



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: December 5, 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 revised draft of Request for Proposal (RFP) 188 from project architects McCool Carlson and Green (MCG) which outlines the introduction of full height (floor-to-ceiling) glass wall assembly to replace the glass guardrail assembly around the second floor through-floor opening. In this draft, MCG has identified a new glass partition manufacturer as the basis of design. JNU has reviewed this draft and has asked MCG to address a number of concerns in the final version of the RFP. The primary revision is the addition of language which requires the Contractor / Manufacturer to warrant that the full height glass **assembly** (partition system and glass) will meet all applicable codes; specifically, IBC 1607.8 and all of IBC Chapter 24. The final version of this RFP will be released by JNU to Dawson Construction for pricing as soon as it is received from MCG.

Ground Source Loop Field Glycol Replacement: JNU has received Dawson Construction's proposal for RFP 190 - Loop Field Glycol Replacement, in the amount of \$489,474.20. This amount has been deemed by JNU to be excessive, and the project mechanical engineer (RESPEC) has been asked to develop a simpler scope of work that will filter the contaminants out of the loop field / terminal heat pump system without removing and replacing the existing methanol. This revised scope of work will still replace the failing braided stainless-steel supply / return hoses at each of the older heat pumps and will also replace the strainer / filter assemblies on the affected heat pumps. Rust inhibitors will be added to the existing methanol and a permanent filtration by-pass system will be introduced using side stream filters. The revised version of this RFP will be released by JNU to Dawson Construction for pricing as soon as it is received from RESPEC. Estimated cost: \$150,000.

Lighting Control Replacement: JNU has received Dawson Construction's proposal for RFP 183 – Lighting Control Replacement, in the amount of \$163,215.25. This proposal is currently under review by RESPEC. The work to be addressed includes the replacement of 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.

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.

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. CBJ has executed the construction administration and inspection (CA&I) contract with DOWL.

SECON has submitted their proposed project schedule / work phasing plan, which is currently being reviewed by JNU and by DOWL. The SECON schedule is aggressive as it is proposing to complete the bulk of the project in the summer of 2024 and to reduce the number of work phasing areas from twelve (12) to eight (8). Per this proposed schedule / work phasing plan, SECON is asking to work in more than one of the original work phase areas at a time. This approach was expected and is being reviewed to ensure that tenant and airfield operations are not adversely / unnecessarily impacted.

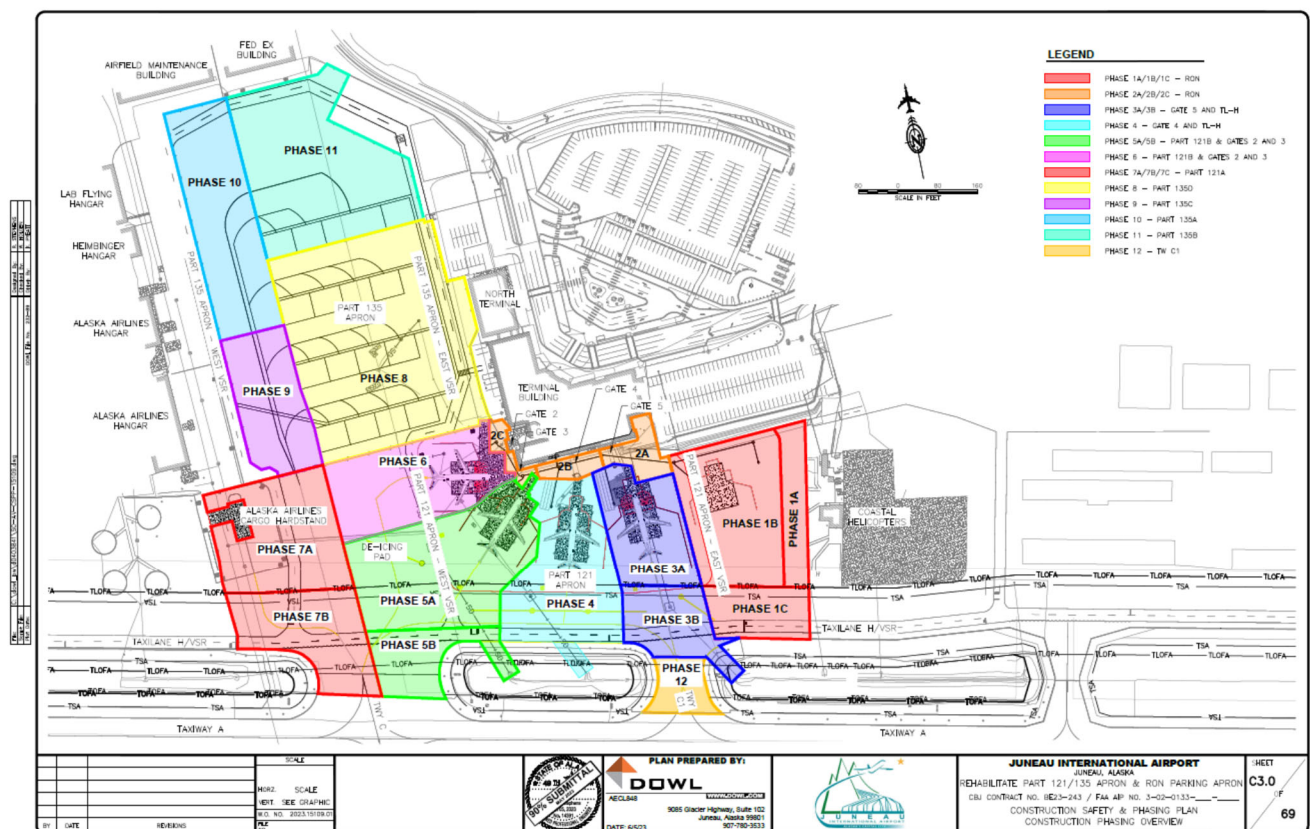


Diagram 01: The Construction Safety & Phasing Plan Construction Phasing Overview as presented within the BE23-243 project documents.

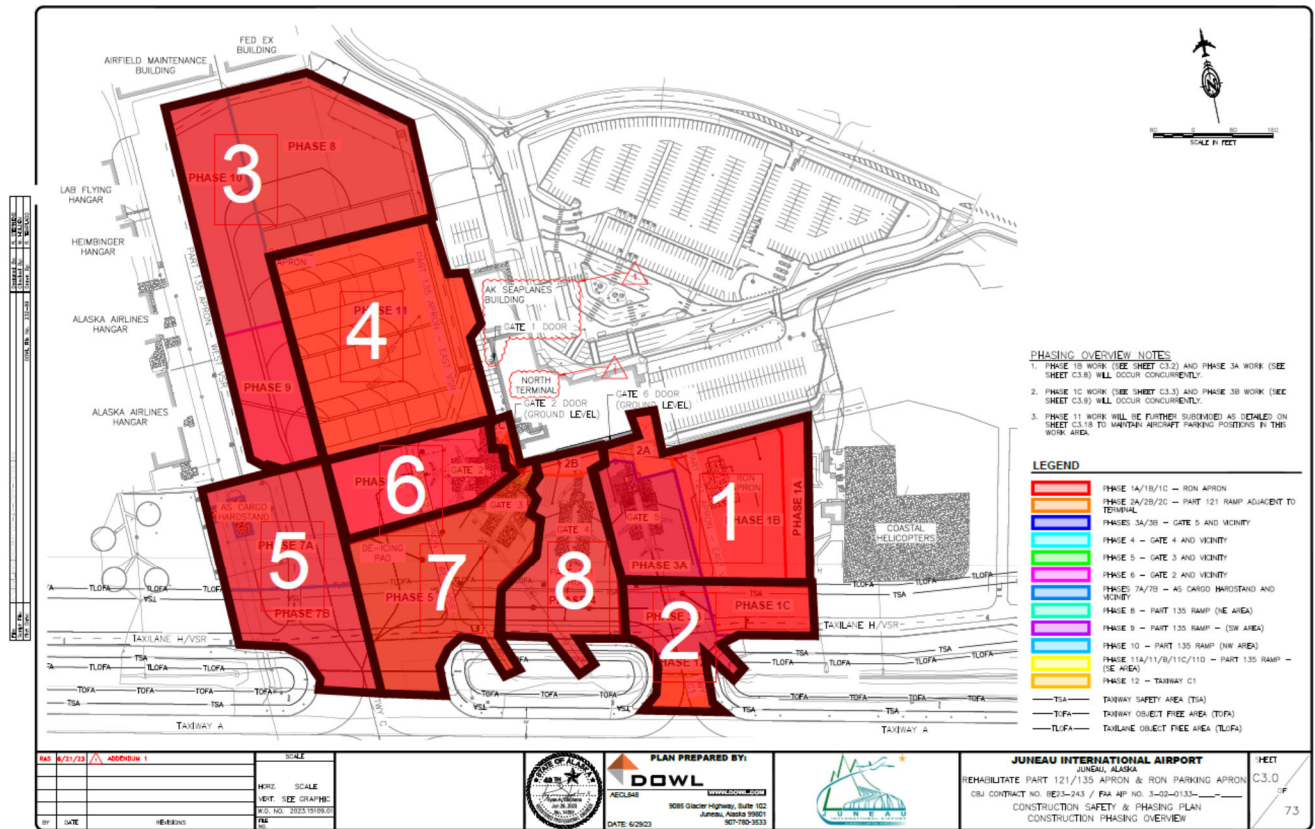


Diagram 02: SECON's proposed Construction Phasing Plan Overview.

The proposed SECON schedule is proposing to complete construction in the following original work phase areas during the 2024 summer construction season:

- Phase 1A, Phase 1B, Phase 1C, Phase 2A, Phase 3A, Phase 3B, Phase 6, Phase 7A, Phase 7B, Phase 8, Phase 9, Phase 10, Phase 11 and Phase 12

The proposed SECON schedule is proposing to complete construction in the following original work phase areas during the 2025 summer construction season:

- Phase 2B, Phase 2C, Phase 4 and Phase 5

While the BE23-243 construction contract calls for a Substantial Completion date of September 30, 2026, based on SECON's aggressive scheduling, there is a very good chance that SECON will achieve the substantial completion milestone in the late fall of 2025.

JNU and DOWL will be meeting with SECON in mid-December 2023 to review the proposed schedule. In this meeting, the SECON schedule will be adjusted to avoid potential conflicts that appear within the proposed schedule. These potential conflicts include:

- SECON's Phase 1 shows work occurring at the new RON site and at Gate 5 at the same time. This work sequencing must be separated so that Gate 5 can remain in service until aircraft can be shifted over to the completed RON.
- SECON's Phase 1 does not provide aircraft access to the new RON or Gate 5 areas when needed.

- SECON's Phase 3 combines the original project Phase 9, Phase 10 and Phase 11. This approach must be reviewed with the 135 ramp tenants as this differs from their current understanding of the work sequencing.
- SECON's Phase 5 combines the original project Phase 7A and Phase 7B, which had been separated to provide an area where Alaska Air cargo operations could continue to operate. SECON's Phase 5 will only work if broken into two parts per the original phasing plan.
- SECON's Phase 7 combines the original project Phase 5A and Phase 5B. This work cannot be addressed at the same time.
- SECON's proposed phasing revisions have delayed the completion of original phases Phase 2B and Phase 2C. The work in these phases was identified to provide a secondary pedestrian route over to Gate 1 in case the use of the Gate 6 stairs (the primary terminal ground loading access point) becomes unavailable.

The proposed SECON work phasing is also not entirely clear on how airport operations are to continue throughout the course of construction. In the December meeting, revisions to aircraft movement in and out of the 121 and 135 aprons will be specifically reviewed. Construction operations within the 121 ramp cannot be allowed to prevent or restrict access in and out of the 135 ramp. Pedestrian routing and safety concerns will also be reviewed in this meeting since ground loading will be necessary until the new Gate 5 PBB can be put into service.

SECON's asphalt batch plant remains staged within the Northeast Development Area (NEDA). They do not plan on assembling this plant until spring. Secon has also staged other materials and equipment items within the NEDA.

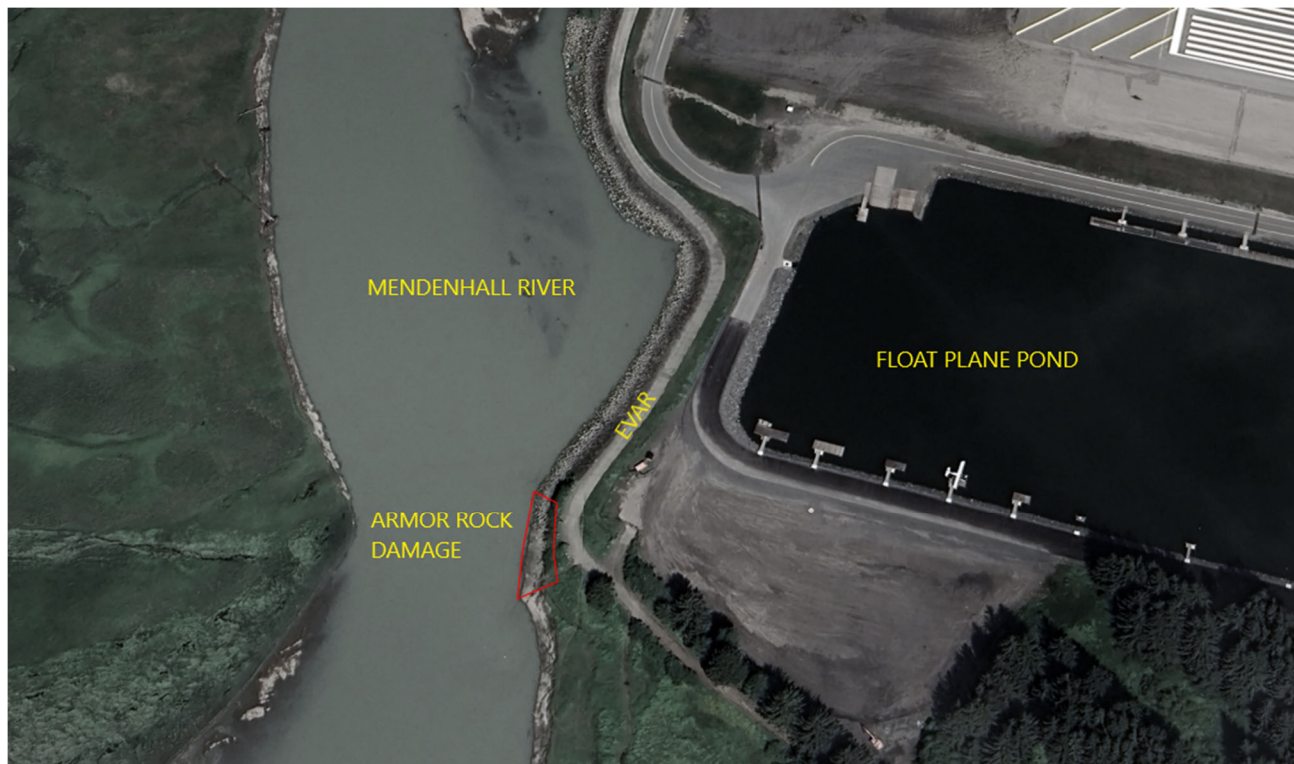
JNU / DOWL has issued RFP 01 Ramp Lighting Modifications to SECON. This RFP is asking for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers estimate for this work is a deduct of \$15,325. JNU has not yet received SECON's proposal for this RFP.

JNU / DOWL has issued RFP 02 Remove Low Strength Concrete 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.

JNU / DOWL is working on the development of RFP 03 – Ramp Marking Reductions, which will address the elimination of some of the project asphalt markings because Additive Alternate 1 was awarded. This deductive RFP will be issued to SECON as soon as it has been finalized by DOWL.

Mendenhall River Armor Rock Repairs: JNU continues to work with the State of Alaska / Emergency Management and the City and Borough of Juneau (CBJ) to address armor rock repairs through the State's Disaster Recovery Program. This rock was lost during the August 2023 high water event, and JNU is seeking funding to replace it.

The rock was lost along a portion of the east bank of the Mendenhall River, where the Emergency Vehicle Access Road (EVAR) turns away from the river and extends towards the south side of the float plane pond. The damaged area measures approximately 110 feet long (parallel to the river) x 50 feet wide. This area is shown in red in the image below.



This rock had been placed as part of the 2010 Runway Safety Area (RSA) construction project to prevent erosion of the riverbank material and to address concerns about the potential loss of a portion of the Emergency Vehicle Access Road (EVAR). The EVAR represents a mandated emergency accessway around the west end of Runway 8-26 and around the south side of the float plane pond.

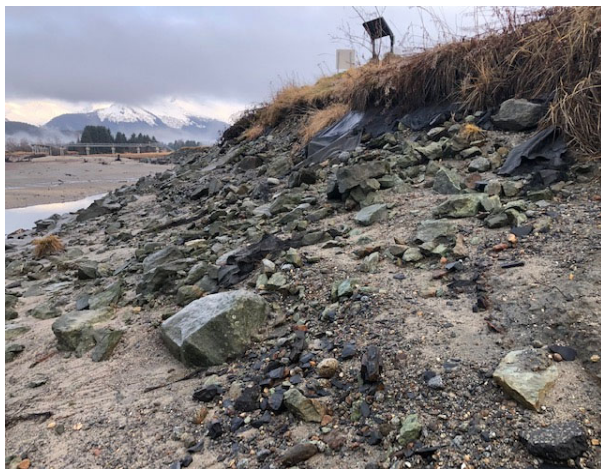


Photo 01: Damaged area looking to the north (upriver). Rock loss begins below the signs shown at upper right.



Photo 02: Damaged area looking down river. Rock loss ends near the tree root ball shown at top of photo. ,

JNU has requested a fee proposal from proHNS Engineers to develop a scope of work document for the repairs to the armor rock. proHNS will determine the size of rock that is to be placed and provide construction documents to be used to obtain contractor quotes and for permitting purposes if necessary.

JNU staff has contacted the Alaska Department of Fish and Game (ADF&G) and has been advised that ADF&G has no objection to this repair work. JNU will be submitting a fish permit application and a scope of work description shortly.



At this time, the construction start and end dates are unknown. It is assumed that the construction period will be approximately one week. It is also assumed that the EVAR will be closed to public access during this work period.

Safety Area Grading at Runway Shoulder and NAVAIDS: JNU is currently working on finalizing the RFP document that will be used to obtain proposals from interested design consultants. When complete, the RFP will be submitted to CBJ Contracting for release / publication. The current schedule calls for consultant proposals to be submitted by the end of January 2024.

East / West General Aviation (GA) Taxilanes and Apron: The initial design effort for this project has been put on indefinite hold following the determination by the FAA on November 20, 2023, that the majority of the taxilane and apron areas in the east/west GA areas are NOT eligible for FAA funding. Out of the projected \$10M in anticipated construction costs, more than \$7M has been deemed ineligible.

Land Acquisition – Loken Property: JNU staff are currently working with DOWL to finalize the scope of work specification document that will be used to obtain the services of an airport land acquisition specialist. The specialist will be obtained through the formal RFP process and will assist JNU and CBJ Lands in navigating through the Federal Aviation Administration’s (FAA’s) airport land acquisition process.

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.

Gate K (Crest Street) Culvert at Jordan Creek: In November, SECON collected all of the contaminated materials that had been captured as part of the excavation dewatering work and shipped the containers off to an approved waste collection site. No further work was attempted to redistribute the streambank material and stream substrate material within the new culvert to bring this installation into compliance with the contract requirements. This work remains incomplete as a punch-list item to the construction contract.

JNU, working with proHNS, has identified all materials quantity adjustments which have been incorporated into the BE23-223 construction contract in Change Order 03. Final payment has not yet been made to SECON and will be held pending the completion of the redistribution of the streambank material and stream substrate material within the new culvert.

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