MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 5, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In August, Dawson Construction continued to work on the project punch-list items, on work items required by the original construction contract, and on work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders. JNU continues to work on finalizing the following outstanding work items:

Glass Guardrail: JNU continues to work with the project architects who are developing conceptual plans for the introduction of full height (floor-to-ceiling) glass wall assemblies to replace the glass guardrail assembly around the second floor through-floor opening. The full height option has been deemed the best way to address code compliance, safety concerns and concerns relating to potential vandalism to the suspended light fixtures.

Lighting Control Replacement: JNU has issued RFP 183 to Dawson Construction to provide a price to replace the failing lighting control equipment within the older portion of the terminal. The interior lighting in this portion of the terminal is either being controlled manually or is being left on due to the failure of the old lighting control equipment. JNU has not yet received a price from Dawson Construction for RFP 183.

Terminal Air Balancing (TAB): The final balancing of the new and old mechanical heating, ventilating & air conditioning (HVAC) systems remains incomplete. This is the last large work component to be completed, and it has been delayed as work to repair more of the existing heating and cooling systems components are identified and completed. The balancing work cannot (should not) proceed until all of the heat pumps and fan units are operating and under building automation system (BAS) control. As of the writing of this report, there are still HVAC equipment items that are non-operational. JNU continues to work with the Terminal project engineers (RESPEC) and with JNU Building Maintenance staff to address these continuing problems.

Ground Source Loop Field Glycol Replacement: Building Maintenance has reported that they have found contaminants within the loop field / terminal heat pump system, and that these contaminants include remnants of the rubber linings from the braided stainless-steel supply / return hoses at each of the heat pumps, as well as sludge build-up which is evidently a by-product of the ethylene-alcohol glycol coming in contact with iron in the make-up water. These contaminants have been found throughout the loop field / heat pumps system and are adversely impacting the efficiency of the overall system because they are clogging the system supply and return lines and the heat pump filters.

Building Maintenance initially looked at how best to filter the contaminants out of the system, but soon realized that the complete replacement of the glycol was going to be necessary to avoid continuing problems. JNU is currently working with RESPEC to establish the associated scope of work and will soon issue this as RFP 190 - Loop Field Glycol Replacement to Dawson Construction.

Terminal Fire Alarm Upgrade: No change since last report. This project is now substantially complete, and the Contractor's remaining work items include Owner training and the submission of the project as-built documents and the Operating & Maintenance (O&M) manuals.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. The bid opening for this project occurred on July 25, 2023. A single bid was received from SECON, which totaled $14,708,640. This bid amount included $13,376,162 for the base bid work (construct the RON, rehabilitate the 121 ramp and reconfigure the parking layouts / tie-downs on the 135 ramp) and $1,332,478 for the Additive Alternate 1 work (mill and overlay paving work in the 135 ramp).

The engineer's estimate for the project base bid construction cost was $12.3M and the estimated construction cost of Additive Alternate 1was $3.5M for an estimated total construction cost of $15.8M.

JNU has received DOWL's fee proposal to provide Construction Administration & Inspection (CA&I) services through the construction and project close-out phases of this project. This fee proposal, when compared to JNU's in-house estimate for CA&I services, was determined to be acceptable.

The BE23-243 Rehabilitate Part 121/135 Apron & RON Parking Apron project has not yet been awarded to SECON. JNU has submitted the project grant application, which identifies the bid results, JNU's administration costs, as well as DOWL's CA&I fees to the Federal Aviation Administration (FAA). Upon receipt of the FAA grant, JNU will bring the project to the Assembly for approval to accept the grant and for approval to award the project to SECON.

JNU and DOWL continue to work with the FAA prior to the award of the project to SECON. The FAA has issued a conditional approval of the project Construction Safety and Phasing Plan (CSPP). The FAA has also completed their aeronautical study and have made the determination that obstruction lighting is not required on the new ramp lighting poles. The construction contract currently calls for 60-foot-high poles with obstruction lights, and JNU is working with DOWL to issue an RFP to remove the obstruction lights from the contract scope of work.

Upon award of the project, SECON will develop and submit their overall project schedule for review and approval. It is anticipated that SECON will want to consolidate/overlap the project work phases and sub-phases to introduce efficiencies in completing the work. While the contract calls for a Substantial Completion date of September 30, 2026, there is a good chance that SECON will achieve the substantial completion milestone before then.

Sand/Chemical Building – Roof Warranty: No change since last report. A representative from Carlisle SynTec Systems performed a follow-up inspection of the Sand/Chemical roof installation on September 30, 2022. The representative did not accept the installation and advised Dawson Construction that the heat-welded membrane seams within the two large roof valleys required additional attention. Dawson Construction currently plans on addressing the additional seaming work as soon as possible, weather permitting. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty for this new installation.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): No change since last report. The project punch list work has been completed and accepted, and JNU has accepted SECON's final request for

payment. JNU continues to work with PND Engineers on closing out this project. PND Engineers continues to work on the Engineers Report, which will be submitted to the FAA as soon as it has been completed.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: JNU, working with DOWL and SECON, has finalized the last of the outstanding project RFPs, Change Orders and Contractor Pay Requests.

RFP 27R1-Existing ALRV and Existing Generator: The FAA has determined that the cost of $55,676.21 for RFP 27R1 is AIP eligible. This RFP addressed work associated with the creation of the temporary dual Airfield Lighting Regulator Vault (ALRV) system to facilitate the schedule of the FAA's RVR work.

Change Order 12: The FAA has determined that the cost of Change Order 12, in the amount of $191,908.11, is AIP eligible. This Change Order addressed the last of the materials quantity adjustments (actual materials quantities used on the project instead of the estimated quantities that were identified within the bid form) for the project.

DOWL is currently working on the completion of the project Engineer's (close-out) Report. This document will be submitted to the FAA as soon as it has been approved by JNU.

Gate K (Crest Street) Culvert at Jordan Creek: The start of construction, which was originally scheduled to begin on July 31, 2023, has finally begun on this project. SECON started construction on Tuesday September 5, 2023, by erecting the temporary traffic detour, closing off the work area to traffic and by exposing and isolating the existing waterline that crosses through the work area. SECON then worked on exposing and removing the existing failing culvert.

The issues associated with the additional environmental work have largely been resolved, and the Alaska Department of Environmental Conservation (ADEC) has agreed to the following:

- Given the small amount of asphalt paving that is to be removed (173 SY), ADEC (Bill O'Connel ADEC 08.14.2023) has subsequently advised that the asphalt paving removed for the project does not have to be tested for the presence of PFAS. The asphalt will be removed from the airport and deposited in the CBJ asphalt recycling depository for use on future paving projects within the borough.

- Given the small area of disturbance to expose and replace the culvert (approximately 0.1 acres), ADEC (Bill O'Connel ADEC 08.14.2023) has subsequently advised that only the existing excavated soils that become surplus to the project would need to be tested for the presence of PFAS. Soils retained and re-used for the project do not have to be tested.

- Given the fact that trace amounts of PFAS have previously been found within 1,500 feet of the project site, and per the Soil & Groundwater Monitoring Plan, the ground water that is removed from the project excavation will need to be filtered prior to being released back into Jordan Creek or prior to being released into the airport storm drain (airfield infield to float pond settling pond to Mendenhall River) system. The 18,000-gallon weir tank / GAC filtration system needed for this work has been obtained by the Contractor and is now in Juneau and the Contractor will mobilize this equipment to the project site this week. This work has been introduced into the construction contract as part of RFP 02 / Change Order 01.

- In the event that PFAS is detected within the GAC water filters, and/or if PFAS is detected in any surplus soils, JNU will issue RFP 03 to address the associated remediation and disposal of these materials.

Given the above, the overall impacts to the Gate K Culvert Replacement project (to date) are as follows:

COMPLETION SCHEDULE: The Contractor's original construction schedule outlined a four-week work period from the start of excavation to completion of the new asphalt paving over the completed culvert replacement. Per this schedule, all work was to have been completed by 07.05.2023. This schedule was not realized due, in part, to the introduction of the additional environmental requirements by ADEC. Following the acceptance by JNU of RFP 02, the current construction schedule still calls for all work to be complete within four weeks from the start of excavation – which will now begin on the week beginning on 09.04.2023. Per this schedule, all work will be complete by the second week of October 2023.

COST: This project was awarded a CARES grant for $670,426. This amount covered the design, construction and contract administration. The project bid / award amount was $555,213. Following ADEC's notification of the additional requirements for a project specific PFAS plan, testing and filtration during dewatering, it was estimated that this work could cost as much as $600,000. Following a meeting with ADEC on August 14, 2023, the scope of the environmental work was better defined – the removed asphalt pavement will not be tested, and all of the excavated soils will be retained and re-used as backfill and/or embankment. This has reduced the estimated additional cost to $88,000 (per SECON's proposal for RFP 02) with the potential for additional cost for the remediation / disposal of the water filters (RFP 03).

SECON assembling the new culvert sections on site.

proHNS Engineers continue to provide limited CA&I services for this project. They are standing by to help oversee / document the construction phase of this project.

Fuel Station Access Control/Fuel Monitoring/Tracking: **No change since last report.** In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was approved for CARES funding by the Board earlier this year.

End of Report