



PORT OF
BENTON

CENTURY
WEST
ENGINEERING

PROSSER AIRPORT
PAVEMENT REHABILITATION &
ELECTRICAL REPLACEMENT PROJECT

JULY 10, 2024

Project Status and Funding Update

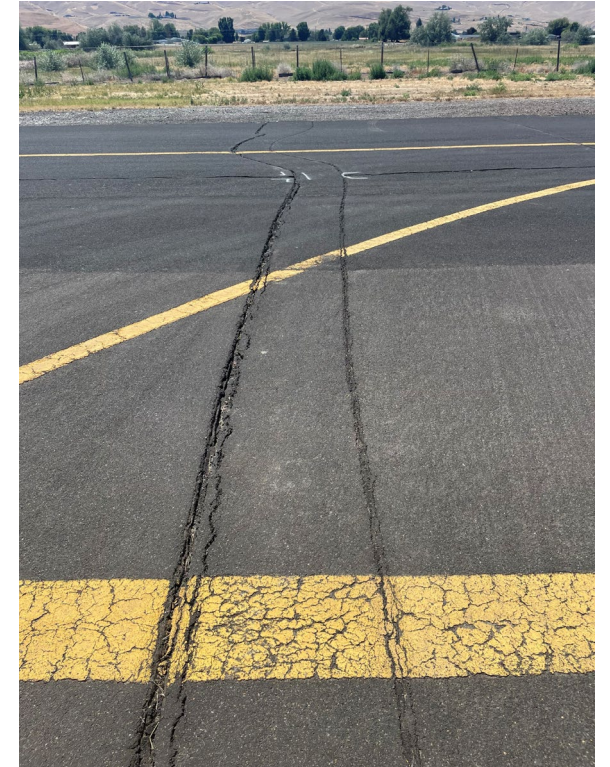
- Project engineering design has been completed.
- The Port is awaiting a grant from FAA to fund construction. The grant will cover 90% of project costs.
 - The project has been a part of the Port's Capital Improvement Plan (CIP) with FAA for years, however the FAA is experiencing unprecedented funding challenges.
 - FAA recently indicated that construction funding is not expected to occur in 2024.
 - This project is in FAA's 3rd tier of projects in the region. FAA may not be able to fund all of the tier 1 projects in 2024.

FAA Project Scope

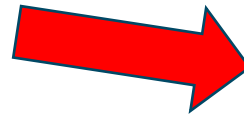
- **Pavement Rehabilitation**
 - Crack repair and slurry seal on asphalt across the Airport
 - Refresh pavement markings across the Airport
- **Electrical Replacement**
 - Replace Runway 8-26 edge lighting system, guidance signs, PAPIs, REILs, primary windcone, and taxiway edge reflectors.
 - Installation of a supplemental lighted windcone (Runway 8)

Pavement Rehabilitation Project Need

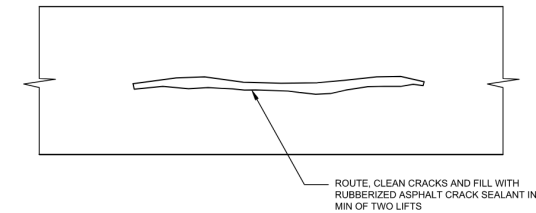
- The existing asphalt has significant cracking (wide and narrow) across the Airport.
- Asphalt needs surface sealant to rejuvenate the bituminous surface.
- Most recent pavement rehab project occurred in 2014.



Pavement Rehabilitation Project Approach

- Narrow crack vs wide crack repair 
- Application of slurry seal
- Refresh of all pavement markings

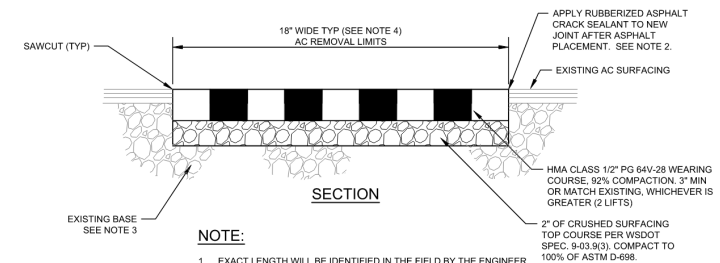
Note: A full-time inspector will be on-site during construction to assure compliance with the design.



NOTES:

1. CLEAR CRACK OF ALL EXISTING SEALER, DEBRIS, AND VEGETATION.
2. VERIFY CRACKS FOR CLEANING AND FILLING WITH THE ENGINEER PRIOR TO BEGINNING WORK.
3. FOR PREVIOUSLY SEALED CRACKS OR CRACKS WITH EXCESS VEGETATION, CLEAN CRACKS WITH HEAT LANCE AND FILL WITH RUBBERIZED ASPHALT CRACK SEALANT IN MIN OF TWO LIFTS.

**CRACK REPAIR FOR
CRACKS LESS THAN 1.5"** 1
NO SCALE C-19



NOTE:

1. EXACT LENGTH WILL BE IDENTIFIED IN THE FIELD BY THE ENGINEER PRIOR TO CONSTRUCTION.
2. TACK ASPHALT FACES OF SAWCUTS WITH PG 64V-28 OIL TACK COAT SHALL BE INCIDENTAL TO OTHER APPLICABLE BID ITEMS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
3. RECOMPACT EXISTING BASE TO 100% OF ASTM D-698 PRIOR TO PLACING NEW CRUSHED SURFACING TOP COURSE.
4. CRACK REPAIR WIDTH MAY BE REDUCED TO 12" IN WIDTH, IF DIRECTED BY THE ENGINEER, FOR UNIFORM CRACKS OF CONSISTENT WIDTH.

**18" CRACK REPAIR FOR
CRACKS GREATER THAN 1.5"** 2
NO SCALE C-19

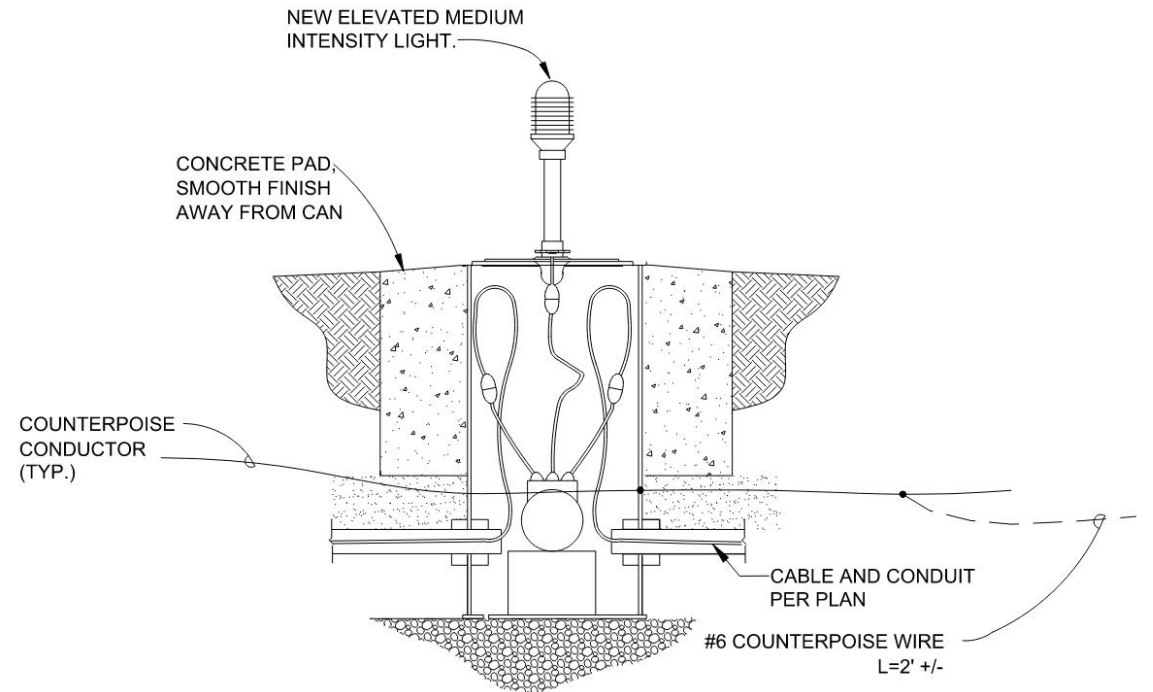
Electrical Replacement Project Need

- The existing electrical equipment is greater than 20 years old, has deteriorated, and become increasingly challenging for the Port to maintain.



Electrical Replacement Project Approach

- New LED electrical fixtures (lights, signs, PAPIs, REILs, and windcones) will be installed.
- Most of the existing electrical cables are direct buried (not in conduit).
- New electrical cable will be placed in new PVC conduit, to be installed in trench as part of this project.



FAA Construction Safety & Phasing Requirements

- Safety is the primary concern for all construction projects at Prosser Airport
- FAA guidance for safety during is followed (in accordance with FAA grant assurances). FAA approves construction safety & phasing plans, which become part of the construction contract manual.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: Operational Safety on
Airports During Construction

Date: 12/13/2017

Initiated By: AAS-100

AC No: 150/5370-2G

Change:

Project Construction Phasing & Schedule

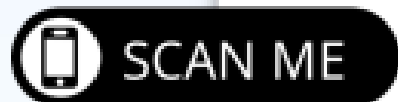
- Runway 8-26 and all taxiways, taxilanes, and aprons will experience closures during construction. These closures are necessary to meet FAA's safety requirements, but the project has been phased to reduce impacts to Airport users to the greatest extent possible.
- Construction and necessary closures will be allowed to occur from 6:00am on Monday until 4:00pm on Friday. No construction related closures are expected to occur on weekends or on federal holidays.
- Work will occur over a continuous 14 weeks (Mon 6am – Fri 4pm)
 - Runway 8-26 will be allowed to be closed for 8 weeks (Mon 6am – Fri 4pm)

Contingency Crack Repair

- The Port is in talks with multiple contractors to see if they can fund crack repair (without FAA funding participation)



Thank You for your Interest & Involvement



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