RUNWAY 15/33 RECONSTRUCTION

DAVENPORT MUNICIPAL AIRPORT | DAVENPORT, IOWA

COST

$7.1M

COMPLETION DATE

2019

REFERENCE

Tom Vesalga
Airport Manager
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PROJECT DESCRIPTION

McClure is playing an instrumental role in the success of the Runway 15/33 Reconstruction project at the Davenport Municipal Airport. The City of Davenport tasked McClure with providing design, bidding and construction administration to reconstruct portions of the Airport's primary runway, Runway 15/33, to its current dimensions of 5,511' x 100'.

The existing Runway 15/33 PCC pavement at the Airport dates back to 1947 and given the age and severity of the distresses, it has served the Airport well beyond its intended life. The Airport had historically performed panel replacements on a regular basis to maintain the pavement at a serviceable level. However, the pavement had deteriorated to the extent where it was no longer cost effective to continue with panel replacements. With an abundance of panel replacements, surface smoothness became a major concern for pilots, and full reconstruction was deemed necessary.

The major components of the $7.1M project consist of the following:

- Reconstructing portions of Runway 15/33 with 10" PCC
- Reconstructing and rehabilitating taxiways and access roads
- Regrading the Runway Safety Areas to improve drainage
- Erosion and sediment control
- Grooving for Runways 15/33 and 3/21
- Marking for Runway 15/33
- Removal and replacement of the following lighting systems:
  - » Runway 15/33's High Intensity Runway Lighting System
  - » Runway 33 Runway End Identifier Light Installation
  - » Taxiway Lighting System Installation
  - » Runway and Taxiway Guidance Sign Installation
  - » L-854 Interface Panel and Receiver Installation

PROJECT HIGHLIGHTS

The Davenport Municipal Airport desired to maintain a continuous pavement thickness of 10" throughout the entirety of Runway 15/33 to match the existing thickness. During the design phase, the FAA initially questioned the number of operations used in the fleet mix to develop the pavement thickness design. However, through discussions with the client and the FAA, McClure was able to justify to the FAA that the level of operations of the critical design aircraft was adequate to obtain a 10" PCC pavement section.