

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, FEBRUARY 11, 2020
AIRPORT GLACIER FIRE DEPARTMENT TRAINING ROOM
1700 Crest Avenue, Juneau Valley

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of January 14, 2020
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **Aqueous Film Forming Foam (AFFF) Polyfluoroalkyl Substances (PFAS) Contamination Testing Update (Attachment #1).** The Airport is under contract with Cox Environmental to develop a plan, testing and monitoring the presence of specific PFAS contamination and coordinating with the State of Alaska Department of Environmental Conservation (ADEC). Test wells were drilled November 13-16, 2019. After allowing for the ground water to settle after the drilling, sampling and testing of soil and groundwater were performed in December 2019.

As a reminder, JNU's (Juneau International Airport) PFAS Sampling and Analysis Plan (SAP) sampled for the suite of six PFAS in soil and groundwater:

- Perfluorobutanesulfonic acid (PFBS)
- Perfluorohexanesulfonic acid (PFHxS)
- Perfluoroheptanoic acid (PFHpA)
- Perfluorooctanoic acid (PFOA)
- Perfluorooctane sulfonate (PFOS)
- Perfluorononanoic acid (PFNA)

Last month, Juneau International Airport (JNU) was advised that one soil sample location (MW-6) tested above the Migration to Groundwater Cleanup Level. The groundwater samples were received this week.

Attachment #1 is a data table summarizing the detected PFAS groundwater samples for JNU. Groundwater is in excess of the ADEC groundwater cleanup levels at MW-3, MW-4, and MW-6 (MW-2 was not productive for sampling so was not sampled during the event). **The results indicate groundwater exceeds the ADEC cleanup level of 400 ng/L for PFOS at MW-3 and MW-6, and PFOA at MW-4. The detected concentration of PFOS is 750 ng/L at MW-3, and 50 ng/L at MW-6; and PFOA is 410 ng/L at MW-4.**

JNU is waiting on the report of the findings and recommendations from Cox Environmental that will be submitted to ADEC. Staff anticipates a copy of this report by the Board meeting.

VII. NEW BUSINESS

A. **Airport Manager's Report:**

1. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #2). Attached are the monthly AFB and CIP balances. Funding for the Terminal Project is now in place. In April 2019, the Airport approved the transfer of \$675,000 from the CIP Revolving account to forward fund some of the pre-construction work and remaining design work for the Terminal. This was not needed and can be transferred back to the CIP Revolving account. CBJ Finance Department is still working on crediting the revolving account (CIP account restored to \$819,246). Staff has also removed the \$136,000 commitment of AFB for the FY19 operation budget; no longer needed. The calculations for AFB are still pending Finance Department review, so the slight revenue overage in FY19 is not shown at this time.
2. Honsinger Pond Access. Bicknell is 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 City has received a request for preliminary plat approval for a 15-lot subdivision. Public Hearing on the subdivision plat was postponed from December 10, 2019. Comments are due to CBJ Community Development by February 3, 2020, or directly to Planning Commissioner by noon February 17, 2020. **The Public Hearing has been rescheduled for Tuesday, February 25, 2020 at 7 p.m. in Assembly Chambers.** Staff has submitted comments including the request for covenants on the property for Land Use Compliance near Airports.
3. Chris Childers, Airfield Senior Equipment Operator and Supervisor for night shift has accepted a job at the Homer Airport. His last day is February 7, 2020. Chris' departure leaves a big void in our night airfield operations. We wish him the best in his new adventure.
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:
 - *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has been holding public open houses and community focus groups to assist in the planning of the intersection. The Airport Manager and Airport Board Chair are participants for the focus group. ADOT asked focus group members to spread the word about upcoming public open houses and encourage everyone to attend or visit the ADOT website to learn more facts about the intersection/project, and encourage public comment. 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. No new updates at this time.

- *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/Chanel Flying property which is also tied with the old Sand Shed demolition (Snow Removal Equipment Facility Sand/Chemical grant).
- *FAA Disabilities Compliance and Title VI Review.* Staff is finalizing plans and self-evaluation programs for the final part of the 2017 FAA compliance audit for ADA and Title VI review.
- *Passenger Facility Charge (PFC) cap increase.* Staff continues to work through our DC Lobbyist on this increase. It is a nationwide issue.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* will be replaced in the near future.
- *TSA will be cancelling janitorial contracts at airports nationwide.* TSA will still be required to pay for utilities associated with equipment use. The financial impact will be discussed at the upcoming Finance Committee meeting.
- *Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties* were approved by AKOSH. The last emergency stair evacuation track has been purchased/received. The total purchases have come up short (less expensive), so the Airport has some suggested items to make up the difference. This will be submitted to AKOSH for approval prior to purchase. It means that close-out of this violation is delayed by a couple of months.
- *Honsinger Pond/Access* (work in progress) with State Department of Transportation, Bicknell, and the CBJ. The City received a request for preliminary plat approval for a 15-lot subdivision. **Public Hearings now scheduled for 7 p.m. February 25, 2020.** Staff submitted comments regarding the rezone still contingent upon acquiring legal access, as well as the request for covenants on the property for Land Use Compliance near Airports.
- *Terminal Reconstruction:*
 - o Dawson Construction is awaiting the notice to proceed from CBJ Engineering Department, which will officially start the project.
 - o Staff will submit the application for the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant for FFY20. This will be a four-year use of AIP entitlement dollars.
 - o FAA equipment relocation is almost complete.
 - o New Generator and Electrical feed are being tested and transferred over this week.
 - o Temporary relocation of space for affected parties is almost complete. Finalizing move for Alaska Air Operations and Wildlife Services.
 - o Working on wayfinding and signage for public during construction.
 - o Reconfiguration of lobby space/check-in kiosks for Alaska Airlines for Phase II of terminal construction.

- *Taxiway A, E and D-1 Construction.* The Airport will begin the two-year construction on the rehabilitation/relocate and lighting of Taxiway A, E and D-1. This will be two construction seasons (2020-2021). There will be a lot of information and NOTAMs issued. This will cause a lot of congestion on the ramps and require a lot of coordination with contractor, staff, Air Traffic and air carriers. Bid was awarded to Secon. FAA grant and all match funds (PFC) have been appropriated.
- *A second FAA Safety Risk Management (SRM) Review* will take place this fall for assessing Phase 2 of the construction.
- *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.
- *Notice of Default* for hangar tenants who have reportedly been using hangars for non-aviation purpose have all been corrected and re-inspected. Tie downs used for non-aviation purposes/derelict aircraft (roughly 11 tenants) have been notified and staff is working on resolving this on an individual case basis.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff is working with our DC Lobbyist to look for federal facilities and equipment funding.
- *Elevator contingency protocol.* To keep the old elevator in use until the new ones are installed. The freight elevator has been taken out of service.
- *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.
- *Exit Lane System.* Notice to Proceed has been given to Island Contractors to begin the replacement of the exit lane system. The system will take a few months to manufacture and ship. It is estimated the project will take two weeks to modify the opening and install this spring.
- *Runway Safety Action Team (RSAT) meeting* will be taking place on Friday March 27 starting at 8 a.m. at the Glacier Valley Fire Station training room. This is a combined meeting for annual runway safety (required) along with information on upcoming construction on the Airport provided by the Airport.

5. Airport Project Manager Report (Attachment #3)

6. Airport Architect Report (Attachment #4)

VIII. CORRESPONDENCE:

- IX. COMMITTEE REPORTS
 - A. **Finance Committee:** TBD
 - 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., March 10, 2020, Glacier Fire Department Training Room
- XV. EXECUTIVE SESSION
- XVI. ADJOURN

ATTACHMENT #1

Table 2. Summary of Water Data – January 2020

Juneau International Airport – Juneau, AK – ADEC File # 1513.38.117

Analyte	CAS #	Units	Groundwater Cleanup Level	MW-1 01/03/20	MW-3 01/03/20	MW-4 01/03/20	MW-5 01/03/20	MW-6 01/03/20
USEPA Method 537 (Modified)								
11-Chloroeicosafluoro-3-oxaundecane-1-sulfonic acid	763051-92-9	ng/L		ND	ND	ND	ND	ND
9-Chlorohexadecafluoro-3-oxanonane-1-sulfonic acid	756426-58-1	ng/L		ND	ND	ND	ND	ND
ADONA	958445-44-8	ng/L		ND	ND	ND	ND	ND
DONA	919005-14-4	ng/L		ND	ND	ND	ND	ND
HFPO-DA (GenX)	13252-13-6	ng/L		ND	ND	ND	ND	ND
N-ethylperfluorooctanesulfonamidoacetic acid (NEtFOSAA)	2991-50-6	ng/L		ND	ND	ND	ND	ND
N-methylperfluorooctanesulfonamidoacetic acid (NMeFOSAA)	2355-31-9	ng/L		ND	ND	ND	ND	ND
Perfluorobutanesulfonic acid (PFBS)	375-73-5	ng/L		27	ND	670 E	ND	16
Perfluorodecanoic acid (PFDA)	335-76-2	ng/L		ND	2.4	ND	ND	ND
Perfluorododecanoic acid (PFDoA)	307-55-1	ng/L		ND	ND	ND	ND	ND
Perfluoroheptanoic acid (PFHpA)	375-85-9	ng/L		37	24	390 E	ND	41
Perfluorohexanesulfonic acid (PFHxS)	355-46-4	ng/L		220	28	1900 E	1.8	110
Perfluorohexanoic acid (PFHxA)	307-24-4	ng/L		130	35	1500 E	ND	73
Perfluorononanoic acid (PFNA)	375-95-1	ng/L		3.1	10	5.0	ND	6.5
Perfluorooctanesulfonic acid (PFOS)	1763-23-1	ng/L	400	340 E	750 E	67	3.4	540 E
Perfluorooctanoic acid (PFOA)	335-67-1	ng/L	400	29	34	410 E	ND	40
Perfluorotetradecanoic acid (PFTeA)	376-06-7	ng/L		ND	ND	ND	ND	ND
Perfluorotridecanoic acid (PFTriA)	72629-94-8	ng/L		ND	ND	ND	ND	ND
Perfluoroundecanoic acid (PFUnA)	2058-94-8	ng/L		ND	ND	ND	ND	ND

Notes:

Results in **bold/yellow** above ADEC Method 2 Soil Cleanup Level.

E - Result exceeded calibration range

ATTACHMENT #1

Table 2. Summary of Detected Water Data – January 2020
Juneau International Airport – Juneau, AK – ADEC File # 1513.38.117

Analyte	CAS #	Units	Groundwater Cleanup Level	MW-1 01/03/20	MW-3 01/03/20	MW-4 01/03/20	MW-5 01/03/20	MW-6 01/03/20
USEPA Method 537 (Modified)								
Perfluorobutanesulfonic acid (PFBS)	375-73-5	ng/L		27	ND	670 E	ND	16
Perfluorodecanoic acid (PFDA)	335-76-2	ng/L		ND	2.4	ND	ND	ND
Perfluoroheptanoic acid (PFHpA)	375-85-9	ng/L		37	24	390 E	ND	41
Perfluorohexanesulfonic acid (PFHxS)	355-46-4	ng/L		220	28	1900 E	1.8	110
Perfluorohexanoic acid (PFHxA)	307-24-4	ng/L		130	35	1500 E	ND	73
Perfluorononanoic acid (PFNA)	375-95-1	ng/L		3.1	10	5.0	ND	6.5
Perfluorooctanesulfonic acid (PFOS)	1763-23-1	ng/L	400	340 E	750 E	67	3.4	540 E
Perfluorooctanoic acid (PFOA)	335-67-1	ng/L	400	29	34	410 E	ND	40

Notes:

Results in **bold/yellow** above ADEC Method 2 Soil Cleanup Level.

E - Result exceeded calibration range

ATTACHMENT #1

Table 3. Summary of Water Data Exceeding Cleanup Levels– January 2020
Juneau International Airport – Juneau, AK – ADEC File # 1513.38.117

Analyte	CAS #	Units	Groundwater Cleanup Level	MW-3 01/03/20	MW-4 01/03/20	MW-6 01/03/20
USEPA Method 537 (Modified)						
Perfluorooctanesulfonic acid (PFOS)	1763-23-1	ng/L	400	750 E	67	540 E
Perfluorooctanoic acid (PFOA)	335-67-1	ng/L	400	34	410 E	40

Notes:

Results in **bold/yellow** above ADEC Method 2 Soil Cleanup Level.

E - Result exceeded calibration range

ATTACHMENT #2
AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwr'd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
		\$13,501	(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimbur
		\$17,573	(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimbur
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
Jul-19				(\$800,000)		Terminal Reconstruct local match
						*FY19 contribution to balance budget not needed (\$136,000)
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$2,577,632					<i>represents usable amount/available fund cash</i>

* varies by budget year

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: February 6, 2020

Project specific summaries of project status and activity are presented below.

Snow Removal Equipment Building (SREB): Juneau International Airport (JNU) has coordinated directly with the manufacturer (International Door) to address problems encountered with the guide roller bearing installations on the large exterior doors on the SREB. The bearing assemblies were improperly installed at the factory and International Door is currently on site to repair / replace these assemblies at no cost to JNU. This work is expected to be completed on or before February 18, 2020.

JNU has also coordinated with International Door to inspect and assess the post-impact condition of the large exterior Wash Bay door. International Door has ordered the necessary parts, which are expected to arrive this week or early next week. International Door will repair the door while they are in Juneau, eliminating the travel / lodging costs and reducing the overall door repair cost.

Snow Removal Equipment Building (SREB): JNU has coordinated directly with ECI Architects and PND Engineers to finalize the design of new trench drain covers for the Wash Bay trench drain. These new galvanized steel plate covers are intended to replace the original light duty bar grating that has been damaged / deformed by rolling vehicle loads. The new trench drain covers have been designed to accommodate JNU's heaviest vehicles. JNU is currently working on finalizing a Request for Quote (RFQ) package that will be released to steel fabricators for competitive quote.

Sand-Chemical Building: JNU has coordinated with the manufacturer (International Door) to address problems encountered with the guide roller bearing installations on the large exterior doors on the Sand-Chemical Building. The bearing assemblies were improperly installed at the factory and International Door is currently on site to repair/replace these assemblies under the one-year project warranty and one-year door warranty. This work is expected to be completed on or before February 18, 2020.

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 has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU continues to review these documents.

ATTACHMENT #3

Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and City & Borough of Juneau (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.

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

JNU has applied for and obtained the Building Permit from the CBJ for the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Construction on the ALRV addition is currently scheduled to begin on April 1, 2020, and is to be completed on or before July 18, 2020.

The project General Contractor (SECON) has coordinated with CBJ Community Development in the matter of the Conditional Use Permit required by the CBJ to operate a temporary asphalt batch plant on JNU property. Community Development has advised JNU that they intend to extend the Conditional Use Permit that had been issued for the recent RSA Phase 2C project for use on the TWY A-D1-E project.

SECON and their subcontractors continue working on the preparation and submission of the administrative submittals, and the construction materials submittals. SECON is also actively working on the development and submission of Requests for Information (RFI) to address their questions and concerns.

Construction Administration & Inspection (CA&I) services are being provided by DOWL through all project phases. DOWL will fill the role of Project Engineer and will coordinate directly with SECON, Air Traffic Control, the project Airfield Safety Officer and airfield users. DOWL is currently coordinating with SECON on the administrative submittal review process. DOWL is also coordinating with the Federal Aviation Administration (FAA) Airports Construction Advisory Council (ACAC) to begin their review of the project. ACAC will coordinate with local FAA Air Traffic Control (ATC) staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP's) throughout the project.

DOWL will be conducting a second pre-construction meeting in late March 2020, prior to the start of Phase 1 work which is currently scheduled to begin on April 1, 2020. In this meeting, the Contractor will be reminded of all movement area revisions (painted markings and signage), as well as operational safety and security measures that are to be implemented during construction operations.

Limited Construction Administration (CA) services are being provided by PDC Engineers. As the Engineers of Record, PDC Engineers will coordinate 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 is currently coordinating with DOWL, JNU and SECON on the construction materials submittal review process. PDC Engineers is also working on finalizing an Engineers Supplemental Information (ESI) document that will soon be issued to SECON to implement the movement area revisions resulting from the Phase 1 FAA Air Traffic Organization Safety Risk Management panel project review.

ATTACHMENT #3

The construction phasing for all TWY A-D1-E work remains as follows:

Phase 0 – Initial Project Start-Up – 2019 Construction Season:

This phase began on the date of issuance of the Owner's Notice-to-Proceed (NTP) which was November 14, 2019. Work that is being completed in this phase will include the completion of administrative and materials submittals and the ordering and shipping of construction materials. The Contractor has elected to not start work on the construction of the ALRV addition to the existing SREB during this initial project phase. Anticipated duration: Up to 184 days or 26 weeks (from NTP to start of Phase 1).

Phase 1: ELEVEN Work Sub-Phases – 2020 Construction Season:

This phase begins on or before April 1, 2020, and shall be Substantially Complete on or before July 18, 2020. Final Completion shall be achieved on or before September 30, 2020. Work will include the installation of temporary facilities to use Taxiway H as an active Taxiway, the relocation of Taxiway D1, the rehabilitation of the Taxiway H pavements by mill and overlay method, extension of Taxilane H and the completion of the new ALRV addition. Winter shut-down will take place between Phase 1 and Phase 2. Anticipated duration: 108 calendar days or 15.5 weeks.

Phase 2: TEN Work Sub-Phases – 2021 Construction Season:

This project phase begins on or before April 1, 2021 and shall be Substantially Complete on or before September 29, 2021. Final Completion shall be achieved on or before October 29, 2021. Work will include: the Realignment of Taxiway E, replacement of the Jordan Creek culvert under Taxiway A, rehabilitation of the Taxiway A pavements by mill and overlay method, airfield lighting controls cut-over from the existing ALRV to the new ALRV, airfield lighting improvements and restoration of temporary facilities to final configuration. Anticipated duration: 181 calendar days or approximately 26 weeks.

Polyfluoroalkyl Substances (PFAS) Site Assessment:

Cox Environmental has received the groundwater sampling data from the newly installed water monitoring wells that were recently drilled on the west, south and east sides of the airfield. They reported this week 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. They also reported 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.

Cox Environmental is currently working on finalizing the soil data and groundwater data into a formal report to the ADEC. This report will include recommendations and next steps for moving forward for continued investigation. It is anticipated that 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. Now that the groundwater has also been found to be contaminated, additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. Their contractor, Dawson Construction, has erected the structural steel and is currently waiting for the roofing materials to arrive.

ATTACHMENT #3

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

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 has started 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.

ATTACHMENT #4



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: February 6, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of January 2020 Activity

Sand/Chemical Building & Fueling Station. Training and start up on the chemical mixing system and the fueling station have not yet occurred. The failed heat pump has been repaired to maintain heat until the permanent replacement arrives, which is expected in April 2020. The heat pump has not been accepted by the Airport, and the Contractor is maintaining the temporary repaired unit. This issue will delay the close out of the project until spring 2020.

Old Sand Shed Removal. A contract amendment was executed in January with ECI Architects to prepare design and bid documents for removal of the old Sand Shed. ECI and their structural engineer are reviewing their schedules to suggest a time to begin as-built verifications. The construction bid period will be established once the overall project schedule is confirmed, but it is expected that construction will wait until October 2020 to reduce operational impacts to Coastal Helicopters.

Terminal Reconstruction. Dawson Construction, LLC was the successful bidder for the Terminal Reconstruction project. The City & Borough of Juneau Engineering contracts office is assembling required documents to execute the contract. Once the Notice to Proceed is issued, Dawson will begin mobilization on site. The pre-construction conference is expected to occur in mid-February.

JNU staff continues to relocate offices and operations affected by the upcoming construction project. Alaska Airlines, Alaska Seaplanes, and the Federal Aviation Administration staff have also been working diligently to relocate their operations from areas of the terminal that will be demolished.

The Electrical Service project continued through January. Start-up, testing, and training of all equipment will be complete by mid-February.

Secure Exit Lane Replacement. Bids were opened on January 14, 2020. The successful bidder was Island Contractors, Inc. and the contract was executed on February 3, 2020. The on-site work is tentatively scheduled for early May 2020.

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

- Drafted JNU's Americans with Disabilities Act (ADA) Transition Plan.
- Developed a summary of JNU's heat pump systems to assist Airport Manager in assessing needs for ongoing HVAC maintenance.