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Clear for Takeoff

Atlanta International Airport Retaining Wall Repaired

Atlanta, Georgia

COMMERCIAL PROJECT OF THE YEAR FINALIST

The Hartsfield-Jackson Atlanta International Airport expansion project included a Georgia Department of Transportation retaining wall for the Runway 11 expansion. Precision 2K, the general contractor for the new wall, began work in December 2024. However, the initial 240-foot section, completed in January 2025, immediately experienced differential settlement. Further geotechnical investigation confirmed the wall was founded on unsuitable soil.



ATLNEXT, the airport's engineering firm, contacted Atlas Piers of Atlanta to assess and propose a solution to halt the settlement. The Atlas team submitted a repair concept utilizing 98 ECP resistance piers, sometimes also referred to as push piers. After a competitive bidding war between Atlas and 4 other local contractors, Atlas Piers was awarded the project. They were the only contractor able to provide a solution that minimized the 6-foot eccentricity of the cantilever foundation from the edge of the footing to the wall stem without damaging the reinforcing rods within the footing.

Mr. Bob Turton, P.E., of Oakhurst Geotechnical Services, completed the formal repair design. Upon receipt of their accepted submittal package, the product was shipped directly to the job site and work commenced immediately. Ultimately, Atlas Piers of Atlanta installed 101 3-1/2" resistance piers to an average depth of 100 feet, completing the project in 22 working days.



This job came with its own unique set of challenges. Working at the Atlanta airport, the team needed to gain security clearance and badges for daily admittance to the secure section of the airport. Coming up with a creative solution to minimize the 6-foot eccentricity of the cantilever foundation required thinking outside the box. ATLNEXT was adamant that none of the reinforcing rods within the footing could be damaged.



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The Atlas team was no stranger to the badging process and began working to secure access for their men immediately upon receipt of the letter of intent. All of their men were granted access within 2 weeks. Atlas was granted special access for 5 men through an alternate gate near the project site utilizing a HJAIIA approved professional escort company that remained with the team throughout the project.



Utilizing the 3-1/2" resistance piers and advancing them through cored holes in the footing with wall mounted brackets was the solution that landed Atlas the project. References to several other projects at the Hartsfield-Jackson Atlanta International Airport that utilized resistance piers is what convinced the owner, general contractor, and engineers that the project would be successful. Ground Penetrating Radar was used to locate all the reinforcing rods within the foundation so they would not be damaged by coring the holes.

Atlas Piers of Atlanta installers: Chad Costello, Hollis Myers, Tyler Lee, Noah Farris, Gavin Sarver, Demond Wallace.



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