

# RUNWAY REHABILITATION PROJECT



## *Why is Project Needed?*

- The Grand Canyon National Airport's **runway is distressed** and nearing the end of its useful service life. This project, the *first major rehabilitation*, in almost 20 years, aims to enhance **safety, operational efficiency**, and **maintain compliance** with FAA regulations.

### *Airport Runway Background*

1965

Runway originally constructed at 5,800' by 150' with a full-length 75 foot wide Parallel Taxiway

1972

Runway 3-21 and Parallel Taxiway P Extended to Current Length of 8,999 feet

2006

Mill and Overlay

2012  
2015  
2022

Crack Repair and Seal Coat

2024

Rehabilitation needed to maintain **Safe Infrastructure**

**Estimated Construction Cost = \$15 million**

Funded by FAA AIP Grant and ADOT Match

**This project WILL NOT alter the current runway length or width**

# RUNWAY REHABILITATION PROJECT

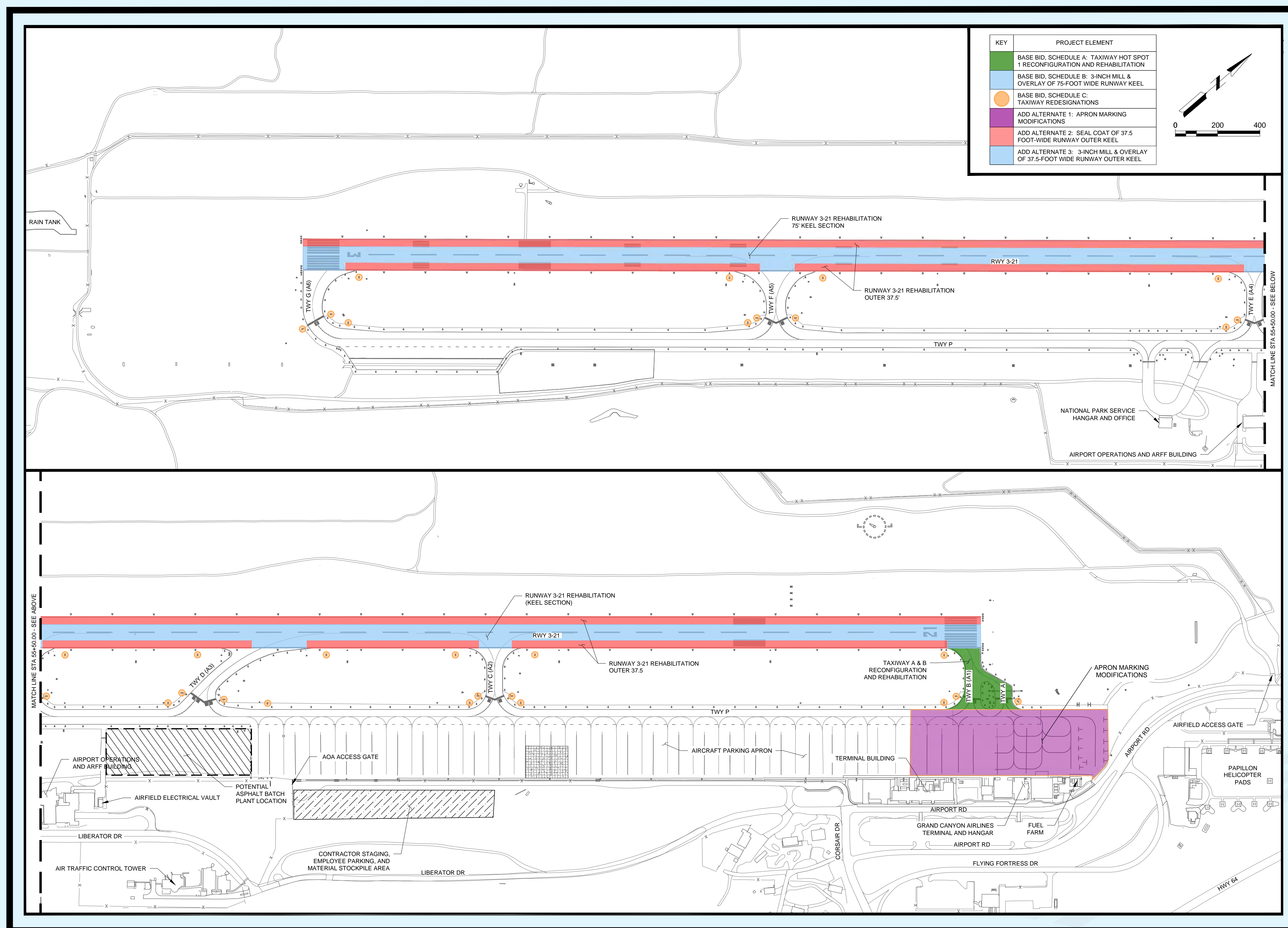


## *Runway Pavement Condition*



- Pavement distressed with *longitudinal* and *transverse* cracking, bleeding and alligator cracking.
- Load related distresses, such as “**alligator cracking**” accounted for 18% of total cracking.
- Pavement Condition Index (PCI) is valued at **68**.
- Runway pavement condition is continuing to ***deteriorate at an accelerated rate***.

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## Project Overview

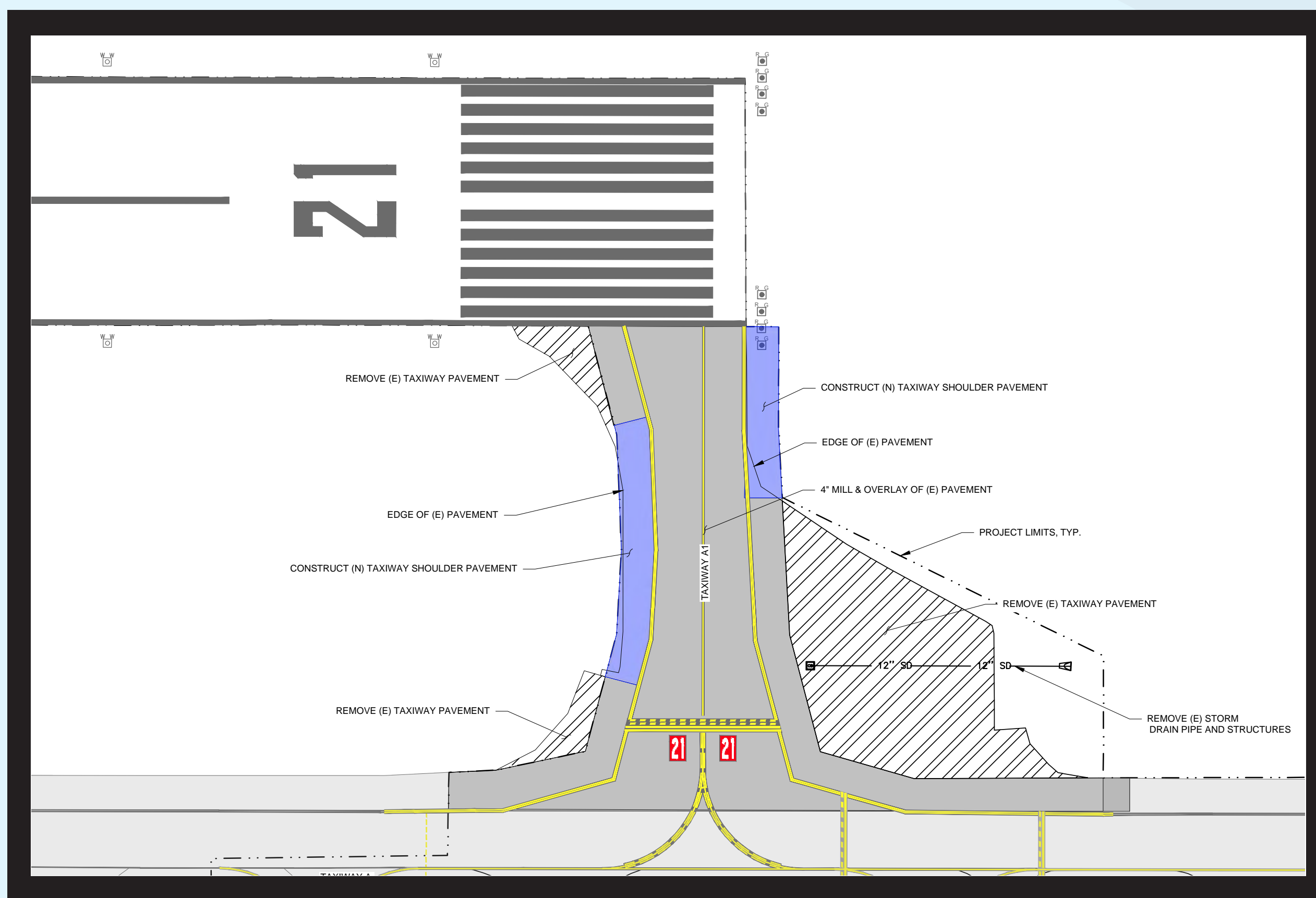
- The blue shaded portion of runway will receive a **3-inch mill and overlay**.
- This is the **CENTER 75 Feet** of runway.
- This is where a majority of the airport's critical aircraft use the runway pavement.

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## *Other Project Elements*

- Rehabilitate Taxiway Intersections P, A and B to address a Federal Aviation Administration (FAA) identified hotspot



- Update taxiway nomenclature (signage) to meet FAA Standards

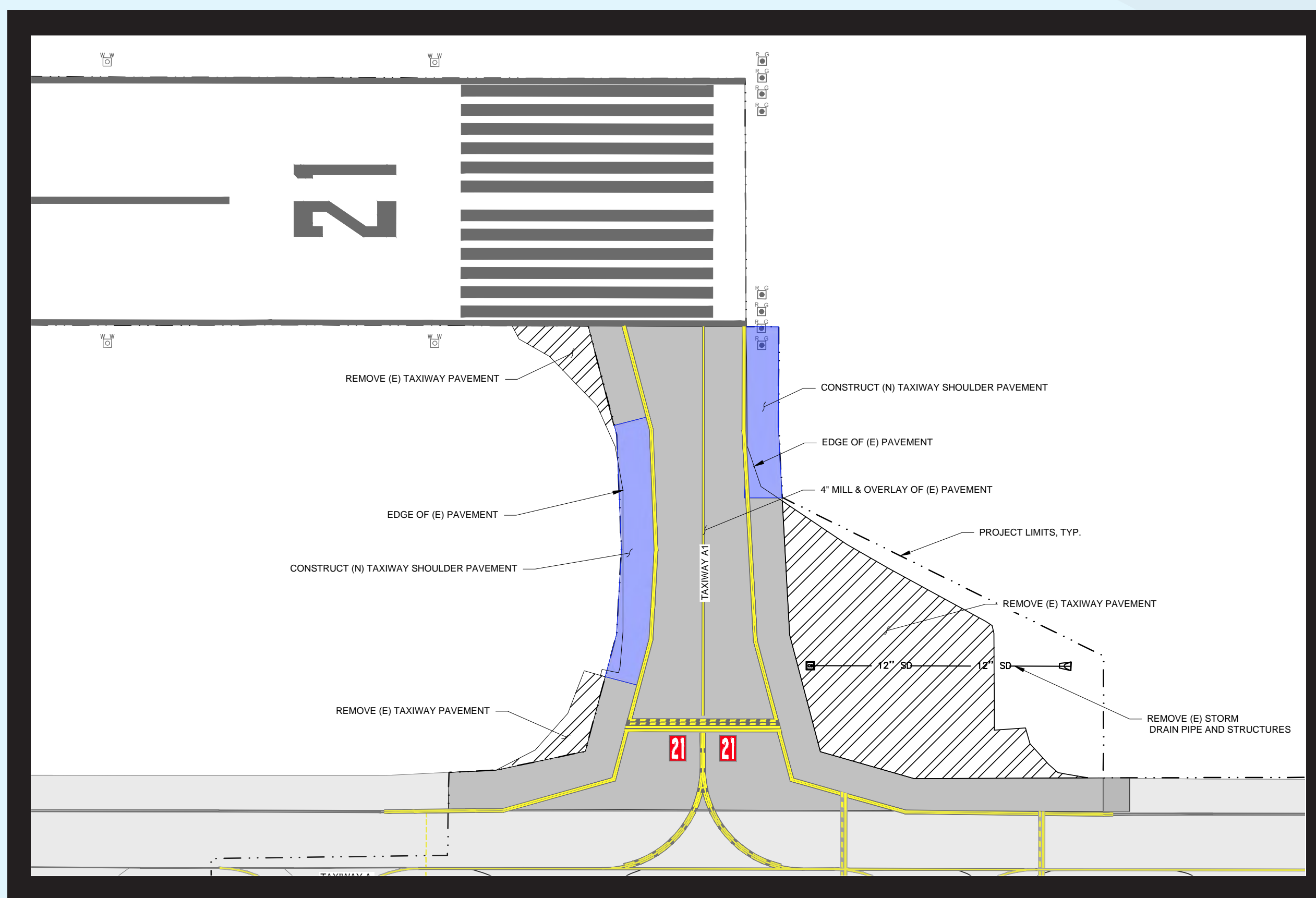


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## *Add Alternates*

If bids come in *lower than expected*, the project scope includes **Three (3)** **Add Alternates** which can be added if budget allows:

### Add Alternate 1

Marking modifications on the **aircraft parking apron** next to Taxiway Connector A and B, including the painting of a green no-taxi island.

### Add Alternate 2

Apply a seal coat to the remaining 37.5-foot section on **both sides** of the Runway Centerline.

### Add Alternate 3

Perform a three-inch **mill and overlay** on the remaining 37.5-foot section on **both sides** of the runway centerline.

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## *Project Timeline\**

DESIGN PHASE

AUGUST 2023 to NOVEMBER 2024



PUBLIC SOLICITATION

DECEMBER 2024 to JANUARY 2025



CONTRACT AWARD

FEBRUARY 2025



CONSTRUCTION Mobilization Phase

FEBRUARY 2025 to JULY 2025



CONSTRUCTION Phase 1 Full Closure

JULY 14, 2025 to AUGUST 18, 2025



CONSTRUCTION Phase 2 Nightly Closures

SEPTEMBER 17, 2025 to OCTOBER 7, 2025



**\*Expected construction time is 35 Days for just BASE BID.**

**Additional days may be needed** if any of the Add Alternates are awarded.

**Project Schedule** is subject to change based on final design and funding.

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## *Impacts to Tenants / Users*

***During Phase I CONSTRUCTION***, the runway will be **CLOSED** for aircraft operations for an anticipated 35 days **(24 hours a day / 7 days a week)** starting **July 14, 2025** through **August 2025** for the base bid award. *Additional days* will be required if an add alternate is awarded.



**EXCEPTION:** Helicopters may operate from outside the Air Operations Area.



- **Phase 2 Construction** will consist of nightly runway closures.
- **Contractor Parking** will be in the area shown in **BLUE**.
- **Overflow Construction Parking** will be in the area shown in **RED**.
- **Haul Routes** will run from Highway 64 to Airport Entrance on Liberator Drive.