



HOT MIX ASPHALT IS THE TOP CHOICE FOR AIRPORT RUNWAY PAVEMENTS

FAST FACTS

Airport operators want super-smooth, durable runways that can be constructed and rehabilitated quickly, to minimize runway downtime. The strengths of Hot Mix Asphalt (HMA) construction coincide exactly with what the aviation industry demands from its pavements:

- Smoothness
- Speed of construction
- Low maintenance
- Less complexity than concrete entails
- Low initial and life-cycle costs

More advantages of HMA construction:

- The HMA maintenance process permits a runway to be shut down during off-peak hours for rehabilitation.
- The smoother a pavement is, the longer it will last. And, building super-smooth pavements of HMA is much easier and more cost-effective than with any other pavement type.
- The surface can be customized to increase skid resistance, lower the risk of hydroplaning, decrease splash and spray, or absorb noise.
- Perpetual Asphalt Pavements serve airports well. In a Perpetual Pavement, the pavement structure remains intact for many years. The only maintenance required is to mill off the surface at infrequent intervals, recycle the material that has been removed, and resurface the pavement.

In fact, Baltimore-Washington International Airport in Maryland and Eareckson Air Force Base in Alaska were recognized with Perpetual Pavement Awards in 2002 for their long-lasting pavements.

HMA runways support the high volumes of heavy planes landing at some of the nation's busiest airports, including Baltimore-Washington International, Lindbergh Field in San Diego, McCarran International (Las Vegas), Memphis International, Newark International, Oakland International, O'Hare International, Pearson International (Toronto), and San Francisco International.

HMA is also used extensively on runways at many general aviation airports.

Q. Can you give examples of how HMA has been used for airport runway reconstruction?

A. Sure! Here are a few:

- Runway 4R-22L at Newark International Airport was completely reconstructed in just 10 days. The contractor placed 105,000 tons of HMA, meeting extremely aggressive paving specifications. In addition to paving, the contractor removed and replaced all runway lights and saw-cut and sealed all joints on the 9,300-foot-long, 150-foot wide runway.
- In rebuilding the main runway at Eglin Air Force Base in Florida, the contractor met 100 percent of the smoothness specs.
- At the Front Range Airport in Colorado, the contractor used a paver with a computerized grade control to place a 4-inch overlay, and corrected an average of 25 inches per mile of deviation to 2 inches per mile.
- Two 7,500-foot-long runways at the Marine Air Corps Station, Cherry Point, North Carolina, needed paving. The Marine Air Corps asked the contractor to minimize transverse joints on the surface, so the contractor built the runways with no joints whatsoever.