

## ATTACHMENT #2



### MEMORANDUM

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TO: Patty Wahto, Airport Manager

DATE: September 5, 2019

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

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 Juneau International Airport (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. The 36-inch valve actuator and remote actuator control have been installed, tested and accepted.

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

**Taxiway (TW) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** A single bid was received for the TW A-D1-E project on August 22, 2019. The single bidder was Colaska d/b/a SECON. Bid results were as follows:

Engineer's Estimate:	\$ 17,747,931.50
Colaska SECON bid:	\$ 21,801,430.00
Overage:	\$ 4,053,498.50

The project AIP Grant application was revised to reflect this overage and was submitted to the Federal Aviation Administration (FAA) in advance of the August 30 grant application deadline. The FAA has tentatively advised that the grant will be awarded, but is several days away as the funds are still being gathered.

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The construction phasing for all work remains 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 1 and Phase 2. 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.

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration (CA) services during all construction phases. PDC Engineers will coordinate with JNU and with the Construction Administration & Inspection (CA&I) services consultant to insure that all work completed by the construction Contractor complies with 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. The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

Proposals by qualified consultants to provide limited CA&I services during all project phases were received on August 27, 2019. Proposals were received from DOWL and from PDC Engineers. CBJ Engineering has assembled a five-member panel which is currently reviewing and scoring these two proposals. Following the selection and contract award process, JNU will work with the successful consultant to develop a detailed scope of work and associated fee proposal for all project work phases. The costs associated with the CA&I work have been determined by the FAA to be AIP eligible and allowable for AIP participation.

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Air Traffic Organization (ATO) and the FAA conducted a project Safety Risk Management (SRM) panel review on August 28 in Juneau. The panel limited their review to Phase 1 of the project, and suggested that a second panel be convened sometime after July 18, 2020 to review Phase 2. The panel wanted to be able to incorporate lessons learned from Phase 1 to their review of the second project work phase. For Phase 1 of the project, safety concerns raised by the panel included:

- Proximity of ground traffic and construction operations to helicopter departure-arrival areas.
- Potential delays to helicopter arrivals-departures due to ground traffic.
- Process needed to route towed aircraft around construction work areas.
- Process needed to clearly direct ground traffic around construction work areas.
- NOTAM process to include visual components to identify construction work areas.
- JNU or ATO to assume responsibility for ground traffic control during construction.
- Revise location of movement area/non-movement area boundary to facilitate control of ground traffic.

The ATO and the FAA have not yet released their recommendations for Phase 1 of the project. JNU is standing by to implement these recommendations prior to the start of construction.

**PFAS Site Assessment:** Cox Environmental has submitted the final Sampling & Analysis Plan 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 has been pushed back pending approval of the Sampling & Analysis plan by the Alaska Department of Environmental Conservation.

**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.