

ATTACHMENT #3



MEMO

To: Dave Palmer, Airport Manager

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

Date: April 8, 2008

Subject: **AIRPORT ENGINEER MONTHLY REPORT**

Permits:

- A permit to cut the Mendenhall River bank to allow standard installation of MALSRs while not obstructing navigation may require an EA. The Consultant is exploring other options with all the interested parties.
- A Carson Dorn contract amendment is downtown for signature. The amendment will cover expenses for required hydrologic studies and incidental consultant work.

RSA:

- I am meeting/corresponding with DOWL to finalize conceptual layouts for the northwest and northeast development areas.
- DOWL reports that it is focusing on completing the dredging plan at this time.
- DOWL suggests that development area plans are somewhat dependent on what the new SWPPP will say. I think we know enough about what it will say to complete development area designs covering work for the next season or two (not counting this construction season).
- I've been coordinating with Ted to get the funding worked out.

Block O:

- I submitted a drainage plan to the permit folks downtown. I followed up with reports and photos of work completed or in progress, notably the fantastic berm Jerry built along the east end.
- I provided grade stakes for a ditch to drain the area behind the proposed new hangars in Block O. The ditch was to drain to a storm system crossing the apron to the TW Alfa ditch. Jerry and I reworked the design to include a lateral drain along the back of the hangars that will allow the ditches there to be much shallower. A future lateral storm drain behind the existing Block O hangars will also be possible.

- Jerry can't start storm sewer installation work until the transformer between hangars is moved to a code-compliant location. I've been pestering AEL&P to do the work, but where they want to put it is busy at the moment.

Block I:

- I am researching utilities in the vicinity of the new part of Block I preparatory to construction there. I've got a request in to AEL&P to de-energize the lights that will have to be removed before the hangars are built. They appear to be on a dead-end string powered from the transformer just east of Civil Air Patrol. Other utilities are not problems. The Toner-Nordling plans address the storm drain crossing the area.
- I gave one prospective tenant a copy of the Toner-Nordling plans for the hangar layout. He's not fond of stepping the floor elevations, but in order to build soon, that's the only option that won't result in big slopes up to the doors of the end hangars. Making all the floors the same elevation would require redoing the taxilane between the new hangars and the existing ones to the north and other storm drain, grading and paving work nearby to make it all drain properly.
- Bill Pence is fixing a glitch that you found in the recorded plans.

Terminal Project, Phase I:

- I've been sitting in on meetings Catherine set up to coordinate the Phase I civil work and the terminal roofing, siding and window work. I have been directed to make sure the civil and security contract requirements are followed as work progresses.

Other:

- Jerry and I have been looking at other areas in the vicinity of Blocks N and O for future drainage work. We also discussed the tie-down area at Yandukin and Jordan Creek. It will be tough to drain when built out if the runoff isn't to go to Jordan Creek. Initial lease space storm drain work nearer TW Alfa will have to be designed to accommodate future extensions to the north.
- I've been drafting text and graphics for the airport web page. Not much to say so far with RSA work except "We're working on it!" and dazzle them with graphics. I'd like to put up information on other miscellaneous development on the airport, too.
- I've been reviewing CBJ Code related to airport matters.
- I've been slowly sorting through the stacks of as-builts and other documents Operations delivered to the Projects Office.