

Runway 9/27 Reconstruction

Duluth International Airport (DLH)

Project Update

SEH NO. DULAI 135455 and 139204

August 18, 2017 | Project Update No. 3

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Introduction:

This is the third weekly newsletter for the Runway 9/27 Reconstruction project at the Duluth International Airport (DLH). The purpose of these weekly newsletters is to provide updates throughout the project regarding construction impacts, runway closures, temporary runway conditions, and other information as needed. Earlier versions of the newsletter are available upon request. This current newsletter covers the last two weeks of construction.

Runway 9/27 Construction Progress (August 7 – August 19)

Construction Progress

Runway 9/27 operated with a displaced threshold to Runway 9. Winds often favored landing/departures on Runway 27 or crosswind Runway 3/21, so impacts to construction operations due to jet blast were minimized.

Construction work on the runway consisted of continued breaking and removal of the existing concrete runway at the west end and hauling material offsite. All in-pavement lights within the west end of the runway were removed. Initial grading of the underlying base was started.



New concrete footings for the Precision Approach Path Indicators (PAPIs) on the west end were placed, as well as associated electrical cable and conduit. The new PAPIs were set.



Runway Operations

The following declared distances remain applicable for Phase 2.

Runway 9/27 Reconstruction - Phase 2 Declared Distances

Declared Distance	Runway 9	Runway 27
Takeoff Distance Available (TODA)	8,000 feet	7,200 feet
Takeoff Run Available (TORA)	8,000 feet	7,000 feet
Accelerate Stop Distance Available (ASDA)	8,000 feet	7,000 feet
Landing Distance Available (LDA)	7,000 feet	7,000 feet

The following instrument approaches remain available during Phase 2:

- Runway 27 RNAV
- Circling approaches to Runway 9

Runway 3/21 and Taxiway A2 and B will remain open throughout Phase 2 construction. Taxiway A west of Taxiway A1 will be closed.

Please check NOTAMs throughout construction for up to date information on construction impacts.

Next Week (August 21 – August 27):

Grading and construction of new typical section has been initiated and will continue. The work is expected to include grading and compaction of subgrade, installation of geotextile fabric, and placement of aggregate base. Cable and conduit associated with the in-pavement centerline and touchdown zone lighting will be installed as the new section is constructed. Subgrade soils are wet, so subgrade corrections are anticipated.

Schedule Updates:

As messaged in tenant meetings held in July, the project design included a Cement Treated Base (CTB) as part of the new pavement section. There was coordination with the FAA to remove the CTB and replace with crushed aggregate base in an effort to reduce the runway closure by saving the cure time required by the CTB. The crushed aggregate material did NOT meet FAA requirements, nor did the Contractor have sufficient material on hand. Therefore, the CTB will remain in the project. This will likely extend the period of runway closure by 7-10 days in late October. The schedule will continue to be updated as progress is made.

Additionally, as with Phase 1A, the concrete runway broke relatively easily due to age and condition, resulting in the construction work proceeding ahead of schedule. The Contractor requested an earlier runway closure as a result of the



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expedited concrete demolition and removal. The current proposed schedule had runway closure beginning on September 4, 2017. The updated tentative schedule is anticipating **runway closure to begin on August 30th or August 31st**. This closure will be confirmed as soon as possible, based on coordination and consideration of any potential impacts to airfield tenants.

Project updates and photos will continue to be provided on a weekly basis using this newsletter format. In addition to these newsletters, project updates will be given at the weekly tenant meetings in the Terminal Building, Second Floor Conference Room, on Tuesdays at 9:00 AM.