

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: February 6, 2020

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

Snow Removal Equipment Building (SREB): Juneau International Airport (JNU) has coordinated directly with the manufacturer (International Door) to address problems encountered with the guide roller bearing installations on the large exterior doors on the SREB. The bearing assemblies were improperly installed at the factory and International Door is currently on site to repair / replace these assemblies at no cost to JNU. This work is expected to be completed on or before February 18, 2020.

JNU has also coordinated with International Door to inspect and assess the post-impact condition of the large exterior Wash Bay door. International Door has ordered the necessary parts, which are expected to arrive this week or early next week. International Door will repair the door while they are in Juneau, eliminating the travel / lodging costs and reducing the overall door repair cost.

Snow Removal Equipment Building (SREB): JNU has coordinated directly with ECI Architects and PND Engineers to finalize the design of new trench drain covers for the Wash Bay trench drain. These new galvanized steel plate covers are intended to replace the original light duty bar grating that has been damaged / deformed by rolling vehicle loads. The new trench drain covers have been designed to accommodate JNU's heaviest vehicles. JNU is currently working on finalizing a Request for Quote (RFQ) package that will be released to steel fabricators for competitive quote.

Sand-Chemical Building: JNU has coordinated with the manufacturer (International Door) to address problems encountered with the guide roller bearing installations on the large exterior doors on the Sand-Chemical Building. The bearing assemblies were improperly installed at the factory and International Door is currently on site to repair/replace these assemblies under the one-year project warranty and one-year door warranty. This work is expected to be completed on or before February 18, 2020.

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 finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU continues to review these documents.

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Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and City & Borough of Juneau (CBJ) Contracts, final payment has been made to the Contractor (Southeast Earthmovers).

PND Engineers has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU has submitted its review comments back to PND and is currently waiting for these documents to be finalized and returned.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:

JNU has applied for and obtained the Building Permit from the CBJ for the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Construction on the ALRV addition is currently scheduled to begin on April 1, 2020, and is to be completed on or before July 18, 2020.

The project General Contractor (SECON) has coordinated with CBJ Community Development in the matter of the Conditional Use Permit required by the CBJ to operate a temporary asphalt batch plant on JNU property. Community Development has advised JNU that they intend to extend the Conditional Use Permit that had been issued for the recent RSA Phase 2C project for use on the TWY A-D1-E project.

SECON and their subcontractors continue working on the preparation and submission of the administrative submittals, and the construction materials submittals. SECON is also actively working on the development and submission of Requests for Information (RFI) to address their questions and concerns.

Construction Administration & Inspection (CA&I) services are being provided by DOWL through all project phases. DOWL will fill the role of Project Engineer and will coordinate directly with SECON, Air Traffic Control, the project Airfield Safety Officer and airfield users. DOWL is currently coordinating with SECON on the administrative submittal review process. DOWL is also coordinating with the Federal Aviation Administration (FAA) Airports Construction Advisory Council (ACAC) to begin their review of the project. ACAC will coordinate with local FAA Air Traffic Control (ATC) staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP's) throughout the project.

DOWL will be conducting a second pre-construction meeting in late March 2020, prior to the start of Phase 1 work which is currently scheduled to begin on April 1, 2020. In this meeting, the Contractor will be reminded of all movement area revisions (painted markings and signage), as well as operational safety and security measures that are to be implemented during construction operations.

Limited Construction Administration (CA) services are being provided by PDC Engineers. As the Engineers of Record, PDC Engineers will coordinate with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers is currently coordinating with DOWL, JNU and SECON on the construction materials submittal review process. PDC Engineers is also working on finalizing an Engineers Supplemental Information (ESI) document that will soon be issued to SECON to implement the movement area revisions resulting from the Phase 1 FAA Air Traffic Organization Safety Risk Management panel project review.

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The construction phasing for all TWY A-D1-E work remains as follows:

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

This phase began on the date of issuance of the Owner's Notice-to-Proceed (NTP) which was November 14, 2019. Work that is being 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 ALRV addition to the existing 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.

Polyfluoroalkyl Substances (PFAS) Site Assessment:

Cox Environmental has received the groundwater sampling data from the newly installed water monitoring wells that were recently drilled on the west, south and east sides of the airfield. They reported this week that the groundwater in wells MW-3 and MW-6 were found to contain levels of Perfluorooctanesulfonic acid (PFOS) contamination in excess of the ADEC groundwater cleanup level. They also reported that well MW-4 was found to contain a level of Perfluorooctanoic acid (PFOA) that was just slightly higher than the ADEC groundwater cleanup level.

Cox Environmental is currently working on finalizing the soil data and groundwater data into a formal report to the ADEC. This report will include recommendations and next steps for moving forward for continued investigation. It is anticipated that further delineation will be necessary for soils surrounding MW-6 (located nearest the fire station) to determine the vertical and horizontal extent of soil contamination in that area. Now that the groundwater has also been found to be contaminated, additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. Their contractor, Dawson Construction, has erected the structural steel and is currently waiting for the roofing materials to arrive.

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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 has started to deteriorate. 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.

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 Airport Improvement Program (AIP) eligible and allowable for AIP participation.