

# ATTACHMENT #1



MEMO

TO: Patricia deLaBruere,  
JNU Airport Manager

DATE: February 6, 2014

FROM: Ken Nichols,  
JNU Airport Engineer

RE: Engineer's Report

## General

In the past month, two major capital projects and one planning project are on-going. Project specific summaries are presented below for each project.

I am now a registered professional engineer in Alaska. My license number is 14098.

## Airport Sustainability Master Plan

A draft RFP has been circulated for review. I expect the Request for Proposals (RFP) to be finalized next week and advertised beginning on February 19, 2014. The draft RFP contains an outline of scope of work elements related to FAA required airport master plan elements and possible sustainability elements. The RFP is intentionally vague regarding scope elements so that we can negotiate the final scope of work to include the elements most important to our airport. The final scope of work should include a balance of economic, social, and environmental sustainability initiatives. If special studies or work products are desired that are not Airport Improvement Program (AIP) eligible, local funding sources may be required.

## Runway Safety Area Expansion (RSA) Phase IIA

Final project accounting is ongoing including procurement of additional grant funds for change orders on the project. Two grants will be modified. Matching funds will come from additional dirt royalties.

Federal Aviation Administration (FAA) (Airports Division) has stated that AIP will not participate in funding the \$375,000, which was the agreed settlement for the repairs of the threshold bar. We are going to prepare a detailed response justifying the actions taken to keep the airport open and will pursue reimbursement from the facilities side of FAA (Engineering Services).

Final approach lighting system installation by FAA's contractor is complete and commissioned. Final clean-up work will be completed in the spring.

I have sent out a solicitation to our term agreement firms to provide permit close-out services for the numerous permits associated with this project. It is expected that some permits will simply be extended until a later date when the permitted activity might be completed. Based on the work to be completed and the monitoring required by some of the resource agencies, some elements of this project will be on-going for at least two more years. Some permits will be closed as the permitted work is complete.

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### **Runway 8/26 Rehabilitation**

Comments on the 90% design documents were passed along to the design consultant and the bid-ready package is nearing completion. The final documents are expected from the consultant next Monday. The phasing and schedule for the project was changed significantly based on the decision at the last Board meeting to break the project into two construction seasons.

The work will be phased as follows: Initial work such as the temporary tie-downs, taxiway extension, taxiway relocation, temporary NAVAIDs installation and flight checks, as well as procurement of long lead-time items will be completed in 2014. The goal is to get everything ready for an early construction start in 2015 that will lead to completion of the runway pavement rehabilitation, Jordan Creek culvert replacement, and lighting replacement earlier in the construction season than would be possible if the project were to be constructed in one season.

The FAA completed their Safety Risk Management (SRM) panel here in Juneau on January 7-9, 2014. As a result of the SRM panel discussion, more frequent updates will be published on the airport website and distributed by e-mail to tenants during the construction project.

### *Tree Removal*

Related to the runway rehabilitation project, two tree groups were identified by Alaska Airlines on the island in the Mendenhall River west of the airport as obstructions. After further evaluation, these trees do not need to be removed.

### **Air Cargo Hard Stand**

The pavement condition at the parking position for the Alaska Airlines cargo plane is in very poor condition due to stresses from heavy loads. I am in the preliminary phases of putting together a project that will replace the poor asphalt pavement with a concrete hardstand. There are Passenger Facility Charge funds from PFC 7 identified for installation of this hard-stand. Adequate funds remain in the capital improvement project fund to complete the work. Initial discussions with Alaska Airlines will take place in the next month to establish design criteria.