



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: August 3, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In July, Dawson Construction resumed 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 to complete. JNU continues to work with Dawson to finalize these outstanding work items. JNU is also working with Dawson Construction to address a leak in the small roof located near the base of the control tower. JNU has accepted Dawson's proposal for this additional work, and the repair work will start and be completed next week.

At JNU's request, the project architects 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.

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 components is 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.

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 1 was \$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 start of construction. The FAA has issued a conditional approval of the project Construction Safety and Phasing Plan (CSPP). The FAA is also reviewing the design of the proposed 121 ramp lighting to make sure that the lights do not obstruct the line of sight out of the tower, and to determine whether obstruction lights are required on these poles. The construction contract currently calls for 60-foot-high poles with obstruction lights, and JNU is ready to issue an RFP to address any modifications to the light poles as may be necessary following the FAA's review.

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): 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 continues to work with DOWL and SECON on finalizing the last of the outstanding project Requests for Proposals (RFP's), Change Orders and Contractor Pay Requests.

RFP 27R1-Existing ALRV and Existing Generator: JNU has submitted RFP 27R1 to the FAA for determination of AIP eligibility. This RFP, in the amount of \$55,676.21, addresses 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. JNU has not yet received this determination from the FAA.

RFP 29-Additional ALRV Work: JNU submitted this RFP to the FAA and was advised that the work associated with improving the dual ALRV system as a permanent installation was not AIP eligible. This RFP has been withdrawn / rescinded.

Change Order 12: JNU has submitted Change Order 12, in the amount of \$191,908.11, to the FAA for determination of AIP eligibility. This Change Order addresses 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. JNU has not yet received this determination from the FAA.

DOWL is currently coordinating with SECON on the development of the final change orders and contractor pay requests for this project. JNU has received DRAFT versions of these documents and continues to work with DOWL to address final edits/revisions prior to executing these change orders and pay requests.

Gate K (Crest Street) Culvert at Jordan Creek: The start of construction, which was scheduled to begin on July 31, 2023, has been delayed following the determination by the Alaska Department of Environmental Conservation (ADEC) that extensive sampling, testing and monitoring work will need to be conducted during construction due to the known presence of perfluoroalkyl and poly-fluoroalkyl substances (PFAS) near the project work site. ADEC has made the additional sampling and testing work a condition to their Excavation Dewatering General Permit, which has not yet been issued for this project. This additional environmental work was not anticipated, and through discussions with the project Contractor (SECON) and with the environmental engineer working on monitoring PFAS on the airfield (Cox Environmental), the potential cost of this additional sampling, testing and associated remediation if PFAS is detected has the potential to reach \$600,000.

JNU has issued RFP No. 2 to SECON, which is asking for a proposal to introduce the sampling, testing and monitoring work only. (A follow-up RFP will be issued by JNU if PFAS is detected within the work site and if remediation measures are determined to be necessary.) The scope of work for RFP No. 2 is as outlined within a Soil and Groundwater Monitoring plan as developed by Cox Environmental. This plan has not yet been submitted to ADEC, and without approval of the plan by ADEC, SECON cannot prepare and submit a price for RFP No. 2.

For the immediate future, the Gate K Culvert Replacement project is on indefinite hold. SECON has not mobilized to the site and will simply stage materials near the work area as they arrive in Juneau. JNU has notified the FAA of the introduction of the additional environmental work, and of the potential for this work to double the construction cost of this project.

In terms of construction scheduling, it had been expected that the construction work would require 40 days to complete, from start of excavation through to re-paving the roadway over the new culvert. SECON has submitted a more aggressive schedule, which would reduce the 40 days to approximately 2 weeks. This may allow this project to still be completed this fall – if ADEC approves the Soil and Groundwater Monitoring Plan, if ADEC issues their Excavation and Dewatering General Permit, and if JNU is able to find a funding source for the sampling, testing, monitoring and possible remediation work.

proHNS Engineers continue to provide limited CA&I services for this project. They have recently been working on the review of the materials submittals.

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