



# Runway 9/27 Reconstruction

## Duluth International Airport (DLH)

### Project Update

SEH NO. DULAI 135455 and 139204

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#### Introduction:

This is the 15th weekly newsletter for the Runway 9/27 Reconstruction project at the Duluth International Airport (DLH). This will also be the final newsletter for 2017. There was a pause in newsletter distribution during the last half of November while the concrete pavement cured and when the runway was open over the Thanksgiving holiday.

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 or can be found on the DAA website [www.duluthairport.com](http://www.duluthairport.com).

#### Runway 9/27 Construction Progress (November 6 – December 4, 2017)

##### Construction Progress

**The concrete construction portion of the project was completed on November 3!** Cold weather and snow slowed down construction progress, but long hours on the few days that were favorable for paving allowed the runway to be fully paved on Friday evening, November 3, a short time before the snow set in again. Cold weather paving tactics were used over the last several days of paving, including heating of material, heating of subgrade in advance of paving, and covering the newly placed concrete with plastic sheeting. Other work elements over the last month included setting in-pavement lighting, bituminous shoulder paving, and pavement marking.

Sawcut grooving requires full concrete curing prior to initiating the grooving. Generally, this time period is approximately one month between concrete placement and sawcut grooving. The grooving also needs to be performed in temperatures above freezing due to the water from the grooving process freezing on the pavement surface and potential damage to the equipment (tubing and valves) that may occur. Grooving took place during a short spell of above freezing temperatures from December 1 through December 4. In spite of pavement surface heating efforts, the work could not be completed due to cold temperatures, high winds, and an unfavorable forecast. Work was suspended for the winter on December 7, with 3,000 linear feet of runway grooved, leaving approximately 5,200 feet un-grooved. The tentative schedule is to resume grooving in the spring when temperature conditions are suitable. DAA Airside personnel will be diligent in ensuring that the runway surface will be in a safe operating condition or necessary precautions will be taken. Please check NOTAM's for up to date runway conditions.

Cold Weather Paving Heating Tactics:



Concrete Paving



In-Pavement Lights – Can Installation and Setting Can Elevation



## Shoulder Paving and Pavement Marking



## Sawcut Grooving and Surface Heating Tactics



## Runway Operations

**UPDATED CLOSURE SCHEDULE:** Runway 9/27 remained closed until November 22, 2017, to allow for the final setting of in-pavement light cans and pavement marking. The runway reopened over the Thanksgiving holiday, and then closed on November 29 to allow for sawcut grooving. **Pending weather conditions, the runway will reopen on Monday, December 11.**

## Upcoming Construction:

The project has been suspended for the winter. No further construction will occur in 2017.

## Schedule Updates:

When weather conditions allow, work elements in 2018 will include the following:

- Completion of sawcut grooving
- Application of permanent pavement marking
- Final bituminous paving of shoulder areas and Runway 9 blast pad
- Final adjustments to in-pavement lighting to meet concrete runway elevations, as necessary

Newsletters with project updates and photos will resume in 2018 when the construction schedule is finalized. 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.