



MEMO

To: Dave Palmer, Airport Manager

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

Date: November 6, 2008

RE: **Airport Projects Update**

Permits:

- Carson-Dorn is consulting with the Corps of Engineers to determine what 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 expects that the Corps will draft a Record of Decision soon. The Corps is understaffed which is slowing things up. Tom expects to deliver an update Nov. 7 (Corps person is out for a couple of days).
- Tom Carson is drafting a Contingency Agreement to remove the roadblocks associated with a land transfer that will hopefully be approved by all parties.
- CBJ Permits are in-hand.
- Carson-Dorn is drafting a T&M proposal for an amendment tasking the firm with watching over permit issues as necessary during construction.

RSA:

- DOWL prepared a proposal to cover necessary additional survey work, an ALP update and other tasks not included in the contract or previous amendments. The amount is \$261,383. This is Amendment No. 5, which is circulating for signature.
- 90% plans were posted on the ftp site 10/31/08 and hard copies delivered 11/3/08. I am in the process of reviewing plans and specs.
- DOWL says to expect 100% plans to be completed in December with bid package put together by mid-January. Plans and specs seem to be on schedule for an early 2009 bid date.

Block O:

- M&O staff installed a catch basin and pipe draining to the TW Alfa ditch. The area behind the hangars was also regraded so that runoff goes into the catch basin before it gets into the hangars. They did a good job. At the moment, the storm drain water runs to a fill area which is a little higher than the pipe invert so a little pond forms there. That'll go away. It will eventually drain into the Taxiway Alfa ditch after additional pipe is added when the fill is completed.

Block I:

- Dave talked CBJ into conducting flow tests of two hydrants, one near the Civil Air Patrol hangar and the other near Block O. Both hydrants have more than the required 3,000 gpm fire flow available. The Fire Marshal told the building department that it could issue occupancy certificates.

Terminal Project, Phase I:

- I accompanied the contractor and consultant on a walk-through of the sitework in front of the terminal. It's about done, maybe some signage and landscaping repairs for next Spring. The consultant and contractor think that runoff may be dripping into the sidewalk heating tube manifold vault through the frame and lid although it could be groundwater seeping in. They're working on a method of sealing the vault lid in case it's runoff. If it's groundwater, they'll have to come up with a Plan B. In any case, we'll have to keep an eye on the situation so ice doesn't damage the manifolds.

Terminal Project, Phase II

- Everyone has agreed on a plan to temporarily use part of the apron north of the terminal for a rental car lot during construction of the terminal expansion. The lot driveway entrance will involve concrete and asphalt work, so I'm drafting an RFP to get it done.
- CBJ has minimal permitting concerns about the proposed driveway entrance on Shell Simmons. I sent revised drawings in answer to questions from permitting. I'm verifying utilities in the area; we won't be going deep, but there are telephone and electrical lines in the area.

Other:

- The Airport approved the layout for an Alaska Air Cargo SIDA area.
- Last month I inspected and photographed aircraft wheel ruts in the new Delta-1 (now Echo-1) ramp pavement. The ramp is intended for transient aircraft, but some of the transients using it may be too heavy. It was designed with 737s in mind, but apparently economics dictated that stabilized base and subbase recommended by FAA for aircraft over 100,000 pounds not be used. So the area has both C-17 and 737 ruts in it. The C-17s that stopped by earlier in the year reportedly weighed in the neighborhood of 420,000 pounds and the bigger empty 737s weigh maybe 110,000-140,000 pounds depending on fuel and equipment.
- The Air Force, after an e-mail discussion with the Airport, directed that C-17 crews not taxi/park on the new Delta-1 ramp. Consequently, a pair of C-17s delivering defense-related equipment on 10/31/08 parked on Taxiway Alfa to offload. The local Guard fellow told me that the operation went smoothly except for an equipment glitch.
- R&M and CBJ (Terry Stone) are working out a Delta-1 Ramp Project contract issue. The project is closed, but there are financial issues outstanding.

- T. W. Hall began repair of the dip near the runway centerline just east of TW Foxtrot using his special infrared method. He was interrupted by rain after he had added maybe a half-inch to one-inch lift, blended it in, rolled it and swept the area. Mr. Hall will return on another dry day to add another inch of material at no additional cost. Mr. Hall said that he is getting equipment to rehab long, narrow strips of pavement. His present equipment is best for localized areas, potholes, etc. The strip equipment can repair longitudinal cracks more efficiently.



RW Dip about 2 inches deep



After heating, work the material



Rolling (note approaching rain)



Finished repair (more to come...)



Finished interim repair