



## MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: April 16, 2020

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

**Snow Removal Equipment Building (SREB):** CBJ JNU (City & Borough of Juneau, Juneau International Airport) has accepted a quote from a metal fabricator who will be providing the replacement trench drain covers within the Wash Bay. These new galvanized steel plate covers will 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.

**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.

**Float Pond Improvements:** The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and 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.

Just a reminder, this is the first phase of the project. The second phase will be done when funding is available.

**Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** The project General Contractor (SECON) has started staging equipment and materials into the designated staging area, and the initial construction operations will begin on Monday, April 27, 2020. The start of construction had been scheduled to begin on April 1, but this start date was moved back because of frozen ground conditions.

JNU has been coordinating with SECON to identify and monitor the potential impacts of the COVID 19 pandemic on the TWY A-D1-E project. SECON has submitted a Notice of Delay and Claim, but has not identified any specific impacts to them, to their subcontractors, or to their ability to complete the work. JNU has responded to this notice with a formal request for additional information.

JNU has requested, and SECON has submitted, a revised Phase 1 (Summer 2020) project phasing plan to take advantage of the current reduction in air traffic. SECON's proposed plan would consolidate the initial work sub-phases 1A, 1B, 1C and 1D into one single construction phase and would start work on the extension of Taxilane H and Taxilane H1 all at the same time. This expanded plan would start work at the west end (by Coastal Helicopters) and at the east end (near TEMSCO) at the same time, and would work towards the middle. The primary benefit of this plan is that it will reduce the amount of time needed to complete the work, and will consolidate the necessary TWY A closures closer to the beginning of the Phase 1 project. A secondary benefit will be a reduction in the number of asphalt joints because of the elimination of the need to work in smaller areas. SECON's plan is also proposing to complete a portion of the Phase 2 (Summer 2021) project infield grading work adjacent to TWY A as part of Phase 1.

JNU intends to proceed with the project based on the phasing revisions that have been proposed by SECON and is currently working with the FAA, with Air Traffic Control (ATC) and Flight Service to advise them of the phasing modifications.

JNU has requested, and SECON has provided, a supplemental Safety Plan to address the COVID-19 health mandates. SECON has prepared and submitted a comprehensive infection control plan that has already been implemented. This plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction on the Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB) will also begin on April 27, 2020, and is currently scheduled to be substantially complete on January 8, 2021.

SECON has coordinated with CBJ Community Development Department (CDD) and has been granted permission to erect and use their temporary batch plant per the Conditional Use Permit that was issued for last year's RSA Phase 2C project. Community Development has indicated that they will work with SECON to either extend the existing permit or issue a new permit when the existing permit expires.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who will fill the role of Project Engineer and will coordinate directly with SECON, ATC, the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the Federal Aviation Administration (FAA) Airports Construction Advisory Council (ACAC) on their review of the project. ACAC will coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

A second pre-construction meeting has been scheduled for Thursday, April 23, 2020. In this Skype 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.

DOWL continues to work on the Outreach Plan that will be used to keep stakeholders advised of construction activities and impacts over the course of the 2020 and 2021 construction seasons. This Outreach Plan details the proposed methods for communication with airport tenants, users, and other stakeholders with the objective of ensuring the timely sharing of information for transparency and expectation management, and so that operational impacts can be minimized during each construction phase. DOWL will soon be issuing initial project notices (mail-outs and e-mails) 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](http://www.JNUtaxiways.com) is now operational. It 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 will continue to be updated regularly, including at major project milestones. The email address [info@JNUtaxiways.com](mailto: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.

In light of the cancellation of the Pre-Season Aviation Safety Meeting and the Runway Safety Action Team Meeting, DOWL has scheduled a General User – Stakeholder Briefing for Friday, April 24, 2020. This Skype meeting is scheduled for 1:00 pm to 2:30 pm. Invitations are being sent out via direct e-mail and an announcement has been posted on the project website. DOWL will provide an update on the revised phasing plan in this meeting.

Limited Construction Administration (CA) services continue to be 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 finalizing the details associated with the revised phasing plan.

**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 has requested and obtained a quote from Cox Environmental to complete the additional investigative and monitoring work as outlined within the ADEC report. Further work on this effort remains on hold pending the identification of a funding source.

**Ward Air Hangar Expansion:** Ward Air continues to work on the construction of their new maintenance hangar. JNU continues to work with Ward Air on addressing perimeter fencing revisions and site drainage issues that have been created as a result of this project.

**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.