

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: November 7, 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 Juneau International Airport (JNU) and DOWL continue to work with the Contractor (SECON) 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 project close-out documentation. Final payment has not yet been made to Southeast Earthmovers.

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: The Federal Aviation Administration (FAA) has issued its concurrence to award the TWY A-D1-E project bid to SECON. CBJ Engineering has not yet issued the Notice-of-Award, Notice-to-Proceed because of an unresolved tax compliance issue with one of SECON's subcontractors.

DOWL has been awarded the contract to provide Construction Administration & Inspection (CA&I) services during all project work phases. DOWL will fill the role of Project Engineer through all phases of construction and will coordinate directly with SECON, with Air Traffic Control, with the project Airfield Safety Officer and with airfield users in all project related matters. JNU continues to negotiate with DOWL to establish a fee proposal for this work. The costs associated with the CA&I work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration services during all construction phases. PDC Engineers will coordinate with JNU and with DOWL to insure that all work completed by the construction

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Contractor complies with the requirements outlined within the project construction documents. PDC Engineers will review all submittals, including the Contractors Safety Plan Compliance Document, will develop all Request for Proposals 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 AIP eligible and allowable for AIP participation.

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 now estimated to be mid-November 2019. Work to be completed in this phase will include the completion of administrative and materials submittals and the ordering and shipping of construction materials. The Contractor has elected to not start work on the construction of the Airfield Lighting Regulator Vault (ALRV) addition to the existing Snow Removal Equipment Building (SREB) during this initial project phase. Anticipated duration: Up to 184 days or 26 weeks (from NTP to start of Phase 1).

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

This phase begins on or before 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 or before 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.

PFAS Site Assessment: The final Sampling & Analysis Plan has been approved by the Alaska Department of Environmental Conservation. 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 (subcontractor) 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 will take place the week of Nov 11-15, 2019.

Ward Air Hangar Expansion: Ward Air started work on the construction of their new maintenance hangar. Work is expected to continue through the winter.

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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: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot. Martin Klein with Republic Parking recently advised that he is working with ALCAN Electric to evaluate power requirements associated with the proposed replacement of the exit booths that are located in the southeast corner of the public pay-parking lot. Republic has not yet submitted a proposed plan for these revisions for review by JNU.

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 "alligating" 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.

Ramp Lighting Upgrades: A light fixture product has been identified that meets the FAA's Buy American requirements, and JNU is proceeding with the development of this project. The scope of the project is being coordinated with the Terminal Reconstruction project, and revised to eliminate the proposed new light fixtures on the Airfield Maintenance Building and Alaska Air Cargo area, and to introduce site lighting at the aircraft wash-down area in the Northwest Development Area. The costs associated with this work have been determined by the FAA to be AIP eligible and allowable for AIP participation.