCI evaluation, the majority of the pavement distresses are medium to high severity corner spalling, medium to high severity joint seal damage, and low to medium linear cracking. The sponsor needs to replace approximately a dozen concrete panels, partial depth panel rehabilitation, and rehabilitate and seal the concrete joints on the apron to extend its life and minimize any potential FOD (Foreign Object Debris) problems.

The apron also needs to be expanded to accommodate the turning radiuses for the aircraft arriving and departing the new boarding bridge layout. The layout changed when the boarding bridges were moved to the 2nd floor gates and the bridges needed to meet the ADA slope requirements. The bridges are now further away from the terminal thus needing more space for the aircraft to maneuver out near the edges of the apron. An engineering analysis will need to be done to determine the extent of the pavement expansion needed at this time. It is estimated that it could be up to a 200' expansion to the south and up to 100' expansion to the east of the terminal apron.

2. Snow Removal Equipment Building Roof

The sponsor would like to replace the SRE storage building roof. It was constructed in 1991 and is over 25 years old. It has been patched several times. It is still experiencing some leaking and needs to be replaced. A new roof would extend its useful life for well over 10+ years.

3. Construct Additional Parking Revenue Control Lane and Replace Parking System

The sponsor would like to add another exit lane to the terminal parking lot to accommodate the large flux of vehicle traffic trying to depart the airport parking lot at the same time. They have experienced many breakdowns to their revenue controls thus they need to replace their existing system and gates. They would also like to provide canopies at the entrance and exit gates to protect the revenue controls and provide shelter to the individuals trying to pay.

4. Master Plan Update and AGIS

The airport sponsor would like to update their Airport Master Plan and Airport Layout Plan (ALP) with AGIS. The latest Master Plan on file is dated August 2003. There have been some new development ideas that need to be looked at and shown on the ALP to meet future needs.

5. T-Hangar Construction

The sponsor would like to construct a t-hanger to replace their old t-hangars near the apron. Their existing t-hangars are consuming prime apron real estate and need to be relocated further behind the corporate hangars. The airport is in need for additional corporate hangar space. A few corporations have expressed interest in locating a hangar on the airport's east side as there is not enough room in the existing hangar area for their development needs. To meet the next five years of future hangar growth, the airport needs other areas available for development. The development of these areas will aid in meeting the needs of the airport users on current waiting lists.

6. Land Acquisition for Approach Protection

The sponsor would like to acquire land as it becomes available and necessary for approach protection.

7. And any necessary related work

None identified at this time.

III. Public Hearing Summary

A Public Hearing for the proposed improvements was held on May 23, 2016 in the La Crosse Regional Airport Terminal Building and on May 31, 2016 in the 3rd floor conference room at the City Hall. The motion to approve the resolution was made and approved.

IV. Eligibility Review Committee Determination

A. Petitioned Items

1. Terminal Apron Rehabilitation and Expansion

The Eligibility Review Committee determines that the terminal apron rehabilitation and expansion is eligible for federal and/or state funding.

2. Snow Removal Equipment Building Roof

The Eligibility Review Committee determines that the rehabilitation of the SRE building roof is eligible for federal and/or state funding.

3. Construct Additional Parking Revenue Control Lane and Replace Parking System

The Eligibility Review Committee determines that the construction of additional parking revenue control lands and replace parking system is eligible for state funding only.

4. Master Plan Update and AGIS

The Eligibility Review Committee determines that the master plan update and AGIS of the ALP is eligible for federal and/or state funding

5. T-Hangar Construction

The Eligibility Review Committee determines that the construction of a t-hangar is not eligible for federal and/or state funding. However the development of the hangar area site improvements is eligible for federal and/or state funding.

6. Land Acquisition for Approach Protection

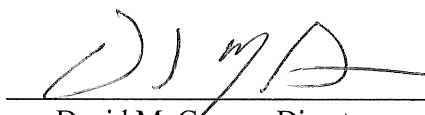
The Eligibility Review Committee determines that the land acquisition for approach protection as shown on the ALP is eligible for federal and/or state funding.

7. And any necessary related work

None identified at this time.

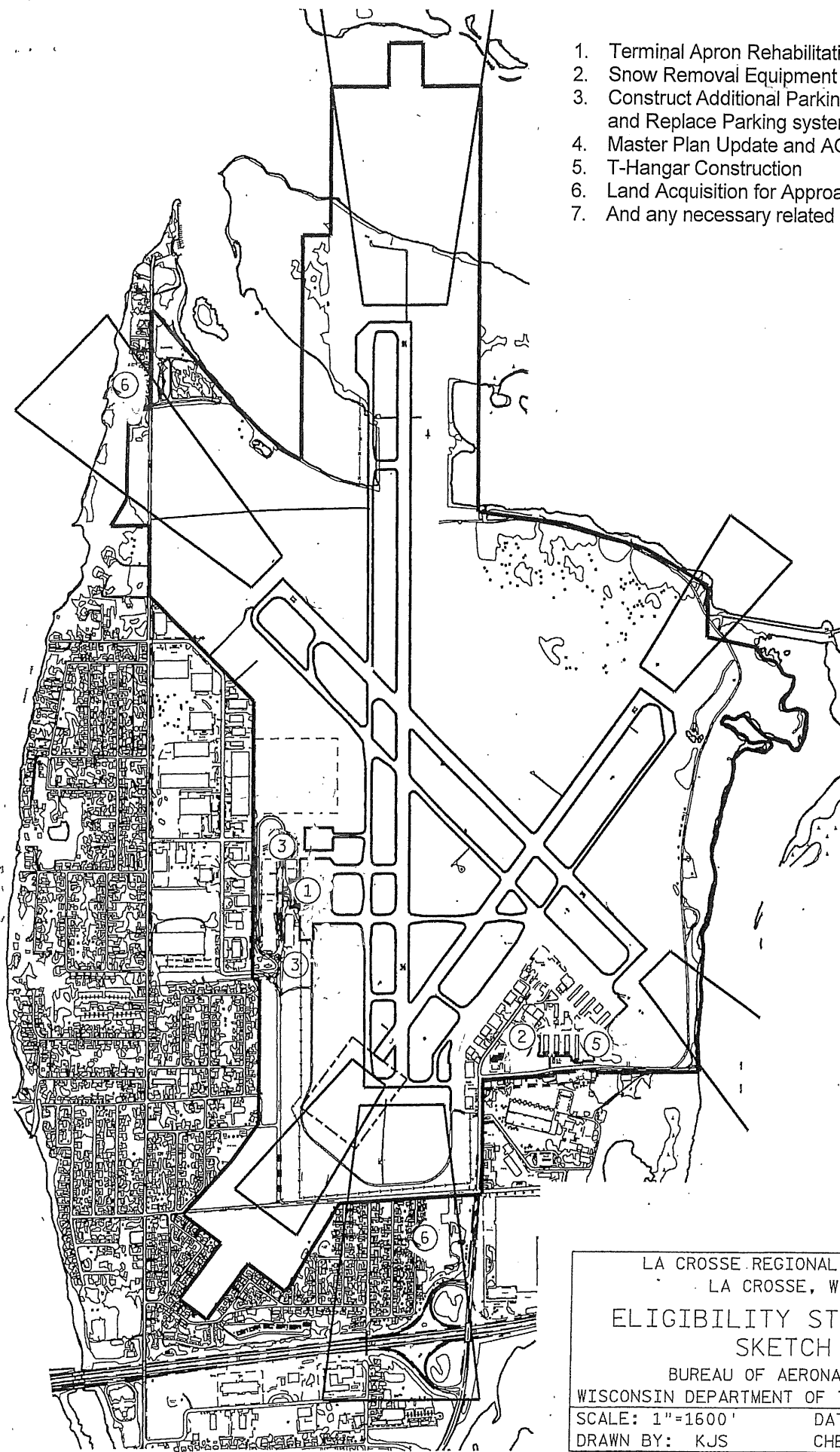
V. Bureau Director Endorsement

The determination(s) of the Eligibility Review Committee are approved. It is recommended that the eligible items be programmed in accordance with priorities subject to the correction of any deficiencies identified in Wis. Admin Code Trans §55.06 (1997).

Approved:  Date: 11-11-2016
David M. Greene, Director
Bureau of Aeronautics

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LA CROSSE REGIONAL AIRPORT LA CROSSE, WI.	
ELIGIBILITY STATEMENT SKETCH	
BUREAU OF AERONAUTICS WISCONSIN DEPARTMENT OF TRANSPORTATION	
SCALE: 1"=1600'	DATE: 07-21-15
DRAWN BY: KJS	CHECKED BY: WAH
LACROSSE:FINDING15.DGN	