



March 6, 2024

RE: Watertown Municipal Airport (RYV) Runway 5-23 Reconstruction

To Whom It May Concern:

This letter has been prepared to document the City of Watertown's demand for the extension and reconstruction of Runway 5-23 at the Watertown Municipal Airport (KRYV) located in Watertown, Wisconsin. The purpose is to expedite the reconstruction of the runway in a timely matter.

Wisconsin Aviation was founded in 1981 and is headquartered in Watertown at KRYV. We operate from three locations (KRYV, KMSN, KUNU) and provide aircraft charter, aircraft maintenance, avionics, flight training, aircraft rental, and other services to the general aviation community.

The existing bituminous pavement on the 4,429-foot Runway 5/23 is rapidly deteriorating and affecting our business needs at KRYV. We require a runway reconstruction at KRYV to meet the aviation needs of the City, our business and the aviation community.

Runway 5-23 Reconstruction Ongoing Efforts & Documented Deterioration:

Wisconsin Aviation, Watertown Municipal Airport and the City of Watertown first begun planning for the reconstruction of Runway 5-23 in 2008. Since then, interim crack seal and seal coats to the bituminous pavement have been the only projects RYV has used to maintain Runway 5-23. The estimated 2024 pavement condition index (PCI) for Runway 5-23 is 34. This puts Runway 5-23 as a clear candidate for runway reconstruction eligibility as the threshold for reconstruction is less than 55 PCI. By 2027, the estimated PCI for Runway 5-23 will fall below 25 which ranks as very poor pavement condition. This would significantly impact annual aircraft operations at RYV which include intensive flight training and turboprop and jet operations exceeding 500 annual operations.

The rapidly deteriorating bituminous pavement on Runway 5-23 has already taken a toll on the airport and city. Airport management has documented damage to aircraft nose gears which have an adverse effect on local and transient operations at RYV. Furthermore, the existing condition of Runway 5-23 has caused potential new airport users to shy away from coming to RYV. This has created a negative image for the City of Watertown and the general aviation community.

The delay in reconstructing Runway 5-23 has and will continue to drive up the cost of planning and environmental services, engineering design and construction management. For example, approximately \$350,000 to micro-mesh patch Runway 5-23 will only provide short-term fixes to the deteriorating pavement and the main structural layer below the surface. This creates unnecessary cost in construction materials and personnel time to provide a temporary fix to the runway.

By expediting the reconstruction of Runway 5-23, Watertown Municipal Airport and the City of Watertown can better serve the local and transient aviation community. In addition, reconstructing Runway 5-23 in a timely manner will help reduce any further costs incurred from construction material costs, construction management and associated fees. Finally, expediting the reconstruction of Runway 5-23 will allow the ADO, BOA, and our consultants to better serve other needed projects.

Desired Outcome:

- 1) Clear understanding of the steps and process needed to complete project.
- 2) Actions that can be taken to shorten the process. Check lists for completion of steps to submission.
- 3) Wel-defined

We appreciate the guidance and assistance in ensuring that planning is complete prior to the reconstruction of Runway 5-23. This includes the approval of the updated Aviation Activity Forecast in November of 2023.

Please do not hesitate to contact me at (920) 261-4567 with any questions on the information presented in this letter.

Respectfully submitted,



Jeff Baum
Airport Manager