MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: June 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.

Snow Removal Equipment Building (SREB): The replacement trench drain covers for the Wash Bay trench drain have arrived from the manufacturer and have been installed. These new heavy-duty high load-bearing galvanized steel plate covers replaced the original light duty bar grating that had been damaged/deformed by rolling vehicle loads. This replacement is also the last item on the AKOSH 'in-lieu of fines' to close out the violation.

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, 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 when federal funding is available.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project Contractor (SECON) continues to proceed with the construction of this project based on the revised work phasing plan. As previously reported, the use of this revised phasing plan has resulted in an increase in Contractor efficiency and productivity and SECON will very soon be complete with the majority of the original Phase 1 (summer 2020) work.

Weather permitting, the milling and paving work associated with the original Phase 1 work, including the work to pave the relocated Taxiway D-1 and to pave the extension of Taxilane H, will be done during the week of June 8-12. With approximately 17 weeks left in the 2020 summer construction season, and a continued reduction in airfield traffic, SECON is now requesting permission to complete all Phase 2 (summer 2021) civil work (Jordan Creek Culvert replacement at TWY A, milling and paving on TWY A, all taxiway edge lighting revisions, all signage revisions and all paint striping revisions) this summer. JNU is in favor of this proposal and continues to work with SECON, and to coordinate with the FAA, ATCT, Flight Service, DOWL, PDC Engineers, Alaska Airlines and Delta Airlines to facilitate this request.

The work is being completed per the approved construction documents, with minor adjustments as needed based on field observations. JNU had originally attempted to incorporate the paving of the apron area in front of the Block N and Block O hangars into the project, but the FAA had determined that the work was not eligible for AIP participation. JNU again attempted to add this paving work into the project after it was noted that the new Taxilane H paving would create ponding in front of the hangars (see Figure 1 below), and again the FAA determined that the necessary drainage and paving work was not AIP eligible. The contract calls for the Contractor to regrade the apron area and to place and compact a new RAP surface. This will reduce the amount of ponding but does not represent a long term solution.



Figure 1 - Ponding in existing RAP apron located on the south side of the Block O hangars.

Construction on the Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB) continues, and is currently scheduled to be substantially complete on January 8, 2021. The Contractor is currently installing the formwork for the concrete exterior 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 will continue to 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 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.

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. The Airport is also looking at coordinating these efforts with the CBJ and their sites.

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: JNU has updated the construction cost estimate and project budget for the lavatory waste dump improvements, and continues to work on the development of a scope of work to be used by consultants to develop a fee proposal to complete the necessary construction and bid documents once a funding source has been identified.

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).