ATTACHMENT #3

MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: September 4, 2020

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 JNU (Juneau International Airport) 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 continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

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

The second phase of this project, which is intended to raise the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls, will be done under separate design and construction contracts when federal funding is available.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: In spite of the unseasonably wet weather, the project Contractor (SECON) continues to work towards the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work this construction season. As reported earlier, following the outbreak of the COVID-19 pandemic, JNU elected to move forward with this project using a revised/re-packaged work phasing plan that was developed to capitalize on a reduction in air traffic on the Juneau International Airport. This revised plan combined the bulk of the Phase 1 work (eleven work phases) and Phase 2 work (ten work phases) into nine work phases (Phase S1 through Phase S9).

SECON recently completed work on Phase S7 which included infield grading, TWY A pavement rehabilitation and lighting improvements between TWY E1 to TWY G. SECON is currently working on Phase S7A, which represents a sub-set of work from Phase S8. SECON asked to be allowed to proceed with Phase S7A while they waited for paving weather to wrap up the last of the Phase S7 work.

Phase S-7A (28 day closure of TW A from TW E1 to TW E and from H1 to G Aug 14 – Sep 10):

- Work in this phase:
- Runway infield grading, start of excavation for the new half-arch culvert at Jordan Creek
- TW A pavement rehabilitation – profile milling and paving

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TAXIWAY A-D1-E
Construction Administration & Inspection

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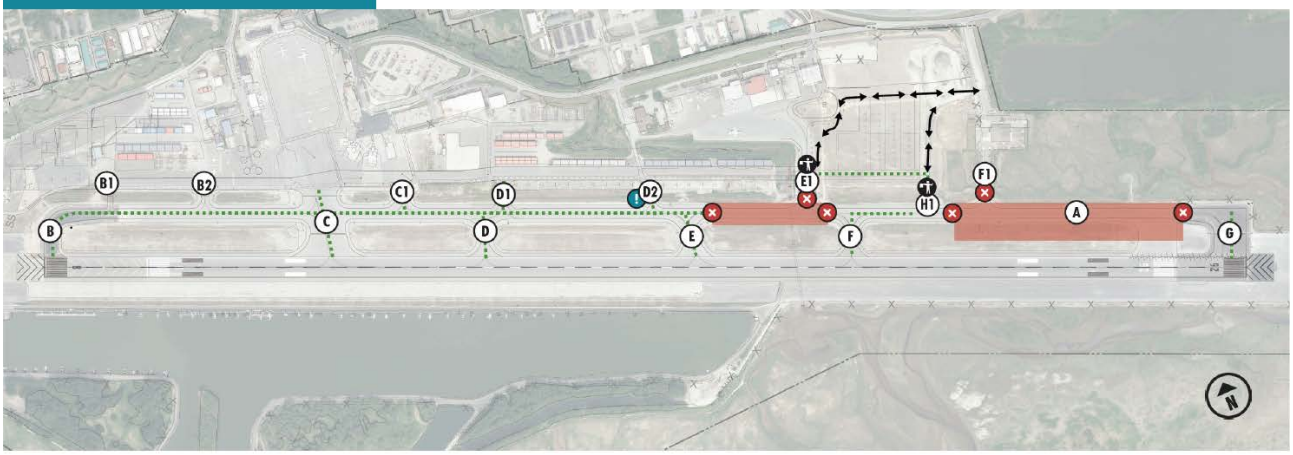
PROJECT WEBSITE
www.JNUTaxiways.com

PHASE S7A

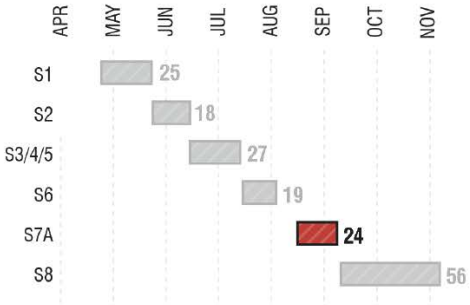
Daytime Work Area · Aircraft Taxi Route · Haul Route · Flagger · Closure · ARFF Access



PHASE S7A OVERVIEW

Taxiway (TW) A rehabilitation and some infield grading work near the Runway Safety Area (RSA).

DURATION (AUG 14 - SEP 10)



Last Updated August 28, 2020

IMPORTANT INFORMATION

- Runway back-taxi may be required.
- TW G available for aircraft turns.
- Contractor will remain outside a 400' wide Obstacle Free Zone for operations by B-III aircraft or smaller for daytime work near the runway. Contractor will pull back for larger aircraft.

IMPACTS

- Aircraft size limitations when work is ongoing near the runway.
- TW A closed between TWs E and E1 and H1 and G.
- TWs E1 and F1 closed.

Phase S-8 (53 day closure of TW A from TW D2 to TW F, Sep 10 – Oct 30):

- Work in this phase:

- Jordan Creek Half-Arch Culvert – this will be 2-1/2 to 3 weeks to complete
- TW E Realignment – pavement removal and replacement
- Runway infield regrading between TW E and TW F
- TW A Rehabilitation – profile milling & paving with electrical conduit and vault installation

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TAXIWAY A-D1-E

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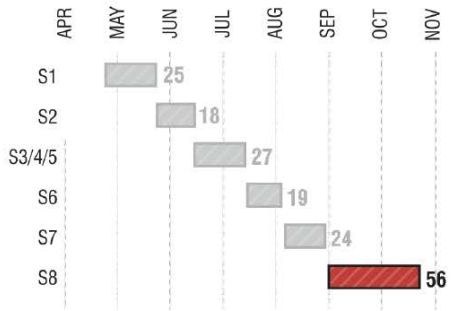
PHASE S8

Daytime Work Area | Nighttime Work Area | Aircraft Taxi Route | Haul Route
Flagger | Closure | ARFF Access

PHASE S8 OVERVIEW

Jordan Creek culvert, TW A rehabilitation between TWs E and F, and TW E realignment. RSA/infield grading work.

DURATION (AUG 31 - OCT 26)



IMPORTANT INFORMATION

- Runway backtaxi may be required.
- TW G available for aircraft turns.
- RSA reduced to 400' wide (B-III aircraft or smaller) for daytime work in RSA infields. Contractor will exit for aircraft requiring full safety area.

IMPACTS

- TW A closed between TW E and E1.
- TWs E and E1 closed.
- Nighttime paving impact (TBD).

At the completion of Phase S8, currently scheduled to be substantially complete on October 30, 2020, the rehabilitation of Taxiway A will be complete, the realignment of Taxiway E will be

complete, the installation of the new half-arch culvert at Jordan Creek will be complete, all infield grading will be complete and seeded, and all new duct bank work (man-holes, conduit and conductors) will be complete.

Work that will not be completed at the end of Phase S8 will include: the completion of the construction of the new ALRV (now scheduled for January 2021), the relocation of the airfield lighting regulators, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

The current schedule for the cut-over and commissioning of the new ALRV has not been changed from that which was originally scheduled with the FAA.

The work continues to be completed per the approved construction documents, with minor adjustments as needed based on field observations. All construction work is proceeding in conformance with SECON's Safety Plan Compliance Document (SPCD) and supplemental Safety Plan which introduced a comprehensive infection control plan. This supplemental Safety Plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL, who is serving as the Project Engineer and continues to coordinate directly with JNU, SECON, Air Traffic Control (ATC), the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will continue to coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

DOWL also continues to work on the development and issuance of notices that are being used to keep stakeholders advised of construction activities and impacts over the course of the 2020 and 2021 construction seasons. DOWL continues to develop and issue project notices (mail-outs, e-mails, hard copy hand-outs) to all air carriers and airport tenants, oversight and management bodies, tour operators and float pond users, other airport users and the public.

The project website at www.JNUtaxiways.com remains operational and contains background information, as well as schedule and phasing plan updates, meeting information, links and documents, and contact information for the project team. The website continues to be updated regularly. The email address info@JNUtaxiways.com will be listed on all communication materials. This email address is linked to a distribution list that includes the JNU and DOWL Project Managers.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration (CA) services, coordinating 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 continues to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has finalized and submitted their formal report to the Alaska Department of Environmental Conservation (ADEC).

This report presented the soil and groundwater sampling and analysis data as collected from the monitoring wells that had been drilled in the west, south and east sides of the airfield. This report presented the findings 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 and 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. This report also included recommendations and next steps for moving forward for continued investigation. 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, and additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

JNU is moving forward on the additional investigating and monitoring work based on July's Board approval of the quote from Cox Environmental and funding.

Lavatory Waste Dump Site: JNU has updated the project construction cost estimate ($94K), and the overall project budget ($128K) based on a budgetary fee estimate ($19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot and 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 continue 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: JNU has requested a fee proposal from Haight & Associates electrical engineers to develop the necessary design & construction documents needed to bid this work. Haight & Associates has confirmed that the proposed high efficiency LED flood light fixtures meet the FAA's Buy American requirements. Haight & Associates, who designed the electrical component of the North Terminal Renovation, has been tasked with coordinating and finalizing the scope of the ramp lighting work with the lighting and lighting controls that are being provided as part of the North Terminal Reconstruction project. Haight & Associates has also been tasked with establishing the estimated project construction cost. This project will be released for competitive bid as soon as the documents have been completed and approved.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds).