

Cuyahoga County Airport

Runway 6/24 Safety Area Improvement Program



OVERVIEW
September 2015

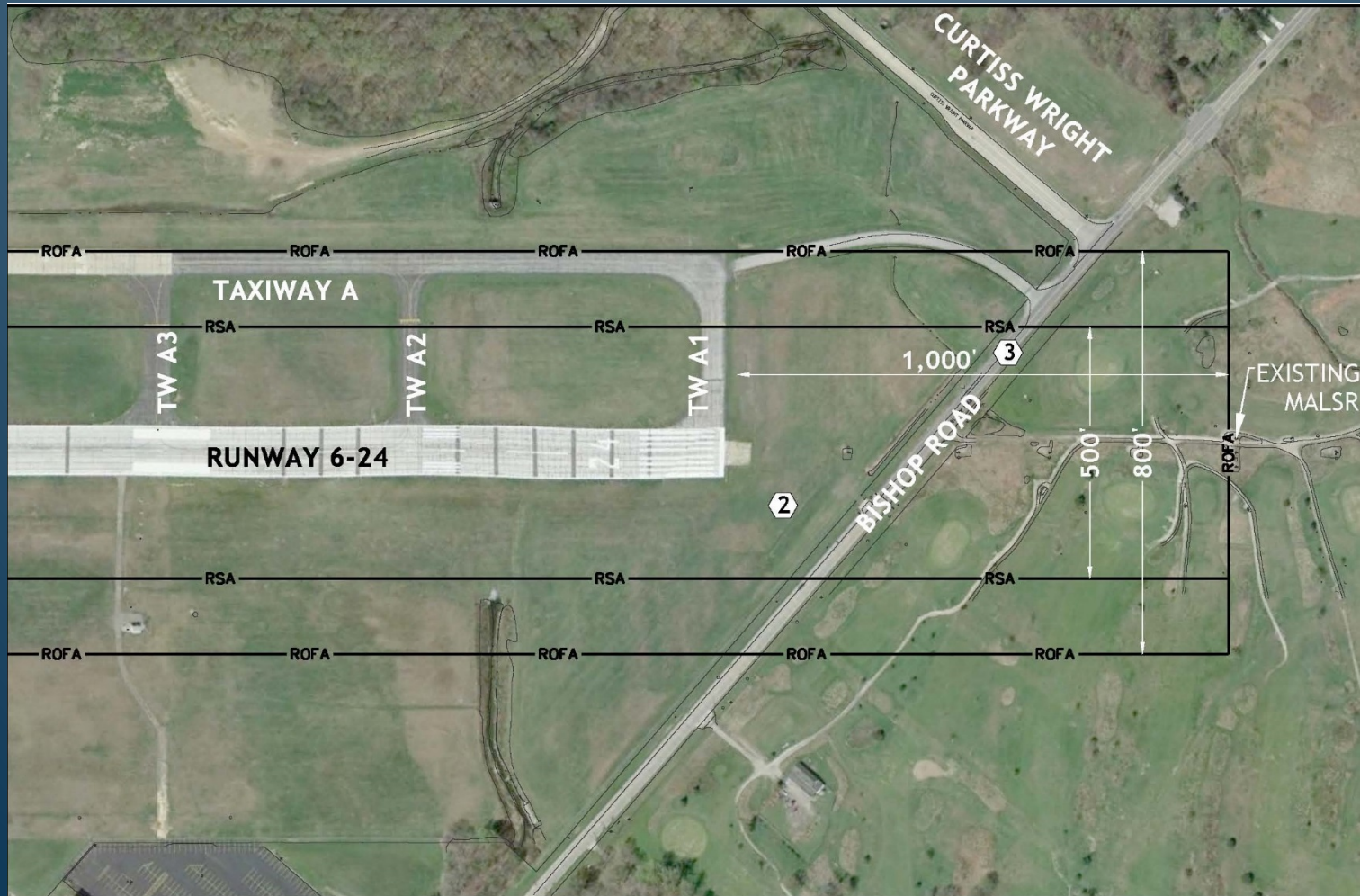
Multi-Year Program Overview

- Runway “shift” to the west
- Reconstruct 1,239’ of the Runway 6 end 1,002’ of the Runway 24 end
- Install new drainage & grade RSA to standards (+/- 500,000 CY of cut)
- Reconstruct southern half of existing Runway 6/24
- Rehabilitate northern half of existing Runway 6/24
- Edge Lights – Raise and Relocate
- 322’ EMAS bed on Runway 6 departure end
- 435’ EMAS bed on Runway 24 departure end
- Relocate Runway 24 approach lights
- Relocate Runway 24 Glideslope antenna & PAPI

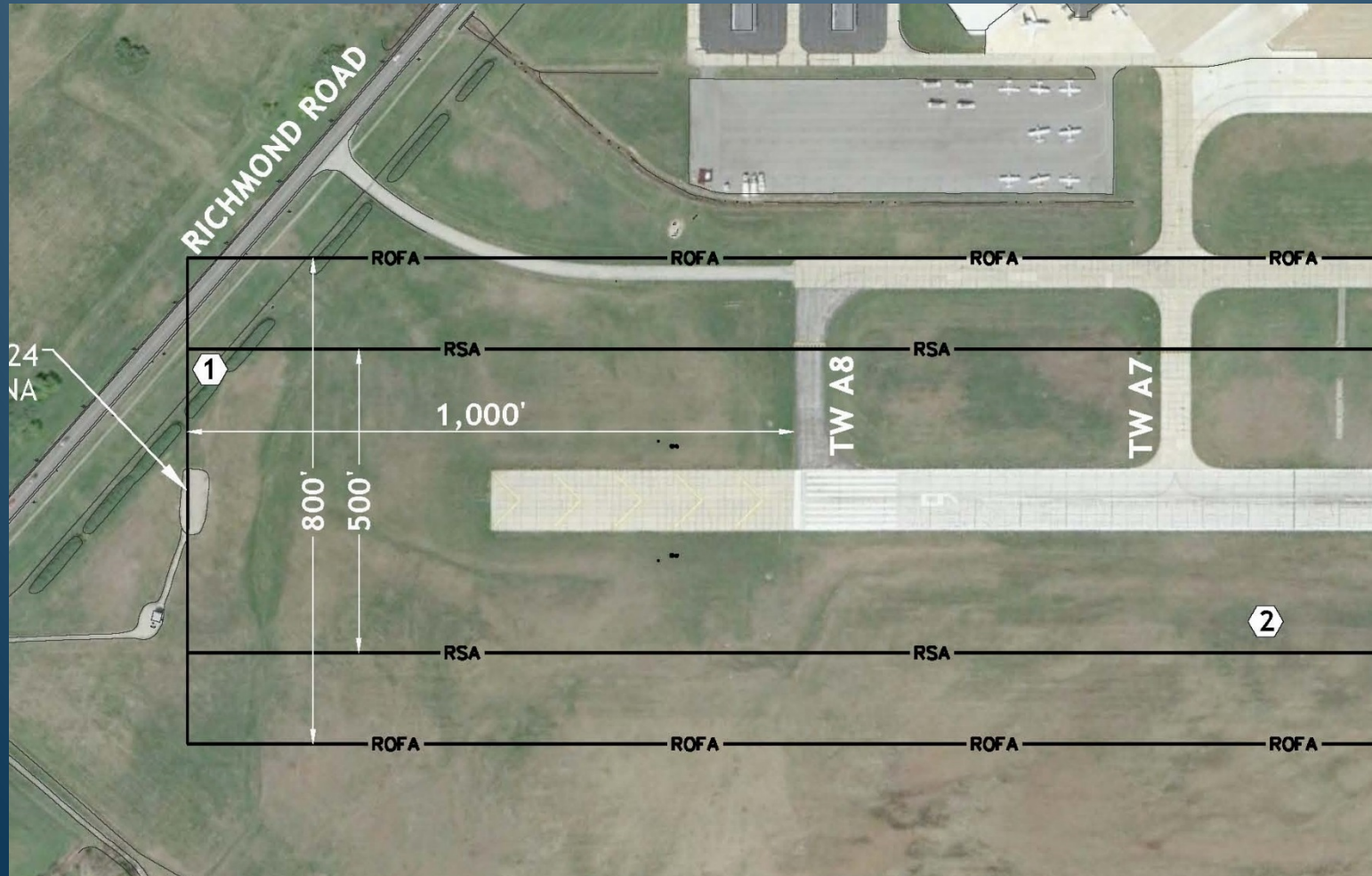
Why?

- Non-compliant Runway Safety Area (RSA) off ends of the Runway 6/24
- Runway lateral RSA grades not compliant
- Ground within primary surface & Part 77 transitional surface
- Inadequate pavement section
- Non-complaint transverse grades on Runway (super elevated)
- Non-complaint connector taxiway location (direct access from apron to runway w/o turn)

Why?



Why?



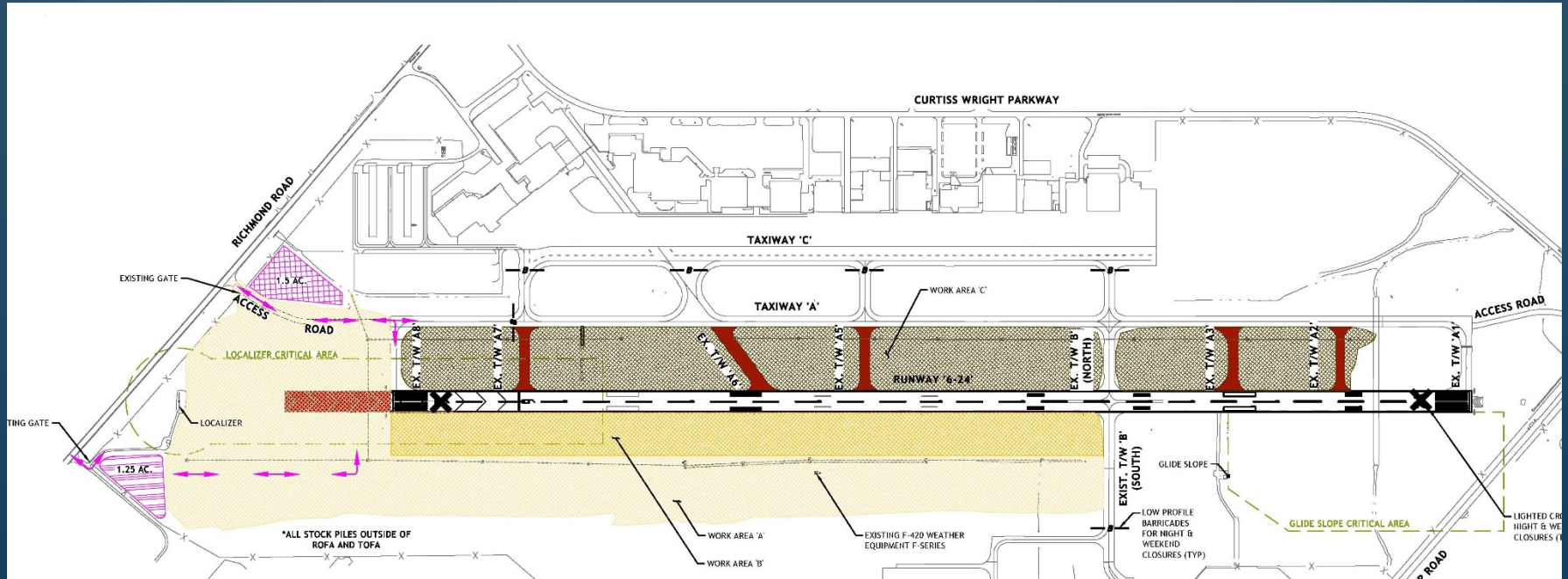
What are the project limitations?

- FAA Funding
 - Timing (normally do not issue grants until September)
 - Discretionary Amount(s) Unknown
 - FY 15 is last year of the 4-year Reauthorization Bill
- Can't start on the runway ends first
 - Shorten existing runway
 - Profile issues
- No work within the RSA when runway is open
- FAA will not grant modifications to standards on runway transverse grades

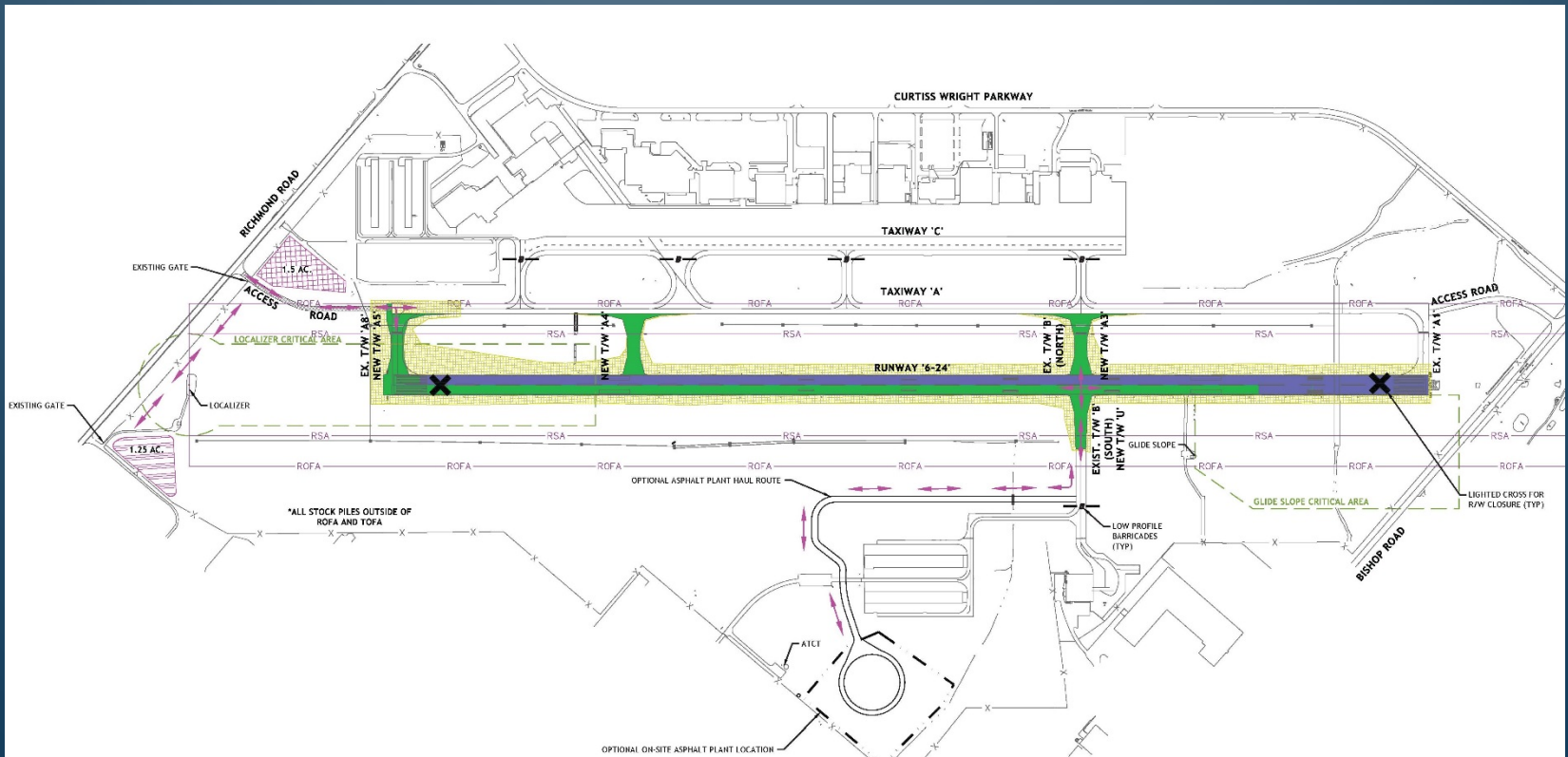
Overall Phasing Schedule

- Package #1 – Earthwork & Drainage - \$5 M
 - ✓ Received Bids - June 2015
 - ✓ Grant Issued – September 2015
 - ✓ Construction – March 2016
- Package #2 – Reconstruct/Rehabilitate Existing Runway 6/24 - \$9.8M
 - ✓ Receive Bids – April 2016
 - ✓ Construction – August 2016 – November 2016
- Package #3 – Runway 6 End Reconstruction/Shift/EMAS Installation - \$10M
 - ✓ Construction – March 2017
- Package #4 – Runway 24 End Reconstruction/Shift/EMAS Installation - \$15M
 - ✓ Construction – March 2018

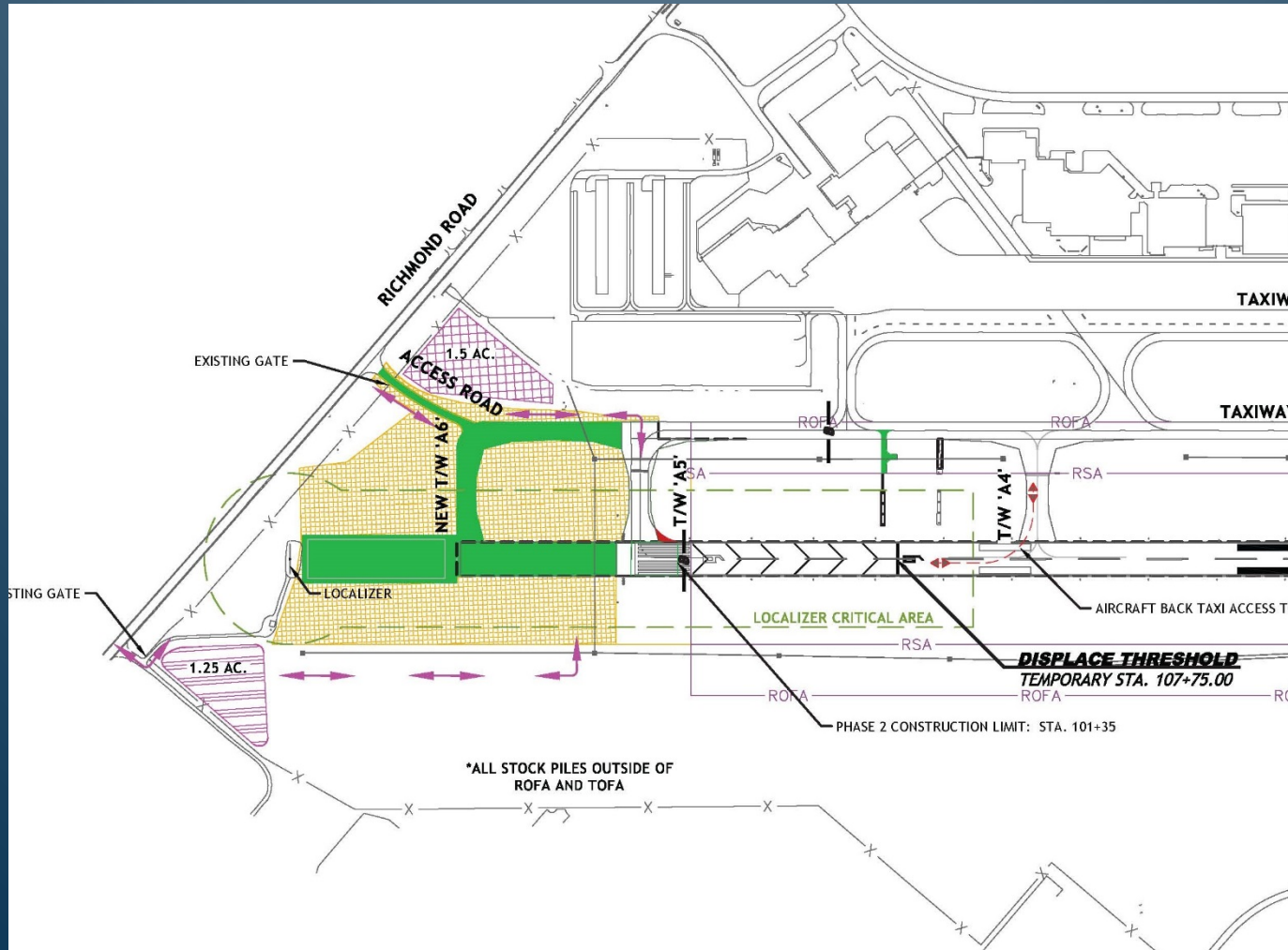
Package #1 – Earthwork & Drainage



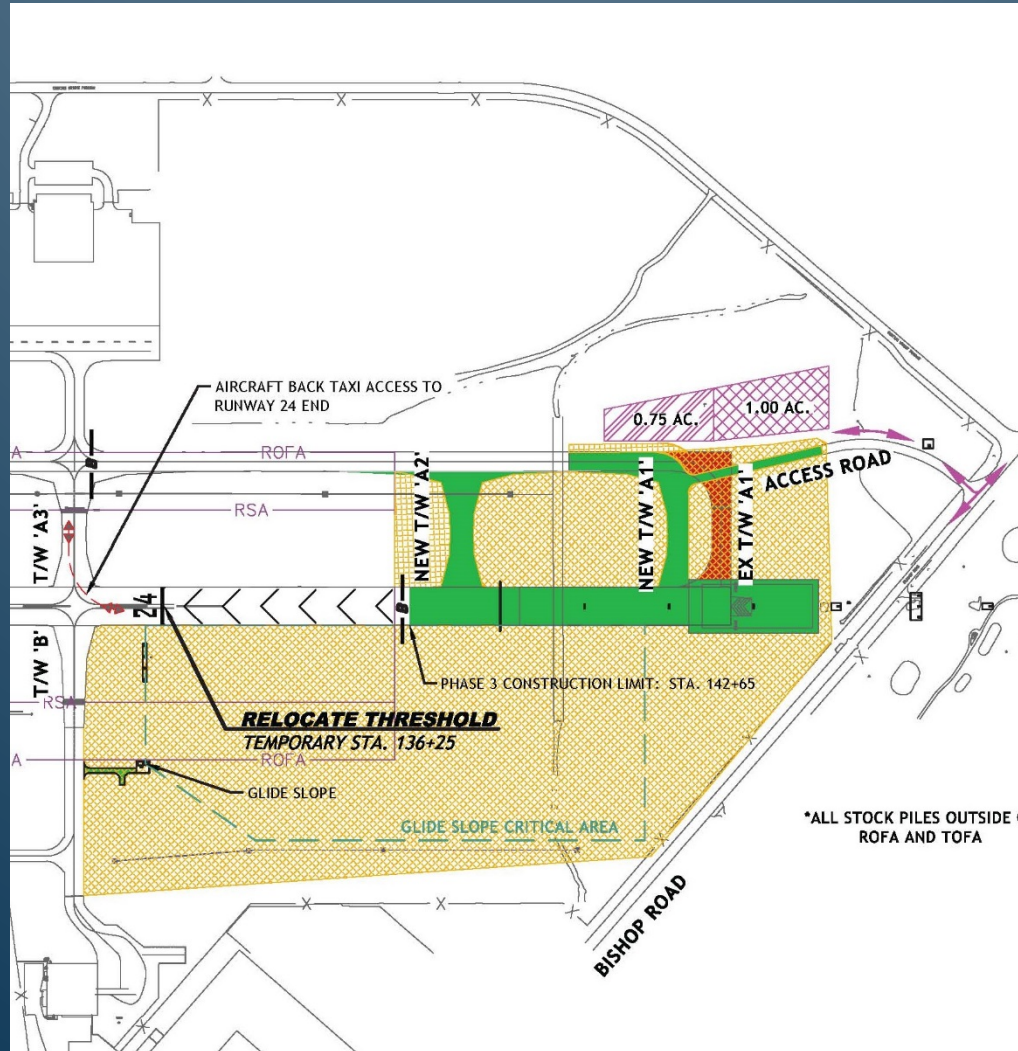
Package #2 – Existing Runway 6/24 Rehabilitation/Reconstruction



Project #3 – Runway 6 End Extension & EMAS



Project #4 – Runway 24 End Relocation & EMAS



Project Completion

- Compliant RSA
- Pavement Section // 20-year design life
- Complaint ROFA and Part 77 Primary Surface
- Standard runway transverse grades
- Compliant taxiway connector locations
- Final Declared Distances
 - 5,502'
 - Runway 24 LDA – 5,000'
 - Runway 6 LDA – 5,184'