



## Hartsfield-Jackson Atlanta International Airport

### CLIENT:

City of Atlanta Department of Aviation

### PROJECT COST:

\$1.2 billion

### PROJECT DURATION:

2001–2006

### SERVICES PROVIDED:

- Contract Administration
- Cost Control
- Design Management
- Financial Analysis
- Implementation Phasing
- Program Development
- Program/Project Management
- Public Outreach and DBE Programs/Compliance
- Sequencing/Scheduling



After an extensive strategic planning process that began in the late 1980s, the City of Atlanta Department of Aviation approved a \$6.2 billion, 10-year capital improvement program to enable the world's busiest airport, Hartsfield–Jackson Atlanta International Airport (ATL), to reduce delays, accommodate forecasted demand, and enhance customer service. An integral part of the program included a new runway and associated taxiway on the south side of the airport.

Parsons, a partner of International Aviation Consultants, a five-firm Limited Liability Corporation providing program management services to ATL, has been involved in the capital improvement program since its inception and played a significant role in the development, planning, design, and construction of the new Fifth Runway (10/28) and numerous other improvements at the airport.

At an estimated cost of \$1.2 billion, the Fifth Runway project was one of the largest construction undertakings in Georgia's history. The project included:

- Construction of a 9,000-ft runway and its components, including a full-length parallel taxiway and dual north/south taxiways
- A new 400-ft Federal Aviation Administration (FAA) air traffic control tower (ATCT), including a three-story office building with meeting rooms, a building to house an emergency generator, and a two-story parking deck
- Two bridges capable of supporting a 1-million-lb aircraft
- Embankment
- Lighting
- Underground utilities



*New and existing air traffic control towers*

- Storm drainage collection systems
- Wetlands mitigation
- Signage
- Relocation of high-voltage transmission lines and roadways
- Demolition and removal of existing pavement, fencing, buildings, and foundations

The design of the Fifth Runway and associated taxiway presented considerable challenges, including runway placement. Other challenges, such as land preparation, were also considered because of the need for extra landfill. To begin building the new runway, a 5-mile-long conveyor belt system was built to import more than 27 million yd<sup>3</sup> of landfill to the site—enough dirt to fill the Georgia dome more than six times.

Now in year 6 of the 10-year capital improvement program, ATL opened the new runway and parallel taxiway on May 16, 2006, on schedule and under budget. To celebrate the opening of the new runway, a few hundred dignitaries boarded two jets for ceremonial flights from the runway.

Although the Fifth Runway and accommodating taxiway are complete, ATL is continuing further development and additional improvements, including:

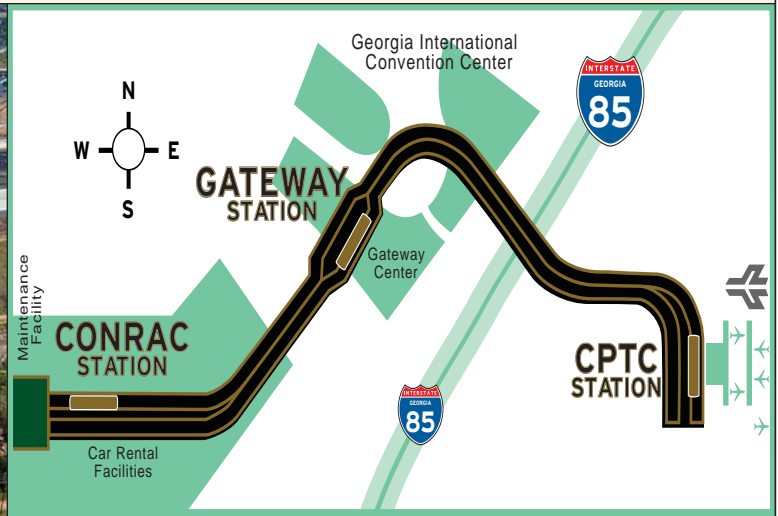
- An additional concourse and a four-gate expansion of Concourse E, which handles international operations
- Overall infrastructure upgrades to the central passenger terminal complex (CPTC), including HVAC equipment, drives and control systems to increase system performance, enhanced compliance with industry indoor air quality standards, and decreased maintenance and energy costs
- A new south terminal complex to handle domestic operations
- Ground access to new international and domestic terminals
- Consolidation of rental car/ground transportation facilities
- Expansion of air cargo facilities
- Improvements and expansion of the existing automated people mover (APM) system to the new international terminal
- New and expanded parking facilities



Runway bridge over I-285

Hailed as the most important runway in America, the Fifth Runway is one of the most complex structures of its kind in the world. Atlanta is one of only a few airports in the world capable of accommodating triple, simultaneous aircraft landings. In addition, the airport has already set many world records, including having the world's longest runway bridge, which spans 10 lanes of traffic over Interstate 285.

Before the runway was completed, a new 400-ft FAA ATCT (the tallest in North America and the second tallest in the world) was erected to allow air traffic controllers to have a clear view of the operations taking place on the new runway. The opening of the new runway and ATCT was a pivotal moment in ATL's history.



Automated People Mover (APM)

Parsons is responsible for the consolidation of rental car/ground transportation facilities. The \$484 million project includes an APM system which will operate from ATL to the new Consolidated Rental Car Facility (CONRAC), with an intermediate stop at the Georgia International Convention Center. The new four-level facility will house a new customer service center, storage and maintenance, and a vehicle fueling positions.

Hartsfield–Jackson Atlanta International Airport's 10-year capital improvement program is slated for completion in 2011. Parsons is delighted to continue its 6-year association with the airport. A veteran in aviation services, Parsons is currently working on numerous large airport capital development programs worldwide, including airports in the United States, Asia, the Middle East, and Europe.