

Reconstruct, Light, Sign & Mark Runway 16-34 & Replace NAVAIDS

Portsmouth International Airport at Pease



The 11,322-foot-long runway pavement at Portsmouth International Airport at Pease had exceeded its 20-year lifespan. The bituminous portion was exhibiting natural aging distress while the concrete sections were cracking due to swelling caused by alkali-silica reactions. Pavement reconstruction was necessary to ensure continued safe operations for the general public and the New Hampshire Air National Guard's (NHANG) missions. Hoyle, Tanner and our project team partners fulfilled PDA's needs through a collaborative design environment allowing Runway 16-34 to reopen 30 days ahead of schedule and \$2.8 million under budget.

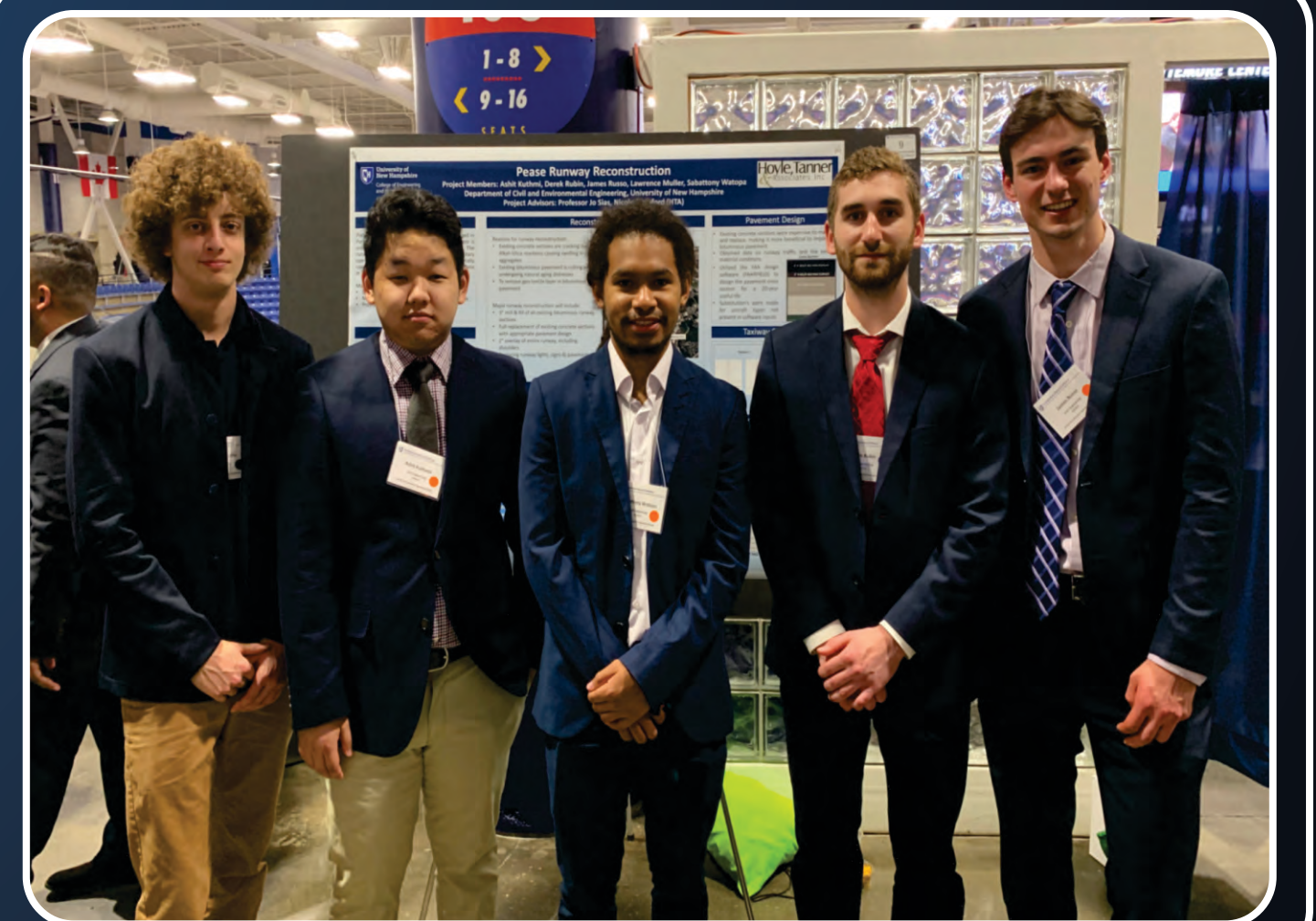
COMPLEXITY

Required compliance with FAA's & NHANG'S distinct design criteria. Also secured funding from multiple agencies: FAA, NHANG, PDA, NHDOT



ENTHUSIASM

Five UNH engineering seniors participated in this design as part of their capstone project



INNOVATION

Innovative construction phasing reduced number of transverse joints from 40 to 5 and eliminated all longitudinal joints



SUSTAINABLE & ECONOMIC DEVELOPMENT

New sustainable stormwater treatment system reduces wetlands impacts & first FAA-funded LED runway lights installation with a \$243,500 lifecycle savings