



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: October 4, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In September, 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 has not yet received a conceptual plan from the project architects 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 FAA grant has been received and the contract with SECON was fully executed on October 4, 2023. JNU will be executing the construction administration and inspection (CA&I) contract with DOWL within the next week as well.

In advance of the project award to SECON, JNU has advanced the following:

JNU / DOWL has issued RFP 01 to SECON. This RFP is asking for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers estimate for this work is a deduct of \$15,325.

JNU / DOWL has issued RFP 02 to SECON. This RFP is asking for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers estimate for this work is a deduct of \$6,200.

JNU / DOWL met informally with SECON on 09.20.2023 to discuss the late award of the project and the amount of work, if any, that could be addressed prior to winter shutdown. In this meeting, SECON elected to hold off on the start of any construction operations until the early spring of 2024.

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: Dawson Construction returned during the week of September 25–29 to address the additional work items that had been identified in the September 30, 2022, inspection by Carlisle SynTec Systems. Per this inspection, the Carlisle 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. This work has not yet been completed and is being done at no cost to JNU. 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 has finalized the last of the outstanding project RFPs, Change Orders and Contractor Pay Requests and has officially closed out the BE19-218 construction contract with SECON.

JNU is currently working with CBJ Engineering / Contracting on finalizing Amendment 3 to DOWL's E20-070 design contract. This Amendment, in the amount of \$9,991.25, is compensating DOWL for their additional labor associated with complying with the mandated COVID-19 protocols over the two-year construction period. Following the execution of Amendment 3, final payment will be made to DOWL, and the E20-070 contract will be officially closed.

The project Engineer's (close-out) Report has been completed and has been submitted to the FAA.

Gate K (Crest Street) Culvert at Jordan Creek: The replacement culvert has been placed and backfilled, and the access road has been reconstructed and re-paved. The construction area has been re-opened to vehicular through traffic and the temporary traffic detour has been removed. JNU and proHNS Engineers have determined that the project was Substantially Complete on September 21, 2023 – three weeks ahead of the revised schedule. Work items not yet completed include the following:

- The streambank material and stream substrate material has not been installed within the culvert in accordance with the project documents. This material has not been placed uniformly within the culvert, resulting in more of this material having been placed at the culvert ends than was placed in the middle of the culvert. The vertical clear dimension of 6'-3" (distance from underside of top of culvert to top of stream substrate material) as shown on the Typical Section on Sheet 6 of 10 has not been achieved at the culvert ends. The current installation has reduced the maximum design flow capacity of the new culvert. Jordan Creek is currently flowing freely through the culvert, and water is not backing up upstream of the new culvert. As such, JNU has agreed to allow SECON to return when the creek water level has gone down enough for the streambank and substrate material to be evenly and safely distributed.



High water in Jordan Creek prevented the streambank and substrate material (required by the ADF&G) from being distributed evenly through the culvert.

- Seal the new asphalt to existing asphalt pavement joints per Item 401-3.10 Joints. SECON will complete this work on the next dry day.

- Complete the per- and polyfluoroalkyl substances (PFAS) remediation work, the scope of which has not yet been identified. See below:

The issues associated with the additional environmental work on the Gate K Culvert Replacement project have largely been resolved, and – as reported earlier - 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. **UPDATE:** The asphalt has been 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. **UPDATE:** At the completion of construction operations, there were no soils materials surplus to the project.
- 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 04 to address the associated remediation and disposal of these materials. **UPDATE:** The results from the project PFAS sampling / testing have not yet been received. SECON has consolidated the sludge that had accumulated from the water filtration settling tank into ten (10) 55-gallon drums which remain staged on site. SECON has also collected three (3) 55-gallon drums of GAC material from the GAC drums that were used to treat the groundwater. If PFAS is detected in levels that will require remediation, these materials will need to be shipped out of Juneau.

COST: This project was awarded a CARES grant for \$670,426. This amount covered the design, construction and contract administration costs. The project bid / award amount was \$555,213. RFP 02 was subsequently issued to SECON to address the ADEC requirements for a project specific PFAS plan, testing and filtration during dewatering. SECON’s proposal for RFP 02 was \$88,000.00. The remaining costs to be identified and addressed will include the following:

- The cost of remediation if found to be necessary (RFP 04).
- The cost of materials quantity adjustments. JNU and proHNS are currently working with SECON to identify all quantity adjustments and associated costs.

proHNS Engineers continue to provide limited CA&I services for this project. They are standing by to help JNU with the project close-out process.

Lastly, the photo below shows the heavily deteriorated bottom edge of the old culvert. The heavy pitting strongly suggests that the deterioration is the result of electrolysis. This pitting and the numerous holes led to the structural (crush) failure of the existing culvert which could no longer support the weight of the roadway

and vehicle traffic. For the short term, JNU has directed SECON to install sacrificial zinc anodes to the new culvert to slow the electrolysis process. For the long term, the issue of stray electrical current from the airfield lighting system needs to be reviewed and a containment solution identified.



Heavy pitting along the lower – submerged – edge of the old culvert.

Fuel Station Access Control/Fuel Monitoring/Tracking: 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