

Runway 9/27 Reconstruction

Duluth International Airport (DLH)

Project Update

SEH NO. DULAI 135455 and 139204

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Introduction:

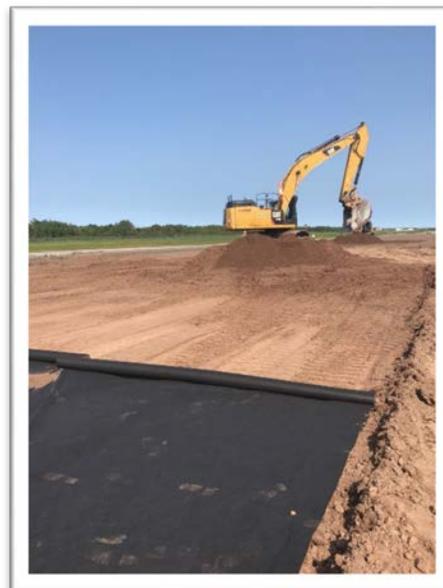
This is the fourth weekly newsletter for the Runway 9/27 Reconstruction project at the Duluth International Airport (DLH). The purpose of these weekly newsletters is to provide updates throughout the project regarding construction impacts, runway closures, temporary runway conditions, and other information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

Runway 9/27 Construction Progress (August 20 – August 26)

Construction Progress

Runway 9/27 continued to operate with a displaced threshold to Runway 9.

All concrete runway pavement has been removed and excavation is complete. The subgrade beneath the pavement is wet, likely due to August rainfall events, so subgrade testing was completed to determine the best approach to addressing the wet conditions. As a result, portions of the saturated soils will be removed and replaced with clean and dry material. This work began on Thursday, August 24, and will continue into next week.



Site progress was slowed by rainfall and saturated conditions on Tuesday and Wednesday.



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 27 – September 2):

The work is expected to include continued subcut of saturated soils and replacement with dry material, together with grading, placement of geotextile fabric, and preparation for aggregate base. Cans, cable and conduit associated with the in-pavement centerline and touchdown zone lighting will be installed as the new section is constructed.

Schedule Updates:

As noted above, construction progress was slowed this past week due to rainfall events and the saturated subgrade conditions. However, with the expedited demolition and removal of the concrete pavement, the overall construction remains on schedule. Further rainfall events or unexpected soil conditions could impact the overall schedule. Any changes will be included in upcoming newsletters and messaged at the weekly tenant meetings.

As noted in Newsletter #3, 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 aggregate base, however aggregate base properties and availability prohibited remove of the CTB from 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.



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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 expedited concrete demolition and removal. After discussions with airfield tenants, it was determined that the runway could NOT be closed earlier than planned due to impacts to tenant operations. **Therefore, runway closure is anticipated to remain as scheduled on or around September 5.**

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.