MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: December 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.

**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:** 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 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.

**Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** The project Contractor (SECON) has completed work on the installation of the last of the new duct bank communication manholes and duct bank conduit. This 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 Airfield Lighting Regulator Vault (ALRV) and FAA Flight Service Center. SECON has also completed work on the last of the infield grading work. All of the temporary barricades have been removed and returned to JNU inventory and SECON has shut down their operations for the winter.

SECON-Alaska Commercial Contractors continue work on the construction of the new ALRV. Crews are currently working on the installation of the exterior metal siding system, and the rough-in for the fire suppression, HVAC and electrical systems.

Work that also remains to be completed will include: 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.

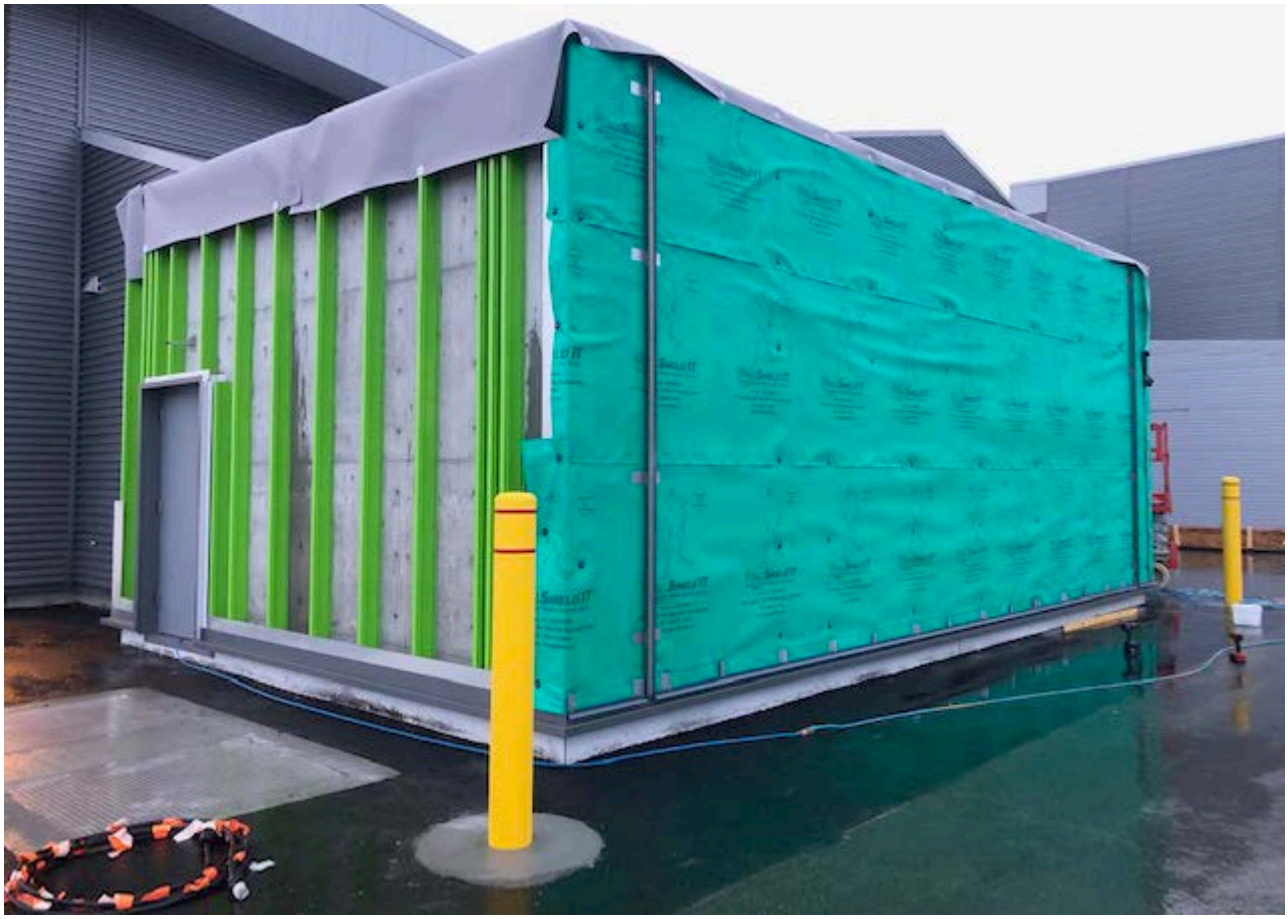

Figure 1-1: Exterior metal siding work underway on the new ALRV addition to the SREB.

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).

**Sand Shed Demolition:** Southeast Earthmovers (SEEMs) continues work on the demolition of the old Sand Storage hangar. With the exception of the large steel columns that remain along the shared wall with the Loken / Channel Flying hangar, all of the primary and secondary structural

steel members have now been removed. SEEMs is currently working on the removal of the interior wall assemblies that have been attached to east side of the shared wall.



Figure 2-1: Primary steel columns remain in place along the length of the shared wall assembly.

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.

JNU continues to coordinate directly with Aral and Craig Loken, and 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:** The Alaska Department of Environmental Conservation (ADEC) has approved the DRAFT 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.

Cox Environmental continues to work on getting the necessary permitting which will allow them access into all areas where the additional sampling will be conducted. Access approvals are expected to be received within the next two weeks. Cox Environmental plans to start the drilling work in January 2021.

**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 Reconstruction project, is currently working on coordinating 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).