Notice of Advertisement for Consultant Services
for
Chippewa Valley Regional Airport

The Wisconsin Department of Transportation, Bureau of Aeronautics, as agent for the Chippewa Valley Regional Airport, is accepting letters of interest from qualified firms. A selection board will review the firm’s qualifications and rank them for further consideration. This project is subject to DBE goals and individual contract goals will be determined when the scope of services is finalized. The proposed improvements are as follows:

1. Taxiway and ramp lighting and sign replacement
2. Replace Runway 4/22 and Runway 14/32 lighting, sign, and NAVAIDs
3. Miscellaneous planning
4. Wildlife Hazard Assessment and Management Plan
5. Taxiway pavement rehabilitation and construction
6. Projects to increase airport energy efficiency and reliability
7. Purchase equipment for snow and ice control
8. Construct perimeter road for Runway 4
9. Tower equipment replacement
10. Remove and replace airfield markings
11. Runway 14/32 and Runway 4/22 approach clearing
12. Runway 4 approach lighting system
13. Replace aircraft rescue and firefighting (ARFF) truck
14. Miscellaneous terminal improvements
15. Replace airfield generator
16. Acquire maintenance shop generator
17. Sealcoat and crack fill pavement

A detailed scope of the project(s) listed above will be discussed with the selected consultant. Only firms having recent similar experience on airport projects are invited to respond. A separate selection may be made for each project listed above or for various portions of the work.

A firm’s qualifications will be reported on the bureau’s consultant report form, which can be downloaded from the Wisconsin Department of Transportation Internet site at http://wisconsindot.gov/Pages/doing-bus/aeronautics/airports/forms.aspx. Please submit three copies of the consultant report form.

Firms that recently submitted a consultant report form for other projects will not have to file a new form unless they wish to amend a previously filed one. It is required that a letter be sent to the bureau stating a firm’s desire to be considered for the above work. The letter must include: a list of key staff proposed for the project, a summary of outstanding aviation contracts, and the total value of aviation contracts completed in the previous 12 months by the consultant’s office, which will conduct the majority of the proposed work.

The deadline date for filing a letter of interest is July 1, 2022. Please send two (2) paper copies to: Charity Zich, 3800 Starr Ave, Eau Claire, WI 54703. Please send one (1) PDF copy via email or FTP to the email below. Questions concerning this advertisement can be answered by emailing or calling Josh Holbrook at joshua.holbrook@dot.wi.gov or (608) 267-2143.
1. **Taxiway and ramp lighting and sign replacement**

   The current lighting, signage and associated electrical wiring and regulators for taxiways E, F, C and north and south ramp areas are in need of replacement due to age and continual maintenance.

2. **Replace Runway 4/22 and Runway 14/32 lighting, sign, and NAVAIDs**

   The current lighting, signage and associated electrical wiring and regulators for both runways are in need of replacement due to age and continual maintenance. This item includes replacement of Runway 14/32 and Runway 22 PAPIs, Runway 14 REILs, rotating beacon and supplemental and main wind cone replacement.

3. **Miscellaneous planning**

   The Airport maintains a Stormwater Pollution Prevention Plan (SWPPP) as required by the Wisconsin Pollutant Discharge Elimination System (WPDES) general permit for storm water discharges and in accordance with good engineering practices. The SWPPP requires periodic updates and the current plan was written in 2012 and will need to be updated soon.

4. **Wildlife Hazard Assessment and Management Plan**

   An update of the Wildlife Hazard Assessment and Management Plan are required at least every 10 years by the FAA. An update after the installation of the airport perimeter fence is planned.

5. **Taxiway pavement rehabilitation and construction**

   Taxiways E and F and north and south hangar area taxilanes and ramps will be evaluated for rehabilitation needs and potential reconstruction. Taxiway A will be considered for widening. New taxilanes will need to be constructed as new hangar development occurs.

   Twy E PCIs are 78-96. The oldest section was last constructed in 2003
   Twy F PCIs are 63-95. The oldest section was last constructed in 2001
   Twy A PCIs are 64-95. The oldest section was last constructed in 1967
   South taxilanes PCIs are 57-61. They were last constructed in 2003
   South ramp PCI is 70 and was last constructed in 2001

6. **Projects to increase airport energy efficiency and reliability**

   Installation of Solar PV, battery energy storage systems, microgrid controls and electrical distribution equipment and geothermal heating sources. Includes the installation of Solar PV powered Electric Vehicle charging stations.

7. **Purchase equipment for snow and ice control**

   One front end loader, two trucks and associated plows and sweepers are in need of replacement. A new tank and associated infrastructure are needed to store fluid deicer.
8. **Construct perimeter road for Runway 4**

New snow removal equipment makes turnaround at the end of the runway difficult. A perimeter road will allow snow removal equipment to exit the runway to turn around allowing a faster turn around time and ensuring fuller coverage of snow removal at the end of the runway.

9. **Tower equipment replacement**

This item is for replacement of tower equipment listed on the federal contract tower minimum equipment list.

10. **Remove and replace airfield markings**

All airport pavements have markings that need periodic removal and replacement to meet FAA Part 139 Airport Certification requirements. This project will keep the airport in compliance.

11. **Runway 14/32 and Runway 4/22 approach clearing**

The FAA has indicated plans to design a GPS approach to Runways 14 and 32. The timing of this GPS approach is unknown but some associated clearing of the approaches may be required as a result. There are no other specific plans for approach clearing at the time of the petition, but the FAA does require airports to ensure the approaches to each runway are clear of any obstructions that affect the safe and efficient use of navigable airspace. Including this project in the petition allows for any work to be completed in a timely manner should the airport be notified by the FAA of airspace obstructions.

12. **Runway 4 approach lighting system**

The visibility minimums on Runway 04 could be lowered with an approach lighting system. The current higher visibility minimums with the winds favoring this runway have resulted in cancelled airline flights in the past.

13. **Replace aircraft rescue and firefighting (ARFF) truck**

The FAA recommends replacement of ARFF trucks every 10 years. The current truck was purchased in 2005 and is in need of replacement.

14. **Miscellaneous terminal improvements**

Terminal updates to increase energy efficiency, exterior tile on the airport terminal building is in need of replacement and technology solutions for TSA Exit Lane improvements are needed.

15. **Replace airfield generator**

This generator serves as backup power for a portion of the terminal building and the only backup for airfield lighting. Airfield lighting is required to maintain airport operations and loss of lighting for an extended period of time would have a very significant impact on operations including loss of flights.
The current generator is at least 35 years old and is starting to experience some mechanical issues.

16. **Acquire maintenance shop generator**

The airport maintenance facility does not currently have a generator. Access to the maintenance facility is critical during winter operations and the inability to open doors to get access to snow removal equipment will most definitely result in the loss of flights.

17. **Sealcoat and crack fill pavement**

All asphalt pavements at the airport need periodic crack sealing and certain pavements receive a seal coat to extend the life of the asphalt.