MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: November 5, 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 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. JNU is currently reviewing available funding options.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:
The project Contractor (SECON) completed work last week on the installation of the last of the new duct bank communication manholes and duct bank conduit in the Phase S9 work area which was located west of TWY B2. The work associated with Phase S9 was as follows:

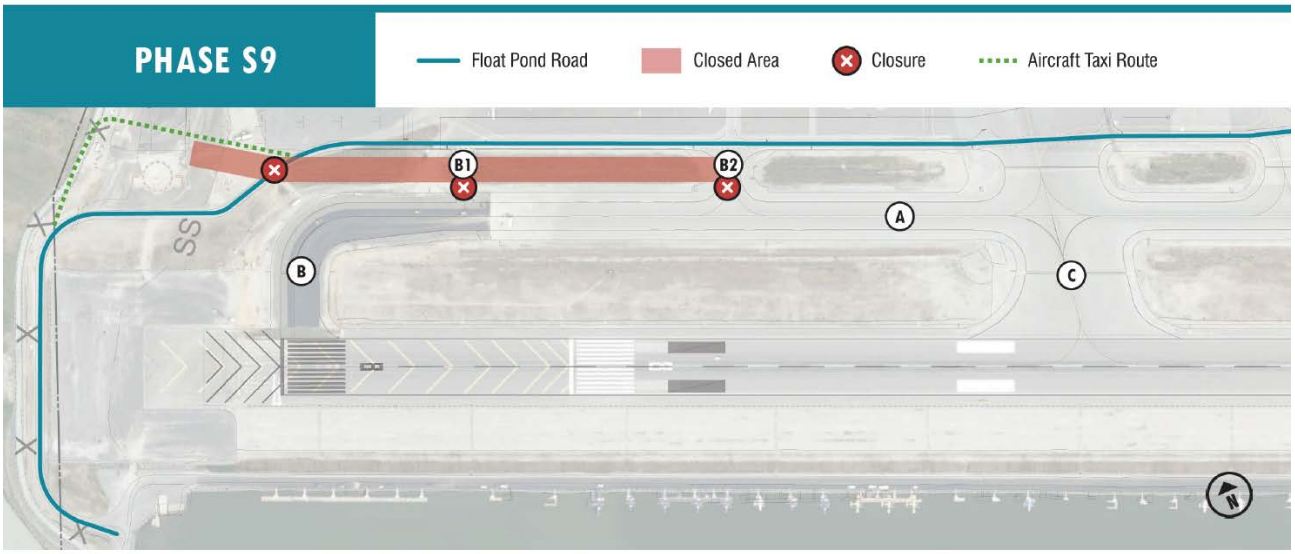
Phase S-9 (TWY A closed between TWY B1 & TWY B2. TWY B1 and TWY B2 closed):

- Work in this phase:
- Installation of duct bank manholes MH2A and MH2B west of TWY B1 adjacent to the Float Pond access road.
- Extension of the existing duct bank (four 3-inch conduits) to MH2A. This work will require trenching across the Float Plane Pond access road. A detour will be provided.
- Installation of duct bank crossings at TWY B1 and TWY B2.
- Replacement of two damaged FAA vault lids within the SREB apron area.

TAXIWAY A-D1-E

Construction Administration & Inspection

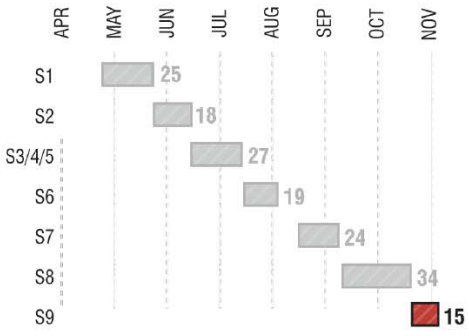
POINT OF CONTACT
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PHASE S9 OVERVIEW

Installation of duct bank and vaults.

DURATION (OCT 19-NOV 3)



Last Updated September 17, 2020

IMPORTANT INFORMATION

- Access to/from Float Pond provided at all times.

IMPACTS

- TW A closed between B and B2.
- TW B and B1 closed.
- Detour Route provided around work area.

The completion of Phase S9 effectively completes the connectivity path between the new ALRV and the terminal building / Air Traffic Control Tower, as well as the connectivity path between the new ALRV and FAA Flight Service Center.

SECON is currently working on the last of the infield grading work in the Phase S9 work area and will soon be removing all of the temporary barricades and returning them to JNU. SECON is also currently working on demobilizing their operations for the winter.

It is important to note that SECON has achieved the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work on Taxiway A, Taxiway D-1 and Taxiway E this construction season. All of the asphalt paving work required by the contract has been completed.

Work that remains to be completed will include: the completion of the construction of the new ALRV (on-going and now scheduled to be completed in January 2021), the relocation of the airfield lighting regulators, 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 current schedule for the cut-over and commissioning of the new ALRV has not been changed from that which was originally scheduled with the FAA.

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. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will continue to 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).

Sand Shed Demolition: Southeast Earthmovers (SEEMs) continues work on the demolition of the old Sand Storage hangar. Crews have removed the exterior siding from the north and west sides of the building, have removed most of the old roofing, and have removed the large hangar doors from the south side of the building. SEEMs has started work on the removal of the secondary in-fill framing steel from the walls and roof assemblies, and has started work on the removal of the primary steel roof framing members.

Southeast Earthmovers has not yet started work on the removal of the mezzanine framing or on the removal of any part of the common wall assembly located between the old Sand Shed and the adjacent Channel Flying hangar. SEEMs will remove the large steel columns from this common wall after the new roof support structure has been installed on the Channel Flying side of this wall.

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 will be completing the site investigation portion of this work this week.

Demolition work is currently scheduled to continue through the end of November 2020.



Figure 1-1: Removal of the secondary steel from the roof of the old Sand Shed.

JNU continues to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access.

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

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has prepared and submitted a DRAFT Sampling and Analysis Plan (SAP) to the Alaska Department of Environmental Conservation (ADEC). This SAP outlines the objectives and strategies for continued 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 this 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.

Cox Environmental is currently working on getting the necessary permitting which will allow them access into all areas where the additional sampling will be conducted.

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 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 Renovation, is currently working on coordinating the design of the lighting controls to maximize efficiency and minimize cost. Once the full scope of work has been finalized, Haight & Associates will complete the design & 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).