

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, SEPTEMBER 10, 2020
ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON SEPTEMBER 9, 2020

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
 - A. Regular Monthly Meeting of July 16, 2020
 - B. Regular Monthly Meeting of August 13, 2020
 - C. Special Meeting of August 28, 2020
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **East Hangars Paving Request Follow-up.** At the August 13, 2020, Airport Board meeting, the Board reviewed the June 11, 2020, request from Mark Morris, as well as other tenants on the east side, to pave in front of the east hangars (Block O). The Federal Aviation Administration (FAA) stated that this paving was not eligible as part of the Taxiway Project (Airport Improvement Project (AIP) funds), so local operating funds would need to be used.

Staff also reached out to the FAA again for determination of CARES Act funds for this project. On July 28, 2020, FAA responded: *“Funds provided under the CARES Grant are governed by the same principles that govern “airport revenue”, however, airport development projects (such as the apron paving in front of Block N and Block O hangars....), may not be funded with this Grant, unless and until the Grant Agreement is amended or superseded by a subsequent agreement that addresses and authorizes the use of the CARES funds for the airport development project. If you wish to use your CARES funds for the Block N and Block O Hangar Apron Paving, please make a formal request to do so, including the scope of work and estimated cost.”*

The Board forwarded this matter on to the Operations Committee for consideration. The Operations Committee met on August 26, 2020. While some areas on the airport were paved either by tenants or by a project (federal funding), the east end hangars need a lot more pavement in the area between the hangars (built to the Building Restriction Line) and the taxilane. This ‘in between’ area is more extensive compared to other hangars/taxilanes. The Committee agreed that it is the intent of the airport to pave these

areas for ease of snow removal, as well as aircraft maneuverability, but using CARES Act funds for paving at this time is a lower priority. CARES Act funds should first and foremost keep airport operations solvent for the next few years. The Committee also wanted to ensure that CARES Act funds used for this purpose in the future were done fairly around the Airport and have a paving plan in place.

The Operations Committee made recommendations on this matter:

1. Staff do an inventory on paved area and prioritize. This includes determining which areas are FAA eligible vs non-eligible, with a goal to pave areas over time as funding allows.
2. Add project on to the Capital Improvement Program (CIP) list. (Staff has added this area as a project placeholder.)
3. Put this specific project on the 'back burner' for now until a pavement inventory is complete AND the Airport has an idea as to how much CARES Act will be available for this work in a couple of years (but before the CARES Act grant expires in 2024).

While there is no action necessary at this time, it is a follow-up from previous Board meetings and Operations Committee meeting and will require updates and action at a further date if the Board concurs with the Operations Committee plan.

VII. NEW BUSINESS

A. Airport Manager's Report:

1. Southeast Alaska Watershed Coalition Special Permit to Eradicate Invasive Plants (Attachment #1). Southeast Alaska Watershed Coalition (SAWC) applied for a new Special Area Permit to continue eradicating invasive plants in the Mendenhall Wetlands State Game Refuge (MWSGR). This is required to '*protect and preserve the natural habitat and game populations*' and '*restore and protect natural habitat and plant communities consistent with the goals of the MWSGR management plan*'. The attachment includes an email from John Hudson which shows a map of the area they plan to apply herbicide and/or surfactant for the removal of canary grass starting to populate around the airport, as well as the Alaska Department of Fish and Game Special Area Permit for the work. This item is informational only.
2. Deputy Airport Manager Position. The Airport had an open recruitment for the Deputy Airport Manager position and interviewed several good applicants. The Airport is working with Human Resources to hopefully make an offer to one of the applicants within the next week or two.
3. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #2). The Airport Fund Balance was updated to reflect more accurately what is reported to/adopted by the Assembly, and align with City's Comprehensive Annual Financial Reports (CAFR). The attached spreadsheet only shows what was adopted by the Board and Assembly. The figures do not show anticipated operational impacts from COVID (such as decreased revenues), nor does it show the CARES Act funding that will cover operating expenses during COVID. However, the spreadsheet does show the debt service for the Terminal (both GO Bond and Revenue Bond) as

well as the funds that will cover those bonds. The spreadsheets will be updated as actuals are reported and as CARES Act funds are applied. FY20 budget is preliminary as well, and has a trickle-down effect on the subsequent bottom line Airport Fund Balance. These bottom line numbers will change as CARES Act funds are applied to the operations budget. This is no change from July and August reports.

4. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:

- *COVID Updates*. As of August 11, 2020, the most recent information the State may be found on the **Alaska Travel Portal** at: www.alaska.covidsecureapp.com. Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>. The City and Borough of Juneau COVID Airport Screening Team is finding that very few travelers are completing this updated travel declaration on line when they enter Alaska, and it is causing discontent with travelers as well as extra time/work by the COVID Screening Team.
- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP)*. The Airport submitted its new five-year permit with a Notice of Intent (NOI) on July 28, 2020. The Airport is still waiting for forms/notices for either an NOI or No Exposure from several tenants.
- *Alaska Department of Environmental Conservation Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP) Inspection*. Starting March 9, 2020, the JNU Airport and several tenants have undergone SWPPP MSGP inspections. JNU was found to be in violation of several missing reports and annual inspections/year-end reports. The letter of violation was closed out by ADEC on June 30, 2020, however, ADEC has notified JNU that there may still be fines associated with the violations. JNU does not have a cost magnitude on the fines, but JNU may be able to mitigate some portion of the penalty with a Supplemental Environmental Project (SEP). Staff will update the Board with the fines and further SEP efforts and costs, when known.
- *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has been holding public open houses and community outreach in the planning of the intersection. ADOT has updated traffic accident statistics for 2013-2017. ADOT held another meeting with focus group members (JNU Airport is part of that group) on August 21, 2020 to review the narrowed down alternatives for the intersection. Please visit ADOT website on this project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov.
- *FAA Compliance Land Use/Financial Letter (January 2019)*. The Airport submitted follow-up reports and updates on October 7, 2019. The Airport and Fire Department finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item is in compliance. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues to work on possible acquisition of the Loken/Channel Flying property which is also tied with the old Sand Shed demolition (Snow Removal Equipment

Facility Sand/Chemical grant), as well as U.S. Fish and Wildlife (USFWS) lease. USFWS and FAA attorneys stated that the USFWS may not require lease payments. On July 13, 2020, a letter from the FAA Office of Compliance was received and this compliance matter may be removed from the non-compliance letter. At this time, the FAA has concluded that JNU is working toward compliance on all of these issues.

- *FAA Disabilities Compliance and Title VI Review.* Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update has been forwarded to the FAA for review.
- *Passenger Facility Charge (PFC) cap increase.* While this is not off the table at this time, the discussions of the cap have been put on hold. This was also brought up during a visit with Senator Sullivan in July.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* is tentatively scheduled for replacement in September/October 2020.
- *TSA has cancelled janitorial contracts at airports nationwide.* TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in.
- *Air Traffic Control Tower COVID Cleaning.* FAA ATCT has requested a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The Airport hired two additional staff to help with this (and TSA) cleaning and their contract has been amended to reflect the additional cleaning costs. This is expected to continue through September 2020 at this time.
- *Honsinger Pond/Access* (work in progress): Bicknell is still working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the City & Borough of Juneau (CBJ) on development. The Planning Commission granted their request for final plat approval for a 15-lot subdivision on August 25. Staff continues to request covenants be placed on the property for Land Use Compliance near Airports.
- *Terminal Reconstruction:*
 - o Staff has submitted the application for the FAA AIP grant for FFY20, and updated to reflect 100% match of local funds (from CARES Act). This is currently programmed for a four-year use of AIP entitlement dollars. The grant has not been received, however, a special Airport Board meeting may be required to approve the grant, once it is received, for current federal fiscal year appropriations.
 - o Wayfinding and signage for the public during construction continues to change as needed with the project.
- *Taxiway A, E and D-1 Construction.* SECON is making excellent progress with the minimal traffic due to COVID. SECON is well into next season's work already. It is anticipated that most of the movement area work could be completed this year leaving minimal work for next construction season. We have had a couple of vehicle-pedestrian deviations with the contractor into the movement

area (runway/taxiway). These have been investigated with the FAA and closed out through mitigation or reeducation.

- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff continues to work with our DC Lobbyist to look for federal facilities and equipment funding. This was also brought up during a visit with Senator Sullivan.
- *Elevator contingency protocol*. To keep the old elevator in use until the new ones are installed. The freight elevator has been demolished.
- *Maintenance Programs Refinement (roofs, heat pump equipment, baggage systems, etc.)*. Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and how much per year or per user of the system. Staff is also looking at maintenance contracts for specialized systems (heat pumps) similar to what we do with airfield lighting and controls. Staff is reviewing the final contract with Daikin for the heat pump systems routine maintenance.
- *Runway Safety Action Team (RSAT) meeting* was held September 3, 2020. The team reviewed Letters of Agreement between the Airport and Air Traffic Control, as well as best management practices and construction activities. There are a few action items for both Air Traffic and the Airport, but otherwise a good review of overall safety and practices.
- *COVID Misc*. The FAA through Federal Emergency Management Administration (FEMA) has distributed cloth masks to airports nationwide. JNU received their allotment the end of August and will share, as needed, with air carrier employees. The CBJ is also holding weekly meetings for all CBJ employees to hear updates within the City and answer questions.

5. Airport Project Manager Report (Attachment #3)

6. Airport Architect Report (Attachment #4)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., October 8, 2020, via ZOOM

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1

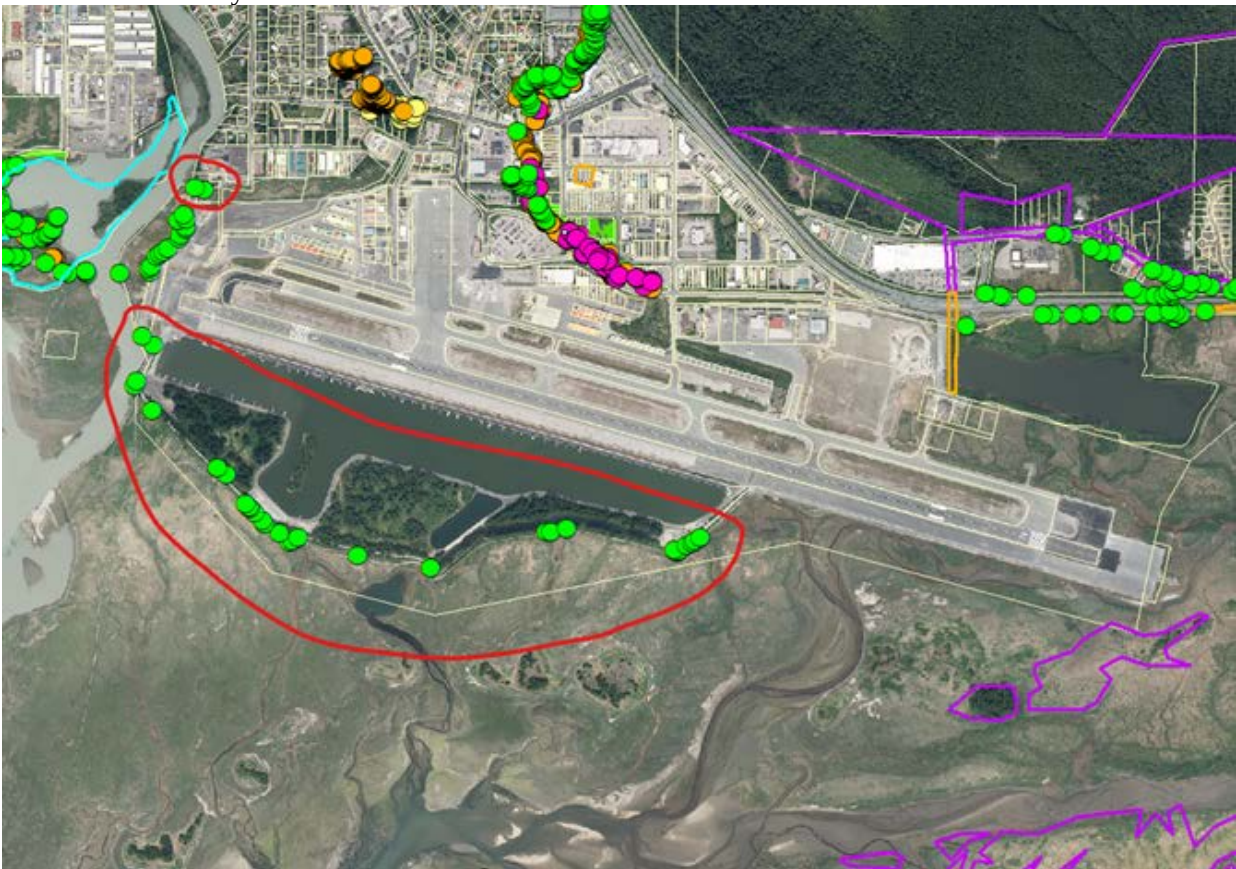
From: [Pam Chapin](#)
To: [Pam Chapin](#)
Subject: Canary Grass Control
Date: Thursday, September 3, 2020 8:59:32 AM
Attachments: [image002.png](#)
[FH20-I-0078 MWSGR Invasive Plant Control SAWC.pdf](#)
Importance: High

From: John Hudson <john@sawcak.org>
Sent: Friday, August 21, 2020 7:14 AM
To: Scott Rinkenberger <scottr@jnuairport.com>
Subject: canary grass control

Scott,

I'm going to start controlling reed canarygrass in and adjacent to the refuge starting next month. There are numerous infestations at the Airport Dike trailhead and along the trail on the south and west sides of the airport. With the exception of a large expansive infestation beyond the west end of the runway that gets mowed, I'd like to apply herbicide to the canarygrass in this area (see highlighted infestations below).

Let me know what you think.



--

John Hudson
Restoration Biologist
Southeast Alaska Watershed Coalition
john@sawcak.org
907-419-4677
alaskawatershedcoalition.org



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Fish and Game

Habitat Section
Southeast Region Office

802 3rd Street
Douglas, Alaska
P.O. Box 110024
Juneau, Alaska 99811-0024
Main: 907.465.4105
Fax: 907.465.4759

SPECIAL AREA PERMIT FH20-I-0078-SA

ISSUED: August 28, 2020
EXPIRES: August 27, 2022

Southeast Alaska Watershed Coalition
ATTN: John Hudson
319 Seward St. Suite 10
Juneau, AK 99801

RE: Invasive Plant Control
Mendenhall Wetlands State Game Refuge
T 40 & 41S, R 66E, CRM (JUN B-2)

Dear Mr. Hudson:

Pursuant to 5 AAC 95, the Alaska Department of Fish and Game (ADF&G) Habitat Section reviewed your proposal to eradicate invasive plants with herbicide in the Mendenhall Wetlands State Game Refuge. This permit supersedes Special Area Permit FH17-I-0057-SA.

Project Description

You will use backpack sprayers and hand wiping to apply Aquamaster (glyphosate herbicide) and Agridex (surfactant) to infestations of reed canary grass, perennial sowthistle, european mountain ash, and european bird cherry in the Mendenhall Wetlands State Game Refuge. You will time work with low tide and dry weather to reduce spreading to non-target species, post signs prior to treatment, and remain on site until the chemical is absorbed into the plants to inform the public.

Legislatively Designated Special Area

The Mendenhall Wetlands State Game Refuge was established at 16.20.034 to protect and preserve the natural habitat and game populations. This project will restore and protect natural habitat and plant communities and is consistent with the goals of the Mendenhall Wetlands State Game Refuge management plan.

ATTACHMENT #1

In accordance with 5 AAC 95, your project is approved subject to the project description and permit terms.

Permit Terms

This letter constitutes a permit issued under the authority of AS 16.20.060 and must be retained on site during project activities. Please be advised that this determination applies only to Habitat Section regulated activities; other agencies also may have jurisdiction under their respective authorities. This determination does not relieve you of your responsibility to secure other permits; state, federal, or local. You are still required to comply with all other applicable laws.

You are responsible for the actions of contractors, agents, or other persons who perform work to accomplish the approved project. For any activity that significantly deviates from the approved plan, you shall notify the Habitat Section and obtain written approval in the form of a permit amendment before beginning the activity. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any provision contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is a Habitat Section responsibility. Therefore, we recommend you consult the Habitat Section immediately before considering any deviation from the approved plan.

You shall give an authorized representative of the state free and unobstructed access to the permit site, at safe and reasonable times, for the purpose of inspecting or monitoring compliance with any provision of this permit. You shall furnish whatever assistance and information the authorized representative reasonably requires for monitoring and inspection purposes.

In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. You shall mitigate any adverse effect upon fish or wildlife, their habitats, or any restriction or interference with public use that the commissioner determines was a direct result of your failure to comply with this permit or any applicable law.

You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions, or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

Pursuant to 5 AAC 95.920, an interested person may initiate an appeal of a decision made under this chapter in accordance with the provisions of AS 44.62.330 - 44.62.630 by requesting a hearing under AS 44.62.370.

Please direct questions about this permit to Habitat Biologist Greg Albrecht at (907) 465-6384 or greg.albrecht@alaska.gov.

ATTACHMENT #1

FH20-I-0078-SA / SAWC

– 3 –

August 28, 2020

Sincerely,
Doug Vincent-Lang
Commissioner

A handwritten signature in black ink that reads "Kate Kanouse". The signature is written in a cursive, flowing style.

By: Kate Kanouse
Regional Supervisor

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Dan Teske, ADF&G SF, Douglas
Dave Harris, ADF&G CF, Douglas
Roy Churchwell, ADF&G WC, Douglas
Lee Cole, ADNR DMLW, Juneau
Ben Soiseth, USACE, Fairbanks
Doug Cooper, USFWS, Anchorage
Habitat Conservation Division, NMFS, Juneau
Lt. Matt Dobson, DPS/AWT, Juneau

ATTACHMENT #2

Available Fund Balance Summary Airport Fund

Last Update: 07/2020

	FY19 Actuals	FY20 Projected	FY21 Budget	FY22 Budget	
Revenues:	7,172,764	5,903,600	7,272,500	7,990,400	
Expenditures:	(7,298,990)	(7,610,400)	(7,896,800)	(8,098,500)	
Transfers (to)/from Capital Projects:	1,819,200	(800,000)			
CARES Reimb (operations):	-				
Debt Service (Rev):	-	(285,000)	(2,451,700)	(2,722,300)	Covered by AIP/PFC revenues, see detail in debt service schedule
Debt Service (GO):	-		(602,300)	(662,600)	
CARES Reimb (debt):	-		602,300	662,600	Reflects expected CARES reimbursement for GO Bonds
*Other Financing Sources (Uses):	60,126	378,500	2,553,200	2,823,800	
Increase (decrease) in Fund Bal (FB):	<u>1,753,100</u>	<u>(2,413,300)</u>	<u>(522,800)</u>	<u>(6,600)</u>	
Beginning Available FB	<u>2,735,100</u>	<u>4,488,200</u>	<u>2,074,900</u>	<u>1,552,100</u>	
Ending Avail FB, including Reserve:	4,488,200	2,074,900	1,552,100	1,545,500	
Less 3 Mo. Operating Reserve	(1,818,325)	(1,902,600)	(1,974,200)	(2,024,600)	
Ending Available Fund Balance	<u>2,669,875</u>	<u>172,300</u>	<u>(422,100)</u>	<u>(479,100)</u>	

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

ATTACHMENT #2
AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$675,000)	**	<i>NO LONGER NEEDED Terminal Recon Prep/construct desgin forwar fund</i>
Oct-19					
	\$144,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Captial Reservice Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have bee sold; all funding is in place; temp forward funded \$675K tol be credited once Controller's completes transfer back to acct

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: September 4, 2020

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 under separate design and construction contracts when federal funding is available.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:

In spite of the unseasonably wet weather, the project Contractor (SECON) continues to work towards the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work this construction season. As reported earlier, following the outbreak of the COVID-19 pandemic, JNU elected to move forward with this project using a revised/re-packaged work phasing plan that was developed to capitalize on a reduction in air traffic on the Juneau International Airport. This revised plan combined the bulk of the Phase 1 work (eleven work phases) and Phase 2 work (ten work phases) into nine work phases (Phase S1 through Phase S9).

SECON recently completed work on Phase S7 which included infield grading, TWY A pavement rehabilitation and lighting improvements between TWY E1 to TWY G. SECON is currently working on Phase S7A, which represents a sub-set of work from Phase S8. SECON asked to be allowed to proceed with Phase S7A while they waited for paving weather to wrap up the last of the Phase S7 work.

ATTACHMENT #3

Phase S-7A (28 day closure of TW A from TW E1 to TW E and from H1 to G Aug 14 – Sep 10):

- Work in this phase:
 - Runway infield grading, start of excavation for the new half-arch culvert at Jordan Creek
 - TW A pavement rehabilitation – profile milling and paving



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

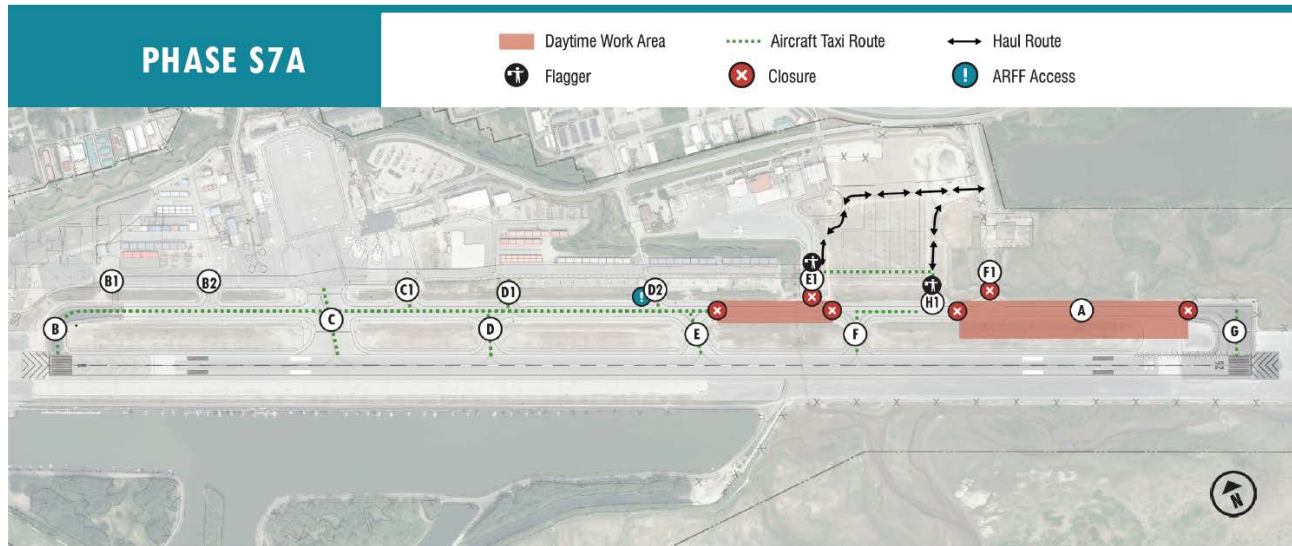
Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

(907)500-8234

PROJECT WEBSITE

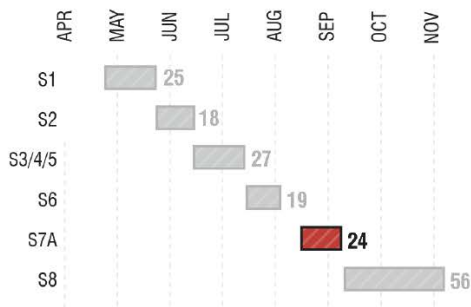
www.JNUTaxiways.com



PHASE S7A OVERVIEW

Taxiway (TW) A rehabilitation and some infield grading work near the Runway Safety Area (RSA).

DURATION (AUG 14 - SEP 10)



Last Updated August 28, 2020

IMPORTANT INFORMATION

- Runway back-taxi may be required.
- TW G available for aircraft turns.
- Contractor will remain outside a 400' wide Obstacle Free Zone for operations by B-III aircraft or smaller for daytime work near the runway. Contractor will pull back for larger aircraft.

IMPACTS

- Aircraft size limitations when work is ongoing near the runway.
- TW A closed between TWs E and E1 and H1 and G.
- TWs E1 and F1 closed.

Phase S-8 (53 day closure of TW A from TW D2 to TW F, Sep 10 – Oct 30):

- Work in this phase:

ATTACHMENT #3

- Jordan Creek Half-Arch Culvert – this will be 2-1/2 to 3 weeks to complete
- TW E Realignment – pavement removal and replacement
- Runway infield regrading between TW E and TW F
- TW A Rehabilitation – profile milling & paving with electrical conduit and vault installation



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

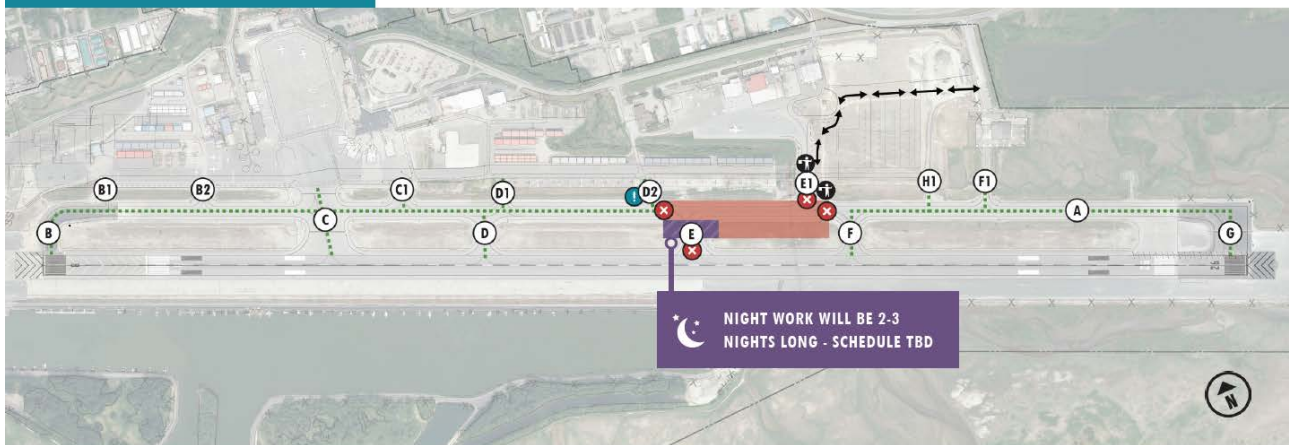
(907)500-8234

PROJECT WEBSITE

www.JNUTaxiways.com

PHASE S8

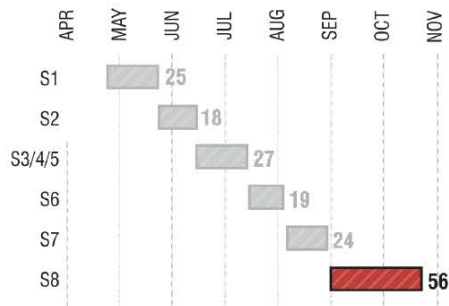
- Daytime Work Area
- Nighttime Work Area
- Aircraft Taxi Route
- Haul Route
- Flagger
- Closure
- ARFF Access



PHASE S8 OVERVIEW

Jordan Creek culvert, TW A rehabilitation between TWs E and F, and TW E realignment. RSA/infield grading work.

DURATION (AUG 31 - OCT 26)



IMPORTANT INFORMATION

- Runway backtaxi may be required.
- TW G available for aircraft turns.
- RSA reduced to 400' wide (B-III aircraft or smaller) for daytime work in RSA infields. Contractor will exit for aircraft requiring full safety area.

IMPACTS

- TW A closed between TW E and E1.
- TWs E and E1 closed.
- Nighttime paving impact (TBD).

At the completion of Phase S8, currently scheduled to be substantially complete on October 30, 2020, the rehabilitation of Taxiway A will be complete, the realignment of Taxiway E will be

ATTACHMENT #3

complete, the installation of the new half-arch culvert at Jordan Creek will be complete, all infield grading will be complete and seeded, and all new duct bank work (man-holes, conduit and conductors) will be complete.

Work that will not be completed at the end of Phase S8 will include: the completion of the construction of the new ALRV (now scheduled for 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, 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 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).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has finalized and submitted their formal report to the Alaska Department of Environmental Conservation (ADEC).

ATTACHMENT #3

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 is moving forward on the additional investigating and monitoring work based on July's Board approval of the quote from Cox Environmental and funding.

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: JNU has requested a fee proposal from Haight & Associates electrical engineers to develop the necessary design & construction documents needed to bid this work. Haight & Associates has confirmed that the proposed high efficiency LED flood light fixtures meet the FAA's Buy American requirements. Haight & Associates, who designed the electrical component of the North Terminal Renovation, has been tasked with coordinating and finalizing the scope of the ramp lighting work with the lighting and lighting controls that are being provided as part of the North Terminal Reconstruction project. Haight & Associates has also been tasked with establishing the estimated project construction cost. This project will be released for competitive bid as soon as the documents have been completed and approved.

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).



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: September 3, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of August 2020 Activity with Look Ahead

Sand/Chemical Building & Fueling Station. The replacement boiler has been installed, and by early September the controls work had begun. Dawson has been working closely with the mechanical subcontractor to get all of the training scheduled, and get final inspections completed during September.

Look Ahead to Upcoming Activity: complete the installation of the replacement heat pump, complete punch lists, and begin project close-out.

Old Sand Shed Removal. One bid was received and opened on August 26, 2020. Award of the contract to Southeast Earthmovers, Inc. is underway. The Board reviewed this bid at a special meeting on August 28, 2020.

Look Ahead to Upcoming Activity. Complete the contract award process, and schedule the Pre-Construction conference.

Terminal Reconstruction. The majority of demolition work was completed by the end of August. Concrete foundations began, and steel erection started on September 2, 2020. The complexities of connecting to the existing structure, and unknown conditions of the existing building have continued to emerge, but all issues are being addressed promptly by both the design and construction teams. Airport staff remains very accommodating and flexible to the construction impacts, and Dawson Construction is working hard to minimize noisy activities during terminal operations hours.

Look Ahead to Upcoming Activity. Continue foundations and steel through September.



Concrete foundation work.



Start of steel erection.

ATTACHMENT #4

Other projects/issues worked on by architectural projects staff during August included:

- Relocated JNU Badging Office due to construction activity in terminal.
- Continued with close out of the JNU Terminal Electric Service project.
- Completed new accessible parking layouts for short and long term lots, and forwarded to Republic Parking for review and implementation.
- Continued working on the airport's Disadvantaged Business Enterprises (DBE) annual report.
- Responded to COVID issues in the terminal and the construction work areas.