

RUNWAY 6/24 REHABILITATION

FORT DODGE REGIONAL AIRPORT | FORT DODGE, IOWA

COST

\$5.6M

COMPLETION DATE

2015

REFERENCE

Rhonda Chambers
Director of Aviation
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PROJECT DESCRIPTION

McClure played an instrumental role in the success of the Runway 6/24 major rehabilitation project at the Fort Dodge Regional Airport. The Fort Dodge Regional Airport tasked McClure with providing design, bidding and construction support to rehabilitate the Airport's primary runway, Runway 6/24, to its current dimensions of 6,547' x 150'.

The 25-year-old asphalt pavement had continuously deteriorated since its last re-surfacing project in 1991. In the 25 years since the overlay, medium and high severity cracking had propagated and annual crack sealing efforts reached a point where they were no longer cost effective. The need to repair the runway became vital after a 2012 pavement evaluation estimated that within five years, the runway would fall below its minimal service level.

The \$5.6 million major rehabilitation project consisted of variable milling (0-3 inches) and overlaying with three inches of hot mixed asphalt. McClure's design incorporated longitudinal and transverse grade corrections which required the existing pavement to be profile milled. Other major items associated with the project included full-depth patching, removal of the Runway 24 abandoned overrun, Runway 24 threshold lights, Runway 24 End Identifier Lights, drainage work, sawcut grooving, erosion and sediment control, and pavement markings.

During the preliminary design phase, the existing critical design aircraft did not justify maintaining the current Runway 6/24 width of 150 feet. As a result, the FAA recommended the width be reduced to 100 feet. McClure performed a cost analysis to illustrate the cost to rehabilitate the runway (mill and overlay) to the existing 150' width versus rehabilitate to the reduced 100 foot width was more cost effective. As a result of McClure's analysis and justification, the FAA deemed the rehabilitation to the current width of 150 feet was eligible for Federal funding.

PROJECT HIGHLIGHTS

Due to flight arrangements made prior to construction, the opening of Runway 6/24 had to occur before Sept. 19 to accommodate the Boeing 737 charter aircraft, which could only operate on the longer runway. McClure conducted numerous construction progress meetings with Fort Dodge Asphalt to ensure the project was completed within the 90-day construction window. As a result, the ribbon cutting was conducted on time.