



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: May 20 2020

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

Snow Removal Equipment Building (SREB): The replacement trench drain covers within the Wash Bay are currently being fabricated. 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. The new covers will be set in place as soon as they arrive.

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 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 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) started construction operations on Phase 1 (Summer 2020) work on April 27, 2020, following an initial delay during which JNU, working in conjunction with the FAA, Air Traffic Control (ATC), Flight Service, SECON, DOWL, PDC Engineers and major stakeholders, reviewed the impacts of the COVID 19 pandemic on the project.

Following these coordination efforts, JNU determined that the summer 2020 work could proceed based on a revised project phasing plan as developed by SECON and approved by JNU to take full advantage of the reduction in airfield operations. This revised phasing plan consolidated the eleven original Phase 1 work sub-phases into five work sub-phases and eliminated all night work operations. Each of these new sub-phases permit the Contractor to work in areas much larger than previously allowed. The initial project sub-phases 1A, 1B, 1C and 1D have been combined into one single construction phase, now called Phase S1. Phase S1 started work on the Taxilane H improvements near Coastal Helicopters and near Taxiway E1 at the same time, and SECON is currently finalizing the grading work in between the Taxilane and Taxiway.

As anticipated, the revised phasing plan has introduced an increase in Contractor efficiency and productivity that will result in a reduction in the amount of time needed to complete the work. This has led to a concentrated effort on the part of the Contractor to accomplish some of the Phase 2 (Summer 2021) work this year. SECON's revised phasing plan included the completion of the infield grading work, located on the north side of Taxiway A, between Taxiway C and Taxiway E1, as part of Phase S1. Much of this work has already been completed, and the newly graded areas have already been hydro-seeded. Because the work has been proceeding much faster than anticipated, SECON has requested permission to incorporate more of the Phase 2 (Summer 2021) work into the current work phase. JNU continues to work with SECON, and to coordinate with the FAA, ATCT, Flight Service, DOWL and PDC Engineers to facilitate these requests.

As of this date, the asphalt milling work on Taxilane H, east of Taxiway C1, has been completed. Taxilane H, between Taxiway C1 and Taxiway E1, has been milled and graded and is now ready to pave. Taxiway D1 has been relocated, graded and is ready to pave. The new culvert crossing at Taxiway A near Taxiway D1 has been installed, backfilled, graded and is ready to pave. The Taxilane H extension on the south side of the northeast development area is currently being graded, as is the new Taxiway H1. SECON intends to start paving operations in these areas later this week.

Construction on the Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB) also began on April 27, 2020, and is currently scheduled to be substantially complete on January 8, 2021. The Contractor is currently installing the concrete footings and stem walls. The cut-over of the airfield lighting circuits and ALRV control is scheduled to happen next year.

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 will serve as the Project Engineer and who will coordinate directly with JNU, SECON, ATC, the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

DOWL 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 has issued 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.

Limited Construction Administration (CA) services continue to be provided by PDC Engineers. As the Engineers of Record, PDC Engineers has been 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 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 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: 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. The grant has already been received and appropriated (including Airport match funds).