MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: July 6, 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 when federal funding is available.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project Contractor (SECON) continues to work towards the completion of this project using a revised and expanded work phasing plan that was developed to capitalize on the reduction of airfield traffic as a result of the COVID 19 pandemic. As previously reported, the use of this revised phasing plan has resulted in an increase in Contractor efficiency and productivity, primarily because the work is no longer restricted to shorter work phases with smaller work areas. The use of this expanded plan has also allowed SECON to introduce work originally scheduled for next year into this year's construction effort. To be able to do this, SECON has allocated additional manpower and equipment, introduced a second paving crew, and has doubled their office and field supervisory staff.

By way of response to the question raised by the Airport Board about potential costs savings to JNU as a result of the revised project phasing, I offer the following. The project was bid on a lump sum basis, and with few exceptions, the revised and expanded work phasing plan has not changed the overall scope of work. Work items that have been eliminated (temporary field offices for displaced helicopter tour operations) or reduced (temporary taxilane/taxiway markings, marking removal) as a result of the revised work phasing are being addressed by deductive change order.

In relation to the original project schedule, which called for Phase 1 (summer 2020) work to be substantially complete on July 18, 2020, the overall project is ahead of schedule. The milling and paving work associated with the original Phase 1 scope of work, including the relocation of Taxiway D-1, the realignment of Taxiway E and the extension of Taxilane H, has been completed. Taxiway A, which was scheduled to be rehabilitated next year, has currently been milled, re-paved and anointed with permanent markings between Taxiway C1 and Taxiway D2. It remains SECON's goal to complete all milling and paving on Taxiway A, and the replacement of the half-arch culvert at Jordan Creek this summer.

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 has completed the installation of the underground electrical conduits, and continues work on forming and placing concrete for the exterior walls. The relocation of the lighting regulators and cut-over of the airfield lighting circuits and ALRV controls will take place next year as originally coordinated and 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 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 has requested and obtained a quote from Cox Environmental to complete the additional investigative and monitoring work as outlined within the ADEC report. The additional contamination site work is up for consideration/action item in this month's agenda packet. 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. Their Contractor has completed work on the revisions to the perimeter fencing and has placed new asphalt paving in the apron area and on the south side of the hangar. Ward Air is reportedly not satisfied with some of the paving work, and will work with their Contractor to make all necessary corrections.

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: 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).