



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: November 1, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: JNU continues to work on finalizing the following outstanding work items:

Glass Guardrail: JNU has received a conceptual plan from project architects McCool Carlson and Green (MCG) / Capital Office for the introduction of full height (floor-to-ceiling) glass wall assembly 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. MCG has been asked to verify the estimated cost of this new assembly prior to finalizing the Request for Proposals (RFP) package and submitting it to Dawson Construction for pricing.

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 and 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: JNU has issued RFP 190 - Loop Field Glycol Replacement to Dawson Construction to provide a price to filter the contaminants out of the loop field / terminal heat pump system and to replace the braided stainless-steel supply / return hoses at each of the older heat pumps. Work will include the replacement of the strainer / filter assemblies on the affected heat pumps, and the introduction of rust inhibitors within the glycol. JNU has not yet received a price from Dawson Construction for RFP 190.

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 Federal Aviation Administration (FAA) grant has been received and the contract with SECON was fully executed on October 4, 2023. JNU will soon be executing the construction administration and inspection (CA&I) contract with DOWL.

SECON continues to work on the preparation and submission of the administrative and materials submittals. SECON has not yet completed or submitted their project schedule, and it remains their intent to start work in the early spring of 2024. 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.

SECON has staged their asphalt batch plant within the Northeast Development Area (NEDA). They do not plan on assembling this plant until spring.

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 has not yet received SECON's proposal for this RFP.

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 has not yet received SECON's proposal for this RFP.

Sand/Chemical Building – Roof Warranty: No change since last report. 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.

East / West General Aviation (GA) Taxilanes and Apron: This project is intended to address the repair and/or replacement of asphalt paving within the Northwest (NW) GA Area and Northeast (NE) GA Areas.

NW GA Taxilanes: The west apron was constructed in 1997-1999. According to the 2021 Alaska Department of Transportation (ADOT) Airport Pavement Inspection report, the pavement condition index (PCI) for this apron varies by age from 21 to 51, average of 36 PCI. The taxilanes leading from the hangars up to Taxiway (TWY) B2 vary in age from 1981, 1997, 1997, 1999, 2000 to 2004. PCI varies from 11.9 to 48.9, with an average PCI of 28.8. The existing asphalt pavement is deteriorating in many spots and drainage is non-existent which has contributed to the pavement deterioration and frost heave activity. JNU's initial scoping effort has identified five (5) work areas in this area, which will include a portion of the GA transient parking and the taxilanes between the west GA hangar rows.

NE GA Taxilanes: The East GA Taxilanes includes the north and central taxilanes between the GA hangar rows and up to the north small commercial hangars. The east GA taxilanes were constructed in 1997-1998. According to the 2021 ADOT Airport Pavement Inspection report, the PCI for these taxilanes varies from 34-60, with an average of 49.6 PCI. Pavement is deteriorating along edges and key engine spots and drainage is non-existent which has contributed to the pavement deterioration along with frost heave activity. JNU's initial scoping effort has identified two (2) work areas in this area, which will include a portion of the GA transient parking and the taxilanes between the west GA hangar rows.

The seven (7) work areas, shown within the following partial plans, identify approximately 25,000 square yards of existing asphalt paving that will need to be repaired and/or replaced. The estimated cost of design for the East/West GA Taxilanes and Apron is estimated at \$1,000,000 and the estimated cost of construction (FFY25 start) is \$10,000,000.

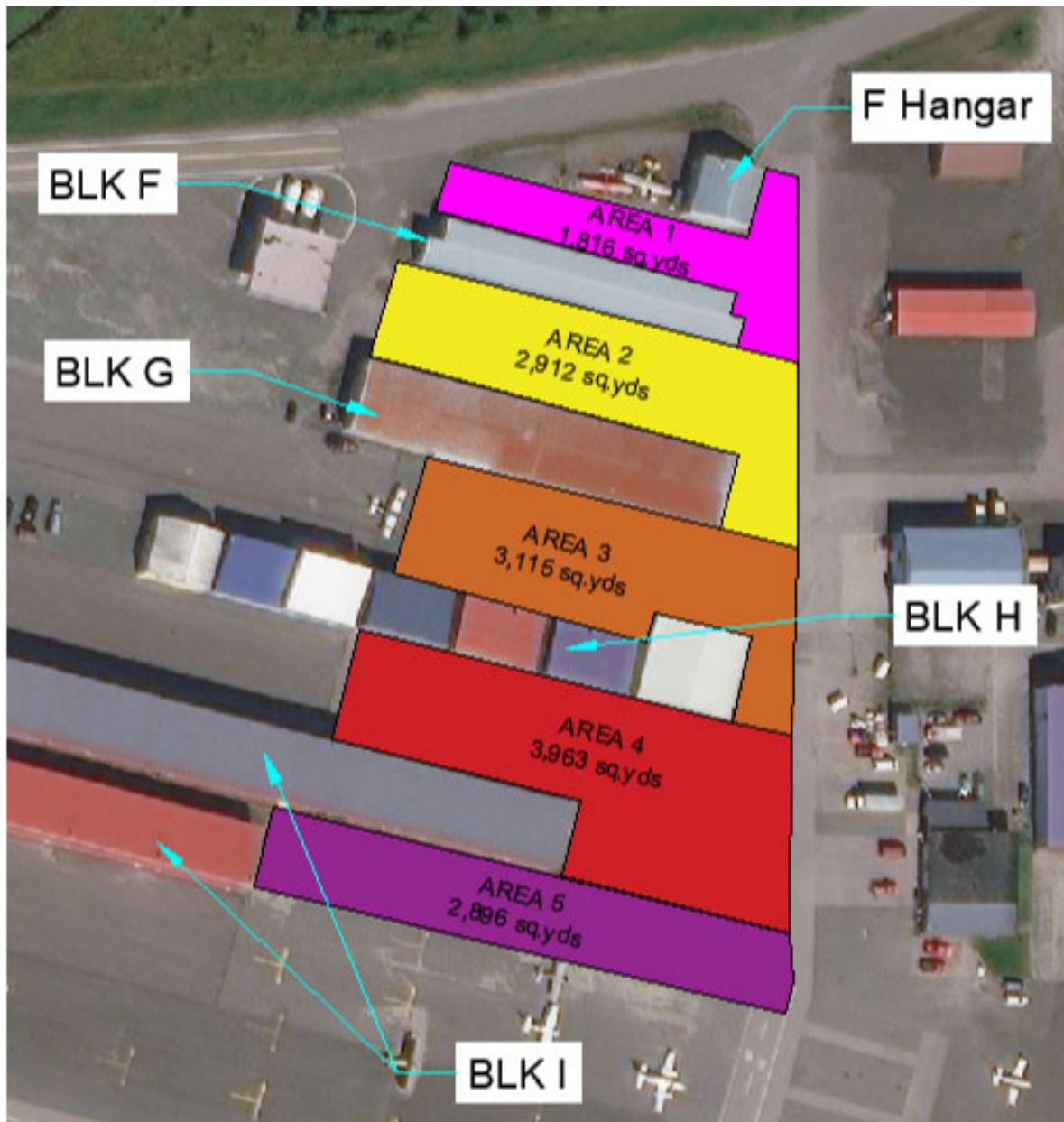


Figure 1-1: The five work areas that have been identified within the Northwest GA area.

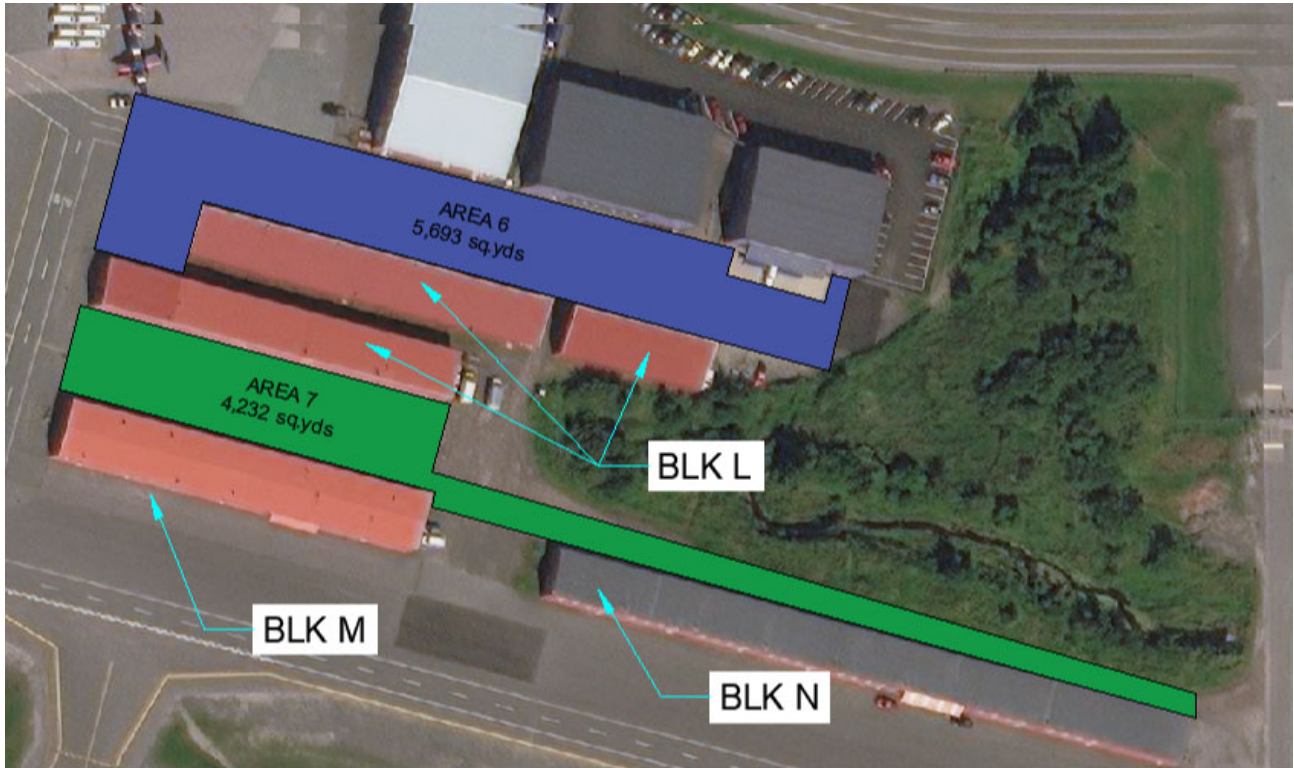


Figure 2-2: The two work areas that have been identified within the Northeast GA Area.

JNU is currently working on the RFP document that will be issued by City & Borough of Juneau (CBJ) Contracting in November 2023 to obtain proposals from design consultants to provide design and bidding phase services. Per this RFP, the 100% design documents are to be completed in December 2024 and the project is to be released for competitive bid in February 2025. Construction will take place in the summer of 2025.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): The project punch list work has been completed and accepted, JNU has accepted SECON’s final request for payment and the Engineer’s Report has been submitted to the FAA.

Taxiway 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. Final payment has been made to DOWL and the Engineers Report has been submitted to the FAA.

Gate K (Crest Street) Culvert at Jordan Creek: In October, SECON attempted to redistribute the streambank material and stream substrate material within the new culvert to bring this installation into compliance with the contract requirements. High water in Jordan Creek continued to hamper this punch-list work, and while the streambank and substrate materials were more evenly placed, this installation will require additional work. JNU has agreed to allow SECON to hold off on any further efforts until the water level in Jordan Creek drops – whenever that may occur. Jordan Creek continues to flow freely through the culvert, and water is not backing up upstream of the new culvert.

The test results from the sampling during the pumping and filtering of the groundwater that was removed during excavation proved positive for trace amounts of PFAS. JNU subsequently issued RFP 04 –

Remediation to SECON to address the effort to collect and dispose of all contaminated materials in an off-site disposal area / facility. JNU received SECON's proposal for RFP 04, in the amount of \$32,900, on 10.27.2023. JNU accepted this proposal issued Change Order 02 to SECON on 10.30.2023.

PROJECT COST: This project was awarded through 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 01 was issued to introduce the FAA's Buy American requirements into the construction contract. Cost: \$3,850.

RFP 02 was issued to address the ADEC requirements for a project specific PFAS plan, testing and filtration during dewatering. Cost: \$88,000.00.

RFP 03 was issued to introduce zinc anode protection on the new culvert. Cost: \$2,100.

RFP 04 was issued to address the remediation of contaminated materials. Cost \$32,900.

The remaining costs to be identified and addressed will include the following:

- 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.

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