MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: January 7, 2021

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In December, Dawson Construction continued work on closing in the new building so that the interior can be heated while construction activities continue through the winter. Crews completed work on the installation of the new roofing assembly over the Phase 1 work area, started work on the application of fireproofing over the structural steel, started work on the installation of the vapor barrier and gypsum wall board within the mechanical penthouse, continued work on the interior waste and vent piping and continued work on the installation of the exterior wall framing and rigid panel insulation. The Contractor's schedule is still showing that the Phase 1 areas will be ready for occupancy in mid-May 2021.

Look Ahead to Upcoming Activity. The Contractor's schedule for January calls for the completion of the exterior wall framing and the start of work on the installation of the metal panel siding, finishing the spray-on fireproofing over the structural steel, starting work on the installation of the interior light gage metal wall framing, installation of the interior hollow metal door frames and the continuation of work on the plumbing and electrical rough-in. Crews will also start work on the installation of the various mechanical components and equipment.

Photo 01: Landside of the terminal.

Photo 02: Airside of the terminal.

Photo 03: Second floor balcony, interior stair and 135 departure / waiting area.

Sand / Chemical Building & Fueling Station: JNU continues to work with Dawson Construction to finalize the close-out of this project. JNU also continues to work with Dawson Construction on a number of Warranty Deficiencies that have been encountered. These deficiencies include roof leaks, heating problems, vertical lift door issues and floor slope-drainage issues.

> **Look Ahead to Upcoming Activity:** JNU will continue to coordinate with the Dawson Construction to make sure that all of the punch list items are completed, to make sure that all of the warranty issues have been corrected, and continue work on the project close-out. The Airport Improvement Program grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Sand Shed Demolition: Southeast Earthmovers (SEEMs) continues to work on the installation of the new structural steel columns, beams and horizontal girts along the west wall of the Loken / Channel Flying hangar. This work has been slowed because of the need to modify the existing under-slab concrete footings where they were found to differ from those anticipated, or where they were found to not exist. Crew will erect a temporary wall next week to protect the Coastal Helicopter offices, and will then complete the installation of the last of the structural steel. The new insulated metal wall panels are scheduled to arrive next week, and SEEM's will start work on their installation shortly thereafter. The plan is to take down the old siding and old columns in sections, and to then install the new siding prior to moving on to the next section.

Photo 04: New columns, beams and horizontal girts in place. The old sand shed siding is visible behind the new work.

Southeast Earthmovers has not yet started work on the roofing revisions associated with the old gutter assembly and roofing interconnection between the two hangars. SEEM's continues to work with their roofer to develop a repair plan.

Southeast Earthmovers and JNU continue to coordinate directly with Aral and Craig Loken, and Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access. The project is currently running approximately 60 days behind schedule, and the Loken's have agreed to grant an extension of the access agreement to allow SEEM's to complete all work.

ECI Alaska and PND, the designers of record for the project, are providing assistance to JNU in the form of submittal – shop drawing review.

Float Pond Improvements: No change since last report. JNU continues to work with PND Engineers on finalizing the project as-built record documents and the final engineer's report for the first phase of this project. The design work needed for the second project phase, which is intended to raise a portion of the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls, remains unfunded. This portion of the project remains on hold pending the identification of a funding source.

Runway Safety Area (RSA) Expansion Phase IIC: No change since last report. 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.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Crews are currently working on the installation of the exterior metal siding system and the rough-in for the fire suppression, HVAC and electrical distribution systems.

Photo 05: Exterior metal siding work nearly complete on the new ALRV addition to the SREB.

The current project schedule calls for the ALRV to be substantially complete on May 4, 2021 and the work that will commence at that time will include: the relocation of the airfield lighting regulators to the new ALRV, 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 work continues to be completed per the approved construction documents. 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.

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: The Alaska Department of Environmental Conservation (ADEC) has approved the Expanded Sampling and Analysis Plan (SAP) as prepared by Cox Environmental for the second round of groundwater sampling activities at the Juneau International Airport.

In this SAP, Cox Environmental is proposing to build upon their previous investigations which include the initial Sampling and Analysis Plan as approved by the ADEC on August 19, 2019 and the subsequent Site Investigation Report (SIR) as approved by the ADEC on April 29, 2020.

The scope of additional work proposed within the latest SAP includes the following:

- Installation of an additional fifteen (15) soil borings and fifteen (15) groundwater monitoring wells to continue to work towards delineating the vertical and horizontal extent of PFAS contamination in soil and groundwater.
- Eight (8) of the soil borings and groundwater wells will be placed surrounding MW-6, located southwest of the Capital City Fire Rescue ARFF Station.
- Five (5) of the soil borings and groundwater wells will be placed off-site to the south of MW-2, MW-3, and MW-4 within the Mendenhall Wetlands State Game Refuge.
- Two (2) of the soil borings and groundwater wells will be placed off-site to the west of MW-1 within the Mendenhall Wetlands State Game Refuge.
- Collection of fifteen (15) soil samples (plus field duplicates) for analysis.
- Collection of a total of twenty-three (23) groundwater samples from the eight (8) existing on-site groundwater wells, and fifteen (15) new monitoring wells (plus field duplicates) for analysis.
- Continued quarterly monitoring of all twenty-three (23) groundwater wells to establish a trend in groundwater concentrations.
- MW-2 was non-productive during sampling and appears to be affected by precipitation and/or tidal fluctuations. The well will be re-drilled and set with a 10’ screen to allow for sampling during all conditions.
- Now that PFAS has been detected on-site, MW-10 and MW-4 which were installed during previous investigations will be added to the well network for sampling.
- The soil borings and monitoring wells will be drilled using Geoprobe direct-push drilling methods.

Department of Natural Resources has submitted their review of the drilling permit application to Alaska Department of Fish & Game (ADFG), since ADFG has permit oversight in the Mendenhall Wetlands State Game Refuge. Cox Environmental plans to start drilling once permits are in place.

Lavatory Waste Dump Site: No change since last report. 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: No change since last report. 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 in the potholes that had formed in the public parking lots last year continue to deteriorate. Many areas within these paved parking areas 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 there is no money currently allocated to address any of these repairs.

Ramp Lighting Upgrades: JNU continues to work with Haight & Associates to finalize the scope of work and estimated construction cost for the installation of new high efficiency LED lighting as needed to illuminate the 121 and 135 ramp areas. Haight & Associates, who designed the electrical component of the North Terminal Reconstruction project, continues to coordinate the design of the lighting controls to maximize energy efficiency and minimize the installed cost. Once the full scope of work has been finalized, Haight & Associates will complete the design and construction documents needed to bid this work. This project will be released for competitive bid as soon as the documents have been completed and approved.

Haight & Associates has confirmed that the proposed high efficiency LED flood light fixtures meet the FAA's Buy American requirements.

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).