



MEMO

To: Dave Palmer, Airport Manager

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

Date: June 12, 2008

Re : **AIRPORT PROJECTS**

Permits:

- Carson Dorn continues pursuing a permit to do the RW 8 MALSR work in the Mendenhall River.
- A Carson Dorn contract amendment covering expenses (about \$10,000) for additional Mendenhall River work required for the RW 8 MALSR project has been signed.

RSA:

- The 60% dredging plans are being reviewed.
- I met with Brian Hanson, P.E., and Angela Smith, P.E., of DOWL on June 4, 2008, to discuss 60% plan features.
 - We visited with Airport Architect Catherine Fritz. She suggested changes to the configuration of the pond side finger to be dredged which seemed to be agreeable to all. A sketch will be sent to DOWL.
 - DOWL suggested two options for TW Bravo intersection at RW8. A sketch of the preferred option will be sent to DOWL.
 - We toured the project area. DOWL took many pictures.
 - I pointed out the weather instrumentation that cannot be moved or at least cannot be moved very far.
 - Because the proposed road around the end of the RW 8 RSA is high relative to the pond perimeter road, it would be difficult to tow a floatplane around a hairpin turn back to the existing floatplane ramp. We decided that the ramp should be moved to the SW corner of the pond.
 - We visited with Maintenance Superintendent Jerry Mahle and filled him in on what we're planning. He reiterated the need for 15 to 20 feet of paving outside the lights so the crews can properly and efficiently remove snow. He also lobbied for EVAR work and fencing at the south and east sides of the pond. He'd like to be left with a pile of sand (approximately 11,000 yards) from which to make runway sand. This material can be stockpiled in the NE Development Area.
 - DOWL will deliver a set of 60% plans by July 15, with a meeting in August to discuss same..

- I gave DOWL a copy of the 2006 airport photo by Aerometric that shows the entire airport in one frame. It's handy for overlaying plans.
- DOWL schedule estimates bid-opening in February 2009. They assure me that they are on schedule and have added about three engineers to the project to keep things moving along.
- I told them to use State airport specs. Contractors are most familiar with that set of specs since most airports on which they may have worked belong to the State. I will provide some City boilerplate for the front section.

Block O:

- Block O hangar is under construction.
- We received a 4-foot catch basin for use in construction of a storm drain for the Block O area. We'll install it as soon as Jerry has personnel and time to spare.
- The owner of one hangar unit was directed to remove a concrete foundation obstruction in the new ditch north of the building.

Block I:

- AEL&P has installed power lines to the proposed Block I hangars. I photographed and as-built the location of the work.
- The hangars under construction are located as we last discussed – 4.5-foot setback in front, 1.5-foot setback in rear.

Terminal Project, Phase I:

- I attended a meeting at the terminal on May 30th to work out pedestrian and vehicle circulation as the civil work out front of the terminal is done. That work is scheduled to begin June 5, 2008.

Other:

- Jerry and I worked with the hangar folks to get safety plans in place. Later, we did so again for AEL&P. Jerry supplied barricades and flags as necessary.
- The City Cartographer completed a map showing FAA 7460 contours on a City topographical map. This can be used to see if the FAA should be notified of construction anywhere within four miles of the airport. CDD was very helpful in putting it together.