



## MEMO

To: Dave Palmer, Airport Manager

From: Paul Wescott, P.E., Airport Engineer

Date: October 2, 2008

RE: Airport Project Report

### Permits:

- Tom Carson is consulting with the Corps of Engineers to determine just what kind of documentation will satisfy it enough to write up a Record of Decision. There's a difference between what satisfies FAA and what satisfies the Corps. Tom is on top of the situation.
- CBJ permits are in-hand.
- The State has found the overall and MALSR projects consistent with the ACMP. The various State agencies are in process of writing up the permits.

### RSA:

- DOWL is preparing a proposal to cover necessary additional survey work, an ALP update, etc.
- DOWL broke out a strictly RSA-related cost estimate. DOWL was directed to prepare a bid package of two phases (triggered by NTPs): 1 – east end RSA plus NE development area fill and GSHP loops; 2 – west end RSA and relocate Duck Creek. The intent is to award one contract for the work and issue the Phase 2 notice to proceed when the FAA money comes into the project.
- DOWL state that the plans have passed 75% stage. Everything seems to be on schedule for an early 2009 bid date.
- I published a webpage with an overview of the RSA project (<http://www.juneau.org/airport/projects/index.php>). I also put up the historic photos showing the original dredge project (<http://www.juneau.org/airport/HistoricPhotos.php>).

### Block O:

- There have been drainage problems behind the hangars. M&O staff is preparing to install a catch basin and pipe draining to the Taxiway Alfa ditch. The area behind the hangars will also be regraded so that runoff goes into the catch basin before it gets into the hangars.

Block I:

- The hangars are nearing completion except for sewer and water. The permit folks would like a flow test of the hydrant by the Civil Air Patrol hangar. The builders are responsible for whatever engineering is needed.

Terminal Project, Phase I:

- The site work in front of the terminal is about done, maybe some signage yet. The area is open to taxis and pedestrians. I spoke to Pete Hildre about the cracked new sidewalk. He said that he had difficulty finding the crack again, indicating that it is quite small. The crew reportedly sealed it very well. I'm not too concerned - if the heating loops hold pressure okay - since concrete is more or less destined to crack no matter what. There's plenty of rebar in the sidewalk to keep cracks small.

Other:

- Alaska Air and HNTB (Alaska Air consultant) haven't submitted anything new for the ASA cargo terminal SIDA plan since the review plan set of September 11, 2008.
- I've been assisting the Planner in putting together CIP data sheets so that adequate funding becomes available at the proper times for the RSA project. I also sketched up a map of the various subprojects so that the FAA's reviewers know what goes where. Last word from FAA is that everything looks good.
- I inspected and photographed heavy aircraft wheel ruts in the new Delta-1 ramp pavement. The ramp is intended for transient aircraft, but the transients using it may be too heavy. I've been looking for a project Engineer's Design Report to see what the specs were for the new pavement. What piqued my interest is that the new, heavier-duty apron has ruts and the old not-so-heavy-duty apron does not.
- R&M and CBJ (Terry Stone) are working out a Delta-1 Ramp Project contract issue. The project is closed, but there are possible amendments and invoices outstanding.
- I drafted up a sketch plan for a temporary rental car lot on the ramp north of the terminal. Jerry figures his crew can work with it as presently shown. Typical existing stall is 8-1/2 by 18 feet. The compactors will have to be rotated 90 degrees. We'll need about 600 feet of temporary fence and a gate wide enough to drive a 20-foot blade through. I'm researching temporary fence in hopes of finding a product that doesn't require posts being driven through the asphalt. I have an e-mail in to the ANC Airport Engineer and Field Maintenance Chief.
- I am drafting new security figures for Patty.
- Several FAA and State Aviation officials visited on October 1. They were: Randall S. Fiertz (FAA Airport Compliance & Field Operations Director), D. Kirk Shaffer (FAA Airports Associate Administrator), Boyce E. Adams, Jr. (FAA Office of the Administrator Special Assistant), Byron K. Huffman (FAA Alaska Region Airports Division Manager) Christine E. Klein (Alaska DOT Deputy Commissioner Aviation) and Rebecca J. Cronkhite (Alaska DOT Statewide Aviation Transportation Planner I). We showed them around the airport and discussed current JNU issues. Seemed like a productive meeting; the D.C. folks think that they can get several stumbling blocks moved aside. One comment made in response to the concern that JNU is looking for a lot of funding was "We're used to spending a lot of money on one airport."