Stakeholders

- FAA
- GDOT
- Augusta Regional Airport / Augusta-Richmond County
- Campbell & Paris Engineers
- APAC-Tennessee, Ballenger Paving Division
Key Personnel

• Augusta Regional Airport
  ◦ Gary LeTellier, A.A.E. – Executive Director
  ◦ Clarence Fennell, P.E. – Director of Engineering
  ◦ Tim Weegar, A.A.E. – Director of Operations

• Campbell & Paris Engineers
  ◦ Jack Mayfield, P.E. – Project Manager / Engineer of Record
  ◦ Dan Alexander, E.I.T. – Design Engineer
  ◦ Kerr Chase, P.E. – Resident Engineer

• APAC-Tennessee, Ballenger Paving Division
  ◦ Robert McCord – Vice President of Operations
  ◦ Kevin Crusa – Project Manager / Superintendent
  ◦ David Roe – Assistant Project Manager
Existing Runway 17-35

- 8001 X 150 ft
- Bituminous 6” – 14” thick
- 29,200 operations / year
- About 1,000 commercial flights / year

- PCI < 70 (ASTM D5340)
- 66% of RW not adequate for design aircraft
- Early signs of failure
- Delamination
- Centerline profile (vertical curves)
Requirements

- Rehabilitate RW 17-35
  - PCC overlay
  - Replace electrical
  - Replace RCP
  - CL / TDZ cans for future development
  - Associated shoulder / embankment
- Maintain continuous operations at airport, including commercial service
- Perform rehabilitation as quickly as possible
## Fleet Mix

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Gross Wt. lbs</th>
<th>Annual Departures</th>
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<tr>
<td>1</td>
<td>RegionalJet-700</td>
<td>75,000</td>
<td>3,739</td>
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<td>2</td>
<td>B737-800</td>
<td>150,000</td>
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<td>B757-300</td>
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<td>B767-400 ER</td>
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<td>MD83</td>
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<td>Dual Whl-100</td>
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<td>8</td>
<td>B747-8 Freighter (Preliminary)</td>
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<td>Baron-E-55</td>
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<td>22</td>
<td>B737-300</td>
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Vertical Curves
AC 150/5300-13A

NOTES:
1. MINIMUM LENGTH OF VERTICAL CURVES = 1,000 FT [305 M] x GRADE CHANGE (IN %).
2. THE MINIMUM VERTICAL CURVE LENGTH IS EQUAL TO 1,000 FT [305 M] x GRADE CHANGE.
3. THE MINIMUM DISTANCE BETWEEN POINTS OF VERTICAL INTERSECTION MUST BE 1,000 FT [305 M] x SUM OF THE ABSOLUTE GRADE CHANGES.
Design Results: AC 5320-6E

- Runway: 14” P-501 PCC (650 PSI flexural strength) on 4” existing asphalt base
- Taxiways: 14” P-501 PCC on 6” P-304 cement-stabilized base
- Taxiway E: 5” P-401 bituminous surface course on 6” P-304 cement-stabilized base
- Shoulders and blast pads: 4” P-401 bituminous asphalt on 6” P-304 cement-stabilized base
Phasing Plan

163 days
Phasing Plan

Phase 1

18 days
Phasing Plan

Phase 4

35 days
Phase 1: Widen RW 8-26

- Temporary lighting
- Relocate guidance signs
- REILs
Phase 1: Widen RW 8-26

Marking eradication
Phase 1: Widen RW 8-26

Diamond grind overlay edge
Phase 1: Widen RW 8-26

Temporary RW markings
Phase 2: Rehabilitate RW 17-35

Profile milling
Phase 2: Rehabilitate RW 17-35

- Bituminous repair
- P-403 pay item
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35

- Adjust RW and TW edge lights
- 53,300 LF of cable
- 301 RWCL / TDZ cans
- 24,200 LF conduit under pavement
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35

- 141,308 yd$^2$ of P-501 concrete (± 55,000 CY)
- Mainline runway and 4 taxiways
- No payment reduction
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35

Intersection Rehabilitation
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35
Phase 2: Rehabilitate RW 17-35
Phases 3 & 4

Phase 3: March 2012; return RW 8-26 to original, permanent configuration

Summary

• Construction budget: $ 14,256,033.97  
  ◦ Construction cost: $ 13,680,955.01  
  ◦ Under run: $575,066.47 (4%)

• Construction  
  ◦ 141,308 SY P-501 PCC  
  ◦ 71,810 SY P-304 cement-stabilized base  
  ◦ 20,695 TONS P-401 / P-403 bituminous asphalt

• Enplanements up for 2011

• ACPA gold award “Overlays – Airport” category

• Georgia Airports Association “Commercial Service Project of the Year”
THANK YOU!

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