With Phase 1 Complete, Phase 2 of the Runway Extension Project is Underway

In September of 2018, the $2.5M Phase 1 construction of the runway and taxiway improvements project reached substantial completion. Phase 1 involved extending the parallel taxiway, relocating the primary windcone, improving airfield drainage, and placing approximately 100,000 cubic yards of fill for the runway and parallel taxiway extensions. The Phase 2 federal grant was received in the fall of 2018 and the construction contract was again awarded to Hough, Inc. of Detroit Lakes.

Phase 2 construction began in late October and continued until the middle of December. Approximately 56,000 cubic yards of fill were hauled in, placed, and compacted within the wetland south of the Runway 31 end to provide a 600-foot-long by 300-foot-wide runway safety area. The remainder of the Phase 2 work started up again for the 2019 construction season on Monday, May 6th.

To complete the grading, drainage, and pavement section construction work for the runway and taxiway extensions, Phase 2 involves establishing a 500-foot temporary displaced threshold on Runway 31. Two separate one-day closures of Runway 13/31 will occur in 2019: the first being on June 1st in order to establish the displaced threshold, and the second in late July to re-establish the full-length Runway 13/31. (Turf Runway 17/35 will remain open during the one-day closures of Runway 13/31.)

Runway 31’s full 4,500-foot takeoff length will remain available during the displaced threshold period; however, Runway 31 will be designated as a visual runway (GPS approach will be NOTAM N/A). The 13 takeoff, 13 landing, and 31 landing lengths will be reduced to 4,000 feet. Implementing the displaced threshold will allow construction to take place up to the end of the existing runway while still keeping it open to air traffic. Utilizing this in Phase 2 will significantly reduce the time Runway 13/31 is fully closed during Phase 3 construction in 2020.

Looking Ahead!

**ANTICIPATED CONSTRUCTION TIMING**

- **PHASE 1:** Completed
- **PHASE 2:** September 2018 through Summer 2019
- **PHASE 3:** Fall 2019 through Summer 2020
Phase 3 of the project will be bid in June of 2019, with construction starting when federal funding is made available, anticipated for late September of 2019. This phase will involve reconstructing and widening existing Runway 13/31 and completing the parallel taxiway. Phase 3 will establish the new 5,200-foot-long by 100-foot-wide Runway 14/32, anticipated to open in late July of 2020. Phase 3 enhancements will include new runway and taxiway edge lighting and guidance signs, new supplemental windcones and PAPIs on both runway ends, and a new electrical vault building to house and control the upgraded airfield circuitry. More information on future construction phases will be included in subsequent newsletters.

Runway 13/31 construction is proceeding on schedule and is anticipated to be opened in late July 2020.

**PROJECT ENHANCEMENTS:**

- Runway 13/31 Visual Approach Slope Indicators (VASIs) replaced with new Precision Approach Path Indicators (PAPIs)
- New Approach Lighting System – Medium Approach Lighting System with Sequenced Flashing Lights (MALSF)
- Relocated/Upgraded Automated Weather Observation System (AWOS)
- New Runway and Taxiway Edge and Threshold Lighting
- Widened Runway – from 75 feet to 100 feet
- Full Parallel Taxiway
- Extended Runway 13/31 and Parallel Taxiway to 5,200 feet
- New State-of-the-Art, Energy-Saving Lighting Control System located in new Climate-Controlled Electrical Facility

**Frequently Asked Questions**

**QUESTION:** HOW WERE THE WETLAND IMPACTS ASSOCIATED WITH THE PROJECT MITIGATED?

**ANSWER:** As part of the wetland permitting process, credits were purchased through the local wetland banks to compensate for the wetlands impacted by the project.

**QUESTION:** HOW IS THE PROJECT BEING FUNDED?

**ANSWER:** The project is mainly funded with federal grants through the Airport Improvement Program. Funding through this program generally includes up to 90 percent of the cost with the remaining 10 percent split between MnDOT, the City of Detroit Lakes and Becker County.

**QUESTION:** HOW WILL THE PROJECT HELP REDUCE THE POTENTIAL FOR WILDLIFE HAZARDS AT THE AIRPORT?

**ANSWER:** As part of the project, the existing open water treatment ponds located on the south end of the airport will be drained and filled, which will reduce the potential for waterfowl issues on the south approach.

*If you have questions you would like answered in a future edition of this construction update newsletter, please send them to DTLQuestions@meadhunt.com.*