

APPENDIX E
PROJECT PULL PAGES

Project Title:

DNR Bituminous Ramp Rehabilitation

Project Description and Justification

Rehabilitation of the existing Department of Natural Resources ramp.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2022	\$800,000	East Side Development

Project Location:



Project Title:

RSA Improvements

Project Description and Justification

The Runway Safety Area (RSA) for Runway 13-31 does not meet approved grades under current FAA design standards per AC 150/5300-13A. Technical memorandum "Range Regional Airport Existing Runway Safety Area Drainage Analysis" dated August 27, 2021 provides technical analysis of deficiencies and justification for bringing the area into compliance with FAA standards.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2022	\$5,000,000	Airfield

Project Location:



Project Title:

T-Hangar(s) Taxilane Rehabilitation

Project Description and Justification

Taxiway and taxilane pavement conditions for the T-Hangar area have reached the end of useful life expectancy. The 2017 pavement condition index study showed conditions from "fair" to "poor" for the older T-Hangar area pavement. This project rehabilitates those pavement areas to provide safe operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2023	\$650,000	Airfield

Project Location:



Project Title:

T-Hangar(s) Taxiway Rehabilitation

Project Description and Justification

Taxiway and taxilane pavement conditions for the T-Hangar area have reached the end of useful life expectancy. The 2017 pavement condition index study showed conditions from "fair" to "poor" for the older T-Hangar area pavement. This project rehabilitates those pavement areas to provide safe operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2023	\$500,000	Airfield

Project Location:



Project Title:

Taxiway A Rehabilitation

Project Description and Justification

A segment of Taxiway A has pavement that has reached the end of useful life expectancy. The 2017 pavement condition index study showed conditions as "poor". This project rehabilitates that pavement to provide safe operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2024	\$2,500,000	Airfield

Project Location:



Project Title:

Taxiway A/Fuel Farm Area Rehabilitation

Project Description and Justification

Pavement surfaces for Taxiway A (where tie-downs and fueling are located) has reached the end of useful life expectancy. The 2017 pavement condition index study showed conditions from "fair" to "poor" for the area pavement. This project rehabilitates those pavement areas to provide safe operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2024	\$800,000	Airfield

Project Location:



Project Title:

Highway 37 - Hughes Rd Traffic Study

Project Description and Justification

Traffic safety concerns already exist at the intersection of Mn-37 and Hughes Road. As the east side of the airport develops further, it is important for CHAA and Airport leadership to coordinate with MnDOT to understand the impacts of development on the safe movement of vehicles in the area. A traffic study of conditions at this location should be conducted to identify improvements that ensure life safety and the efficient movement of vehicles and pedestrians.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2024	\$100,000	East Side Development

Project Location:



Project Title:

Air Carrier Apron Expansion

Project Description and Justification

This project adds new pavement in the terminal air carrier apron area to provide additional space for the movement and storage of aircraft. This project supports the future reconstruction/realignment project for Taxiway A (Airfield Pavement Design and Construction Phase I (2026)) to bring it into compliance with FAA design standards set forth in AC 150/5300-13A.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2025	\$650,000	Terminal Expansion

Project Location:



Project Title:

Blast Pad Corrections

Project Description and Justification

This project is programmed to occur in coordination with the future reconstruction/realignment project for Taxiway A and brings the blast pad for Runway 22 into compliance with FAA design standards set forth in AC 150/5300-13A.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2026	\$950,000	Airfield Design & Improvements

Project Location:



Project Title:

Airfield Pavement Design and Construction Phase I

Project Description and Justification

This project includes the reconstruction/realignment of portions of Taxiway A and Taxiway B that are not in compliance with FAA design standards set forth in AC 150/5300-13A. This project is necessary to improve safe airfield operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2026	\$5,810,000	Airfield Design & Improvements

Project Location:



Project Title:

Airfield Pavement Demolition Phase I

Project Description and Justification

This project is programmed to occur in coordination with the reconstruction/realignment of portions of Taxiway A and Taxiway B (Airfield Pavement Design and Construction Phase I (2026)) that are not in compliance with FAA design standards set forth in AC 150/5300-13A. This project removed existing pavement that is no longer required and could create situational awareness concerns if left in place.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2026	\$350,000	Airfield Design & Improvements

Project Location:



Project Title:

Extend RWY 13-31 - Environmental Assessment

Project Description and Justification

The extension of Runway 13-31 triggers the need for an environmental assessment (EA) under federal National Environmental Policy Act (NEPA) process. The EA studies the extension of Runway 13-31 as it relates to the potential for causing significant environmental effects. EAs generally include the purpose and need, alternatives (as required by section 103(2)(E) of NEPA), environmental impacts of proposed action and alternatives, and a listing of agencies and persons consulted. Within the context of the master plan, it is known that development of this area could impact existing delineated wetlands.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2027	\$350,000	Runway Extension

Project Location:



Project Title:

East Side Development Area Environmental Assessment

Project Description and Justification

Development of the east side of the airport triggers the need for an environmental assessment (EA) under federal National Environmental Policy Act (NEPA) process. The EA studies development of the airport’s east side as it relates to the potential for causing significant environmental effects. EAs generally include the purpose and need, alternatives (as required by section 103(2)(E) of NEPA), environmental impacts of proposed action and alternatives, and a listing of agencies and persons consulted. Within the context of the master plan, it is known that development of this area could impact existing delineated wetlands.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2028	\$1,000,000	East Side Development

Project Location:



Project Title:

Extend RWY 13-31 - Land Acquisition

Project Description and Justification

To extend Runway 13-31 and meet FAA Runway Protection Zone requirements land would need to be acquired south of the airport property boundary. Need to purchase the land is driven by the extension of the runway but also by best airport management practices which protect runway approach and departure surfaces by controlling land immediately off the runway ends.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2028	\$150,000	Runway Extension

Project Location:



Project Title:

Extend RWY 13-31 & TWY C to 7,400' - Design and Construction

Project Description and Justification

Prior to extending Runway 13-31 an EA must be completed at which time the exact extension length required will be determined. The need to extend runway 13-31 is driven by aircraft performance demands and aircraft certification requirements for operating at HIB as described in detail within Master Plan "Appendix B - HIB Aircraft Performance and Instrument Procedure Considerations (v3.0.1)". The runway extension will ensure air carrier operators are able to safely perform landings and takeoffs at HIB.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2029	\$7,000,000	Runway Extension

Project Location:



Project Title:

East Side Utility Extension

Project Description and Justification

Development of the east side of the airport will require additional utility extensions south of existing end points.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2030	\$1,000,000	East Side Development

Project Location:



Project Title:

Paving of Hughes Road to access East Side GA Area

Project Description and Justification

Vehicle access to development on the east side of the airport paving of Hughes Road. This project requires coordination with MnDOT.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2030	\$800,000	East Side Development

Project Location:



Project Title:

East Side GA Access Roads and Parking Construction

Project Description and Justification

With the paving of Hughes Road, access roads and parking facilities can be constructed to meet new/future east side aeronautical and non-aeronautical facilities. This must be done in coordination with future FBO, fuel farm, and GA facility development projects (FBO Facility Construction (2031), FBO Fuel Farm Construction (2031), Nested T-Hangar Construction (2031)).

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2030	\$2,500,000	Terminal Expansion

Project Location:



Project Title:

GA Transient Apron Construction

Project Description and Justification

Developing general aviation (GA) facilities on the east side of the airport separates air carrier operations from general aviation operations and improves overall safety within the airport operations area. In addition, additional aircraft parking is needed to serve the FAA-approved forecast based aircraft and operations. Development of this new general aviation area and apron fulfills those safety and demand needs. This project is required to be coordinated with development of the new east side FBO, fuel farm, and nested T-hangars projects (all 2031 projects).

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2031	\$16,500,000	Terminal Expansion

Project Location:



Project Title:

FBO Facility Construction

Project Description and Justification

Developing a new FBO on the east side of the airport (separate from air carrier operations) is the preferred path forward at HIB. The existing FBO will have exceeded its expected useful life and is located where it constrains the preferred terminal expansion plan. The new east side FBO project must be coordinated with development of the new general aviation transient apron, fuel farm, and nested T-hangars projects (all 2031 projects).

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2031	\$3,000,000	East Side Development

Project Location:



Project Title:

FBO Fuel Farm Construction

Project Description and Justification

Developing GA facilities, including a new FBO, on the east side of the airport necessitates construction of fuel storage facilities. It is possible existing fuel storage tanks could be moved and repurposed within the new fuel storage facility. The fuel farm construction project must be coordinated with development of the new general aviation transient apron, the new FBO facility, and nested T-hangars projects (all 2031 projects).

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2031	\$2,500,000	East Side Development

Project Location:



Project Title:

Nested T-Hangar Construction

Project Description and Justification

Developing new GA facilities on the east side of the airport should include new t-hangars placed in orientation with Runway 13-31. The location allows T-hangar development in line with new east side GA facilities and the existing Taxiway B. Future projects programmed beyond the 20-year planning period will ultimately remove/replace Taxiway B with new taxiways meeting FAA design standards. Development of new T-hangars on the east side of the airport must be coordinated with development of the new general aviation transient apron, the new FBO facility, and the new fuel farm (all 2031 projects).

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2031	\$2,600,000	East Side Development

Project Location:



Project Title:

Airport Master Plan Update

Project Description and Justification

Airport master plans are conducted approximately every 10 years and are necessary to inform the development of an FAA-approved forecast and Airport Layout Plan. These items enable FAA funding for Airport Improvement Program (AIP) eligible projects.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2032	\$1,000,000	Planning/Environmental

Project Location:



Project Title:

TWY C Rehabilitation

Project Description and Justification

The southern end of Taxiway C has pavement that will have reached the end of useful life expectancy. The 2017 pavement condition index study showed conditions as "fair" and by 2032 these conditions are anticipated to deteriorate to "poor". This project rehabilitates those pavement areas to provide safe operating conditions.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2032	\$4,000,000	Airfield

Project Location:



Project Title:

Airfield Pavement Design & Construction Phase II

Project Description and Justification

The Runway 13-31 taxiway connector "Taxiway B" does not meet current FAA design standards set forth in AC 150/5300-13A. The location angle in relation to the runway is acute and the location is within the middle third "high energy" area of the runway. This connector needs to be relocated outside of the middle third of the runway and at a 90-degree orientation perpendicular to Runway 13-31 and Taxiway C. The precise location should be studied further and coordinated with the final constructed length of the runway extension project. Relocating and reorienting the taxiway connector will improve airfield operational safety.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2033	\$1,000,000	Airfield Design & Improvements

Project Location:



Project Title:

Airfield Connector Pavement Demolition

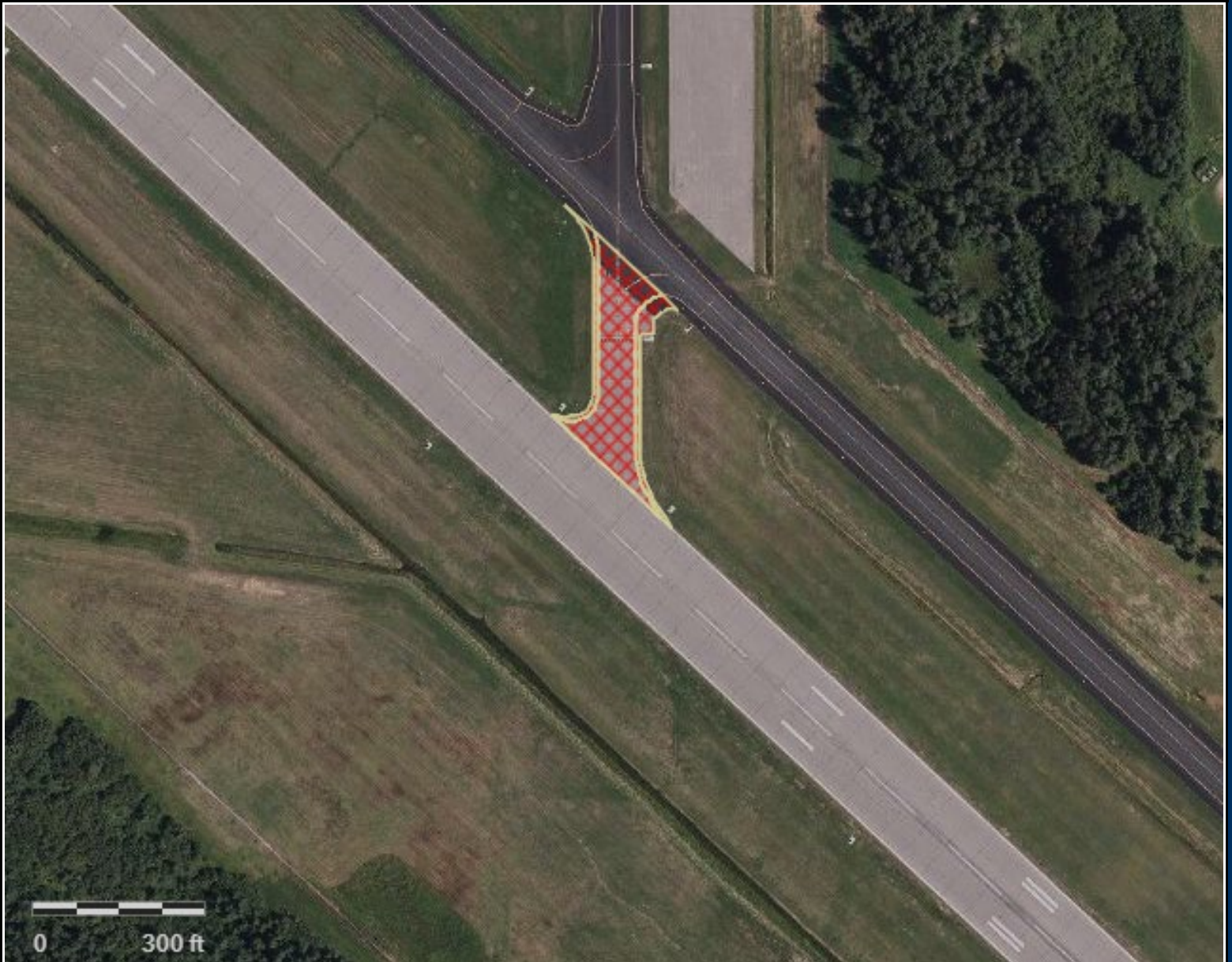
Project Description and Justification

Only after, or in coordination with, the Runway 13-31 taxiway connector "Taxiway B" being replaced under the "Airfield Pavement Design and Construction Phase II (2033) project should this pavement removal project occur. This project removes the old taxiway connector that does not meet FAA design standards set forth in AC 150/5300-13A. Removal of noncompliant pavement will improve situational awareness and airfield operational safety.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2033	\$300,000	Airfield Design & Improvements

Project Location:



Project Title:

Airport Support/Administration/ARFF Facility Relocation

Project Description and Justification

Current airport administration, support facilities (maintenance and SRE storage) and ARFF facilities are spread across the north terminal area end of the airport. This project consolidates airport support facilities into a new campus location to better meet management and operational needs.

Project Details:

CIP Year	Project Cost (2022 \$)	Project Program
2034	\$4,000,000	East Side Development

Project Location:

