
Summary Sheet

Location: Baton Rouge Metropolitan Airport (BTR)

Name: Runway 13/31 Runway Safety Area (RSA) and Runway Protection Zone (RPZ) Improvements – Relocation of Plank Road (Hwy.67)

Discussion Items:

I. Purpose: Discuss BTR Omnibus Supplemental Appropriation (FY 2018-2020) to provide funding for a Critical Safety Project at BTR

II. Project: Runway 13/31 Safety Area (RSA)/Runway Protection Zone (RPZ) Improvements - Relocation of Plank Road

III. Justification: The current (2018) Baton Rouge Metropolitan Airport Master Plan provides a *Recommended Development Plan* identifying existing roadways and structures within the Runway Safety Area and Runway Protection Zone for Runway End 31, which mandate a displaced threshold and declared distance to alleviate airspace concerns and deficiencies in the Runway Safety Area. In its current location, a portion of Plank Road prevents the utilization of the runway to its full capacity. The Airport desires to reclaim the runway length lost due to these deficiencies. Relocating Plank Road accomplishes:

- Recovery of the Runway End 31 threshold as a result of the relocation of Plank Road;
- Establishment of a full standard Runway Safety Area (RSA) by relocating Plank Road;
- Ownership/Control of Runway Protection Zone (RPZ) as a result of the relocation of Plank Road;
- Removal of Plank Road from the RPZ as a result of the relocation of Plank Road;
- Elimination of the Engineered Materials Arresting System (EMAS);
- Establishes a 200 x 200 foot blast pad;
- Relocation of associated NAVAIDS, fencing & airport perimeter road.

IV. Project Estimated Cost: The total estimate of the project as recommended in the Master Plan is approximately \$50 million. It is in the design phase with initial funding provided by an FAA and LaDOTD matching grant totaling \$6,555,556. Approximately \$43,500,000 in additional funding is the value of the Omnibus request to complete the project.