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MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: August 8, 2019

Project specific summaries of project status and activity are presented below.

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both JNU and DOWL continue to work with the Contractor (SECON) on the correction of a few outstanding work (punch-list) items and on project close-out documentation. Final payment has not yet been made to SECON.

As the engineers of record, DOWL continues to provide construction administration and inspection services for this work.

Float Pond Improvements: The project has been determined to be Substantially Complete, and both JNU and PND Engineers continue to work with the Contractor (Southeast Earthmovers) on the completion of the last remaining work items and on project close-out documentation. Final payment has not yet been made to Southeast Earthmovers.

Work that remains to be completed includes insulating the existing six-inch force main which passes through the valve vault and the testing of the 36-inch valve actuator and remote actuator control. The delivery of the actuator control has been delayed, and is now scheduled to arrive in Juneau in mid-August. These electrical components will be tested as soon as the components have been installed.

As the engineers of record, PND Engineers continues to provide construction administration and inspection services for this work.

Taxiway A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project was first advertised for competitive bid on July 25, 2019 and bids are due on August 22, 2019.

Project plan holders as of July 31 include:

Colaska dba SECON – Juneau, Alaska	Prime Contractor
Granite Construction Company – Anchorage, Alaska	Prime Contractor
Knik Construction Company – Anchorage, Alaska	Prime Contractor
Glacier Construction Services, Inc. – Mukilteo, WA	Subcontractor

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A pre-bid meeting was conducted on August 8, 2019. Attendees included; Colaska (SECON), Granite Construction Company, Miller Construction (Terry Miller), Ever Electric, Alcan Electric and PDC Engineers. The meeting agenda included a review of the project schedule, the scope of work, the project management and inspection structure and a brief summary of the Disadvantaged Business Enterprise and Buy American requirements. Several good questions were raised in the meeting which will be addressed within Addendum No.1 that is to be released next week.

JNU has expanded the construction phasing to allow the Contractor the full 2020 and 2021 construction seasons to complete all Phase 1 and Phase 2 work. The phasing schedule for all work will be as follows:

Phase 0 – Initial Project Start-Up – 2019 Construction Season:

This phase begins on the date of issuance of the Owner's Notice-to-Proceed (NTP) which is estimated to be late September or early October 2019. Work will include the completion of administrative and materials submittals, materials procurement and the start of work on the construction of the Airfield Lighting Regulator Vault (ALRV) addition to the existing Snow Removal Equipment Building (SREB). At the Contractor's option, work may extend through the winter of 2019 and into the spring of 2020. Anticipated duration: Up to 184 days or 26 weeks. (From NTP to start of Phase 1) Assumed 90 days of potential productivity by Contractor (submittals and ALRV construction start-up).

Phase 1: ELEVEN Work Sub-Phases – 2020 Construction Season:

This phase begins on April 1, 2020 and shall be Substantially Complete on or before July 18, 2020. Final Completion shall be achieved on or before September 30, 2020. Work will include the installation of temporary facilities to use Taxiway H as an active Taxiway, the relocation of Taxiway D1, the rehabilitation of the Taxiway H pavements by mill and overlay method, extension of Taxiway H and the completion of the new ALRV addition. Winter shut-down will take place between Phase 2 and Phase 3. Anticipated duration: 108 calendar days or 15.5 weeks.

Phase 2: TEN Work Sub-Phases – 2021 Construction Season:

This project phase begins on April 1, 2021 and shall be Substantially Complete on or before September 29, 2021. Final Completion shall be achieved on or before October 29, 2021. Work will include: the Realignment of Taxiway E, replacement of the Jordan Creek culvert under Taxiway A, rehabilitation of the Taxiway A pavements by mill and overlay method, airfield lighting controls cut-over from the existing ALRV to the new ALRV, airfield lighting improvements and restoration of temporary facilities to final configuration. Anticipated duration: 181 calendar days or approximately 26 weeks.

Other TWY A-D1-E milestones:

The 100% project construction/bidding documents have been furnished to the Federal Aviation Administration (FAA). The construction Reimbursable Agreement with the FAA has been finalized. The 100% Construction Safety and Phasing Plan has been reviewed and approved by the FAA.

As the project Engineers of Record, PDC Engineers has been requested to provide a fee proposal to provide limited Construction Administration services during all construction phases. This proposal will be incorporated into the current design contract by Amendment 4. PDC Engineers will be tasked with coordinating with JNU and with the Construction Administration & Inspection (CA&I) services consultant to insure that all work completed by the construction Contractor complies with

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the requirements outlined within the project construction documents. PDC Engineers will review all submittals, including the Contractors Safety Plan Compliance Document (SPCD), will develop all Request for Proposals (RFP) as may be needed to address changes in the scope of work, will conduct periodic inspections at major milestones, will review and compile project as-built documentation and assist with project close-out. This work has been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

The RFP to obtain limited CA&I services during all phases of construction was advertised on August 2, 2019. A pre-proposal meeting was conducted on August 6, 2019. Attendees included representatives from PDC Engineers, DOWL, proHNS, and Wilson Engineering. Proposals by qualified consultants are due on August 27, 2019. This work has been determined by the FAA to be AIP eligible and allowable for AIP participation.

Air Traffic Organization (ATO) and the FAA will conduct a project Safety Risk Management (SRM) panel review on August 28 and August 29 in Juneau.

PFAS Site Assessment: Cox Environmental has submitted a draft Sampling & Analysis Plan to JNU for review. When finalized, this plan will be submitted to the Alaska Department of Environmental Conservation for review and approval. This Sampling & Analysis Plan outlines the proposed methodology for the installation of six new ground water monitoring wells that will be placed along the west, south and east sides of the airfield. The plan also outlines the procedures for the sampling and analysis of groundwater from the new wells, and from 16 existing wells, for the presence of petroleum contamination and to screen for polyfluoroalkyl substances (PFAS) remaining from the use of airfield firefighting foam (AFFF) in past airfield training operations. Cox Environmental will be drilling the groundwater sampling and monitoring wells in the five areas identified by JNU as known locations where AFFF has been released in the past. The drilling work is currently scheduled to take place in mid-to late August 2019.

Ward Air Hangar Expansion: Work has not yet started on the construction of the new maintenance hangar. Tom Williams with Ward Air has advised that there is a good chance that they will not be breaking ground on the new hangar that will be located on Lots 15, 16, 17 and 18 of Block K until very late this fall or next spring.

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

Parking Lot Repairs: In a July 22 meeting, Martin Klein with Republic Parking indicated that they are interested in upgrading a portion of the public pay parking lot facility. Republic Parking is primarily interested in completing upgrades to the two exit booths that are located in the southeast corner of the public pay-parking lot. See the circled area in Figure 1 below. The existing booths are in poor condition, and Mr. Klein indicated that they would like to remove and replace both of these booths. One of the booths would be un-manned and fully automated. The other booth would be manned, and would need to be enlarged to provide an accessible entrance and an accessible restroom. Mr. Klein indicated that the enlarged manned booth would most likely require the relocation of the existing employee parking lot exit lane to provide the additional space needed to create the accessible entrance ramp and landing into the booth. Republic will draft up a proposed plan for these revisions for review by JNU. When told that JNU has no money to contribute to any parking lot upgrades, Mr. Klein said that Republic Parking would be willing to fund this work. JNU has not yet received Republic's work proposal.

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Figure 1: Public Pay Parking Lot & Employee Parking Lot Layouts

The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed by JNU Airfield Maintenance in the potholes that had formed in the public parking lots remains in place. This work represents a short-term fix. Many areas within these asphalt paving installations are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.