

DFW 17C/35C

DFW's first Asphalt Runway

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At the beginning of the project, we knew that this job was going to be a high profile tight window job.



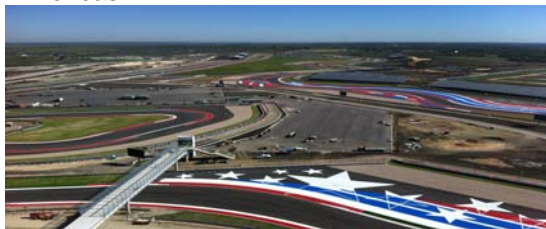
Little did we know we were going to have record rainfall in September and October, which pushed our paving into the cold weather months.



Got with our suppliers made them aware of the demand of this project. They were all on board with whatever it took to make this job successful.



DFW wanted a stiff mix, which we had experience with when we did Circuit of the Americas.



We had to make adjustments to the JMF to make the mix not so tender, but once we got the mix where the owner wanted it, then it was great throughout the job.



We had to run under 7 different pay items throughout the job. Our standard deviation listed was on total of 59 lots with 3 Asphalt plants

Pay Items	
1. 8.1 Taxiway underlayment	15 lots
2. 8.2 Runway Surface	58 lots
3. 8.3 Runway Level up	15 lots
4. 8.4 Shoulder Surface	16 lots
5. 8.5 Shoulder Base Course	37 lots
6. 8.6 N. Blast Pad Surface	1 lot
7. 8.7 N. Blast Pad Base Course	1 lot
Total Lots 143	

59 Lots	
Asphalt Content	0.12
Lab Air Voids	0.40
Voids in Mineral Aggregate (VMA)	0.47
Mat Density 96.5% minimum of Lab	1.17
10.4	0.90
11.2	1.09
13.9	1.14
4	1.06
8	1.10
10	0.94
10	0.84
10	0.47
100	0.34
200	0.11

When we started production, we were paving the shoulders first, then we paved from the centerline out. This did not allow our rollers to get off the mat.



We ran the ride on that area and decided to switch the paving to pave from the outside in which gave us a better ride.



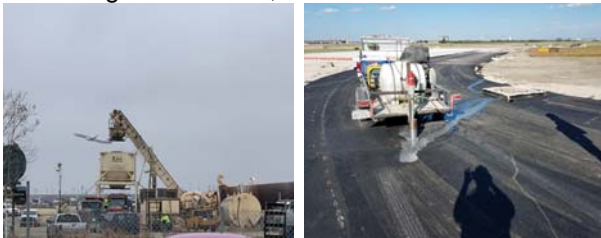
One of the challenges we had was laying on 3" minus base, which made it difficult to get the densities in the radius areas.



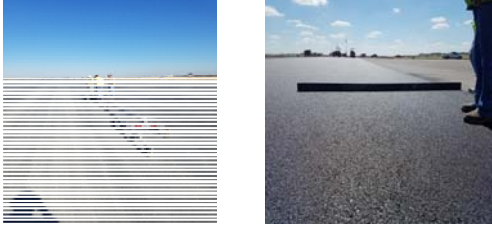
Echelon rolling had to be used to achieve densities on the base areas.



There were days where we would pull 12 samples at one plant and 32 cores on the runway. We would have weekly debriefing meetings with Owner, QA and QC.



We had to profile with the California profiler and straight edge every 50 foot across the runway and every longitudinal joint.



Before and After



Was definitely a fun job.



Questions?