

AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, OCTOBER 8, 2020
ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

**TO TESTIFY: CONTACT JOHN COLEMAN 907-586-0960
BY 3:00 P.M. ON OCTOBER 7, 2020**

- I. CALL TO ORDER
 - II. ROLL CALL
 - III. APPROVAL OF MINUTES: Regular Monthly Meeting of September 10, 2020
 - IV. APPROVAL OF AGENDA
 - V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
 - VI. UNFINISHED BUSINESS
 - VII. NEW BUSINESS
 - A. **Airport Terminal Reconstruction Airport Improvement Program Grant.** The Airport, in coordination with City & Borough of Juneau (CBJ) and FAA, developed a funding plan for the Terminal Reconstruction project for the north end and central section of the terminal. The plan included an Airport Revenue bond of \$15,785,000 as part of the forward-funding of the project (to make it whole)—it was to be paid off with four years of AIP Entitlement grants plus multi-year collections of Passenger Facility Charge (PFC) fees (which would also pay bond interest). Instead, the FAA has awarded two FFY20 AIP grants for this project; one for \$6,847,402 which is 100% federal funding and includes CARES Act match (no local match required), and one for \$8,010,825 (which is 93.75% and requires local match); for a total of \$14,858,227. These grants represent the full federally eligible portion of the terminal, rather than just four years of AIP grant funds. Passenger Facility Charge (PFC) fees were originally going to be collected for the remaining eligible portion, plus match and bond interest (estimated at \$1.4m). PFCs are now only needed for the match on the \$8,010,825 grant plus the bond interest. The match amount for this grant is \$534,055, which was previously appropriated as part of the PFC9 collections on November 4, 2019, as well as some of the bond interest.
- Board Motion:** *“Approve the appropriation of FAA Airport Improvement Program grant awards in the amount \$6,847,402 (100%, no match required), and \$8,010,825, for a total of \$14,858,227; for the Airport Terminal Reconstruction Capital Improvement Project; funds to reimburse CBJ Airport Revenue Bonds. PFC match for the \$8,010,825 previously appropriated.”*

B. Airport Manager's Report:

1. Deputy Airport Manager Position. The Airport has an open recruitment for the Deputy Airport Manager position and continues to interview applicants.
2. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). The Airport Fund Balance was updated to reflect more accurately what is reported to/adopted by the Assembly, and align with City's Comprehensive Annual Financial Reports (CAFR). The attached spreadsheet only shows what was adopted by the Board and Assembly. The figures do not show anticipated operational impacts from COVID (such as decreased revenues), nor does it show the CARES Act funding that will cover operating expenses during COVID. However, the spreadsheet does show the debt service for the Terminal (both GO Bond and Revenue Bond) as well as the funds that will cover those bonds. The spreadsheets will be updated as actuals are reported and as CARES Act funds are applied. FY20 budget is preliminary as well, and has a trickle-down effect on the subsequent bottom line Airport Fund Balance. These bottom line numbers will change as CARES Act funds are applied to the operations budget. This is no change from July and August reports.
3. Financial Model Update. Staff continues to work with Purchasing to hire an airport financial firm for reviewing airport budget and financial model.
4. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:
 - *COVID Updates*. As of August 11, 2020, the most recent information the State may be found on the **Alaska Travel Portal** at: www.alaska.covidsecureapp.com. Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>. The City and Borough of Juneau COVID Airport Screening Team is finding that most travelers are still not completing their travel declaration on line when they enter Alaska, and it is causing discontent with travelers as well as extra time/work by the COVID Screening Team.
 - *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP)*. The Airport submitted its new five-year permit with a Notice of Intent (NOI) on July 28, 2020. The Airport continues to receive forms/notices for either an NOI or No Exposure from tenants.
 - *Alaska Department of Environmental Conservation Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP) Inspection*. Starting March 9, 2020, the JNU Airport and several tenants have undergone SWPPP MSGP inspections. JNU was found to be in violation of several missing reports and annual inspections/year-end reports. The letter of violation was closed out by ADEC on June 30, 2020, however, ADEC has notified JNU that there may still be fines associated with the violations. JNU does not have a cost magnitude on the fines, but JNU may be able to mitigate some portion of the penalty with a Supplemental Environmental Project (SEP). Staff will update the Board with the fines and further SEP efforts and costs, when known. No change since last month.

- *Egan/Yandukin Intersection Improvements Project.* Alaska Department of Transportation (ADOT) has been holding public open houses and community outreach in the planning of the intersection. ADOT has updated traffic accident statistics for 2013-2017. ADOT plans to hold another focus group meeting (JNU Airport is part of that group) on **October 14, 2020** to review the narrowed down alternatives and weighting criteria for the project. Please visit ADOT website on this project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov.
- *FAA Compliance Land Use/Financial Letter (January 2019).* The Airport submitted follow-up reports and updates on October 7, 2019. The Airport and Fire Department finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item is in compliance. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues to work on possible acquisition of the Loken/Channel Flying property which is also tied with the old Sand Shed demolition (Snow Removal Equipment Facility Sand/Chemical grant).
- *FAA Disabilities Compliance and Title VI Review.* Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update has been forwarded to the FAA for review. No change from last month.
- *Passenger Facility Charge (PFC) cap increase.* While this is not off the table at this time, the discussions of the cap have been put on hold. This was also brought up during a visit with Senator Sullivan in July. No change.
- *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC)10.* The FFY20 FAA AIP terminal grants covered the entire amount of FAA eligible terminal construction, rather than four years of AIP funds originally scheduled. This will now move projects up on the CIP list. Staff is working to coordinate those projects. Additionally, PFC (PFC9) collections may be abbreviated due to less match required. Staff is currently working on computing the amount needed for the terminal project (match and bond interest) as well as other projects listed in the PFC9 application; and look at when PFC10 application process would need to start.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* was tentatively scheduled for replacement in September/October 2020. This has been put on hold due to construction requirements for the larger equipment.
- *TSA has cancelled janitorial contracts at airports nationwide.* TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in.
- *Air Traffic Control Tower COVID Cleaning.* FAA ATCT has requested a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The Airport hired two additional staff to help with this (and TSA) cleaning and their contract has been amended to reflect the additional cleaning

costs. This contract as well as the additional staff will continue through December 2020, and possibly longer, at this time.

- *Honsinger Pond/Access* (work in progress): Bicknell is still working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the City & Borough of Juneau (CBJ) on development. The Planning Commission granted their request for final plat approval for a 15-lot subdivision on August 25. Staff continues to request covenants be placed on the property for Land Use Compliance near Airports.
- *Terminal Reconstruction:*
 - o FAA AIP grant for FFY20 has been received, as detailed in the above grant approval. This covers the full federally eligible portion of the project in one year.
 - o Wayfinding and signage for the public during construction continues to change as needed with the project.
- *Taxiway A, E and D-1 Construction.* SECON is making excellent progress with the minimal traffic due to COVID. It is anticipated that most of the movement area work could be completed the end of October.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff continues to work with our DC Lobbyist to look for federal facilities and equipment funding. This was also brought up during a visit with Senator Sullivan.
- *Elevator contingency protocol.* To keep the old elevator in use until the new ones are installed. The freight elevator has been demolished.
- *Maintenance Programs Refinement (roofs, heat pump equipment, baggage systems, etc.).* Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and how much per year or per user of the system. Staff is also looking at maintenance contracts for specialized systems (heat pumps) similar to what we do with airfield lighting and controls. Staff has contracted with Daikin for the heat pump systems routine maintenance.

5. Airport Project Manager Report (Attachment #2)

6. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. Operations Committee:

- X. ASSEMBLY LIAISON
- XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- XII. BOARD MEMBER COMMENTS
- XIII. ANNOUNCEMENTS
- XIV. TIME AND PLACE OF NEXT MEETING:
 - A. Airport Board, 6:00 p.m., November 12, 2020, via ZOOM
- XV. EXECUTIVE SESSION
- XVI. ADJOURN

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$675,000)	**	<i>NO LONGER NEEDED Terminal Recon Prep/construct desgin forwar fund</i>
Oct-19					
	\$144,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Captial Reservice Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have bee sold; all funding is in place; temp forward funded \$675K tol be credited once Controller's completes transfer back to acct

Available Fund Balance Summary

Airport Fund

Last Update: 10/2020

	FY19 Actuals	FY20 Projected	FY21 Budget	FY22 Budget	
Revenues:	7,172,764	5,903,600	7,272,500	7,990,400	
Expenditures:	(7,298,990)	(7,610,400)	(7,896,800)	(8,098,500)	
Transfers (to)/from Capital Projects:	1,819,200	(800,000)			
CARES Reimb (operations):	-				
Debt Service (Rev):	-	(285,000)	(2,451,700)	(2,722,300)	*Covered by AIP/PFC revenues, see detail in debt service schedule
Debt Service (GO):	-		(602,300)	(662,600)	
CARES Reimb (debt):	-		602,300	662,600	Reflects expected CARES reimbursement for GO Bonds
*Other Financing Sources (Uses):	60,126	378,500	2,553,200	2,823,800	
Increase (decrease) in Fund Bal (FB):	<u>1,753,100</u>	<u>(2,413,300)</u>	<u>(522,800)</u>	<u>(6,600)</u>	
Beginning Available FB	<u>2,735,100</u>	<u>4,488,200</u>	<u>2,074,900</u>	<u>1,552,100</u>	
Ending Avail FB, including Reserve:	4,488,200	2,074,900	1,552,100	1,545,500	
Less 3 Mo. Operating Reserve	(1,818,325)	(1,902,600)	(1,974,200)	(2,024,600)	
Ending Available Fund Balance	<u>2,669,875</u>	<u>172,300</u>	<u>(422,100)</u>	<u>(479,100)</u>	

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

Attachment 2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: October 2, 2020

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

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both JNU (Juneau International Airport) and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and CBJ (City & Borough of Juneau) Contracts, final payment has been made to the Contractor (Southeast Earthmovers). PND Engineers has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU has submitted its review comments back to PND and is currently waiting for these documents to be finalized and returned.

The second phase of this project is intended to raise the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls. JNU is currently reviewing available funding options.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:

The project Contractor (SECON) continues to work towards the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work on Taxiway A, Taxiway D-1 and Taxiway E this construction season.

SECON has completed work on Phase S7 and Phase S-7A which included the start of the excavation for the new half-arch culvert beneath TWY A at Jordan Creek, infield grading, TWY A pavement rehabilitation and lighting improvements between TWY E1 to TWY G.

SECON and their electrical subcontractor are currently working on Phase S-8 which is outlined as follows:

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Phase S-8 (53 day closure of TW A from TW D2 to TW F, Sep 10 – Oct 30):

- Work in this phase:
 - Jordan Creek Half-Arch Culvert – this work will be 2-1/2 to 3 weeks to complete
 - TW E Realignment – pavement removal and replacement
 - Runway infield regrading between TW E and TW F
 - TW A Rehabilitation – profile milling & paving with electrical conduit and vault installation



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

(907)500-8234

PROJECT WEBSITE

www.JNUTaxiways.com

PHASE S8

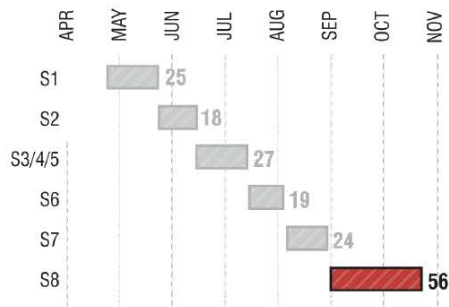
- Daytime Work Area
- Nighttime Work Area
- Aircraft Taxi Route
- Haul Route
- Flagger
- Closure
- ARFF Access



PHASE S8 OVERVIEW

Jordan Creek culvert, TW A rehabilitation between TWs E and F, and TW E realignment. RSA/infield grading work.

DURATION (AUG 31 - OCT 26)



IMPORTANT INFORMATION

- Runway backtaxi may be required.
- TW G available for aircraft turns.
- RSA reduced to 400' wide (B-III aircraft or smaller) for daytime work in RSA infields. Contractor will exit for aircraft requiring full safety area.

IMPACTS

- TW A closed between TW E and E1.
- TWs E and E1 closed.
- Nighttime paving impact (TBD).

Attachment 2

In spite of the very wet weather and high tides, SECON has been able to complete the installation of the half-arch culvert beneath TWY A at Jordan Creek in less time than was scheduled. The large excavation area has been backfilled, the existing duct banks which had been suspended during the work have been re-bedded and backfilled, the structural base course has been placed and compacted, and the first lift of asphalt paving was placed over this portion of the TWY A work area yesterday. See Figure 1-1 below:



Figure 1-1: SECON crew setting the third half-arch culvert section on top of the pre-cast concrete footings.

At the completion of Phase S8, currently scheduled to be substantially complete on or before October 30, 2020, all work on Taxiway A will be complete, the realignment of Taxiway E will be complete, all infield grading will be complete and seeded, and all new duct bank work (man-holes, conduit and conductors) east of TWY B2 will be complete. The remaining duct bank work, located west of TWY B2, will be addressed in a new work Phase S-9.

Phase S-9 (TWY A closed between TWY B1 & TWY B2. TWY B1 and TWY B2 closed):

- Work in this phase:
 - Installation of duct bank manholes MH2A and MH2B west of TWY B1 adjacent to the Float Pond access road.
 - Extension of the existing duct bank (four 3-inch conduits) to MH2A. This work will require trenching across the Float Plane Pond access road. A detour will be provided.
 - Installation of duct bank crossings at TWY B1 and TWY B2.
 - Replacement of two damaged FAA vault lids within the SREB apron area.

Attachment 2



TAXIWAY A-D1-E

Construction Administration & Inspection

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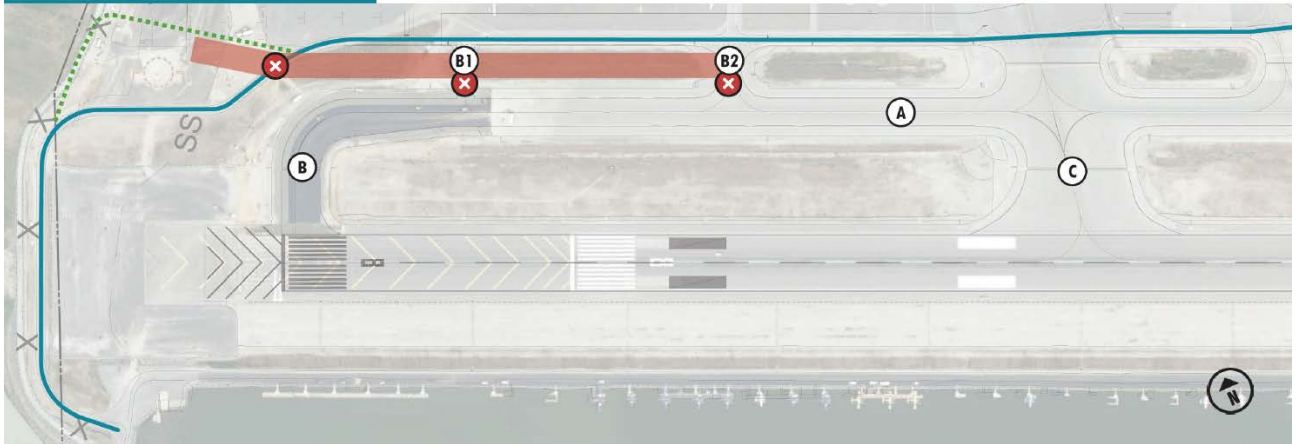
PHASE S9

Float Pond Road

Closed Area

Closure

Aircraft Taxi Route



PHASE S9 OVERVIEW

Installation of duct bank and vaults.

DURATION (OCT 19-NOV 3)



Last Updated September 17, 2020

IMPORTANT INFORMATION

- Access to/from Float Pond provided at all times.

IMPACTS

- TW A closed between B and B2.
- TW B and B1 closed.
- Detour Route provided around work area.

Attachment 2

Work that will not be completed at the end of Phase S9 will include: the completion of the construction of the new ALRV (now scheduled for January 2021), the relocation of the airfield lighting regulators, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

The current schedule for the cut-over and commissioning of the new ALRV has not been changed from that which was originally scheduled with the FAA.

The work continues to be completed per the approved construction documents, with minor adjustments as needed based on field observations. All construction work is proceeding in conformance with SECON's Safety Plan Compliance Document (SPCD) and supplemental Safety Plan which introduced a comprehensive infection control plan. This supplemental Safety Plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL, who is serving as the Project Engineer and continues to coordinate directly with JNU, SECON, Air Traffic Control (ATC), the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will continue to coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

DOWL also continues to work on the development and issuance of notices that are being used to keep stakeholders advised of construction activities and impacts over the course of the 2020 and 2021 construction seasons. DOWL continues to develop and issue project notices (mail-outs, e-mails, hard copy hand-outs) to all air carriers and airport tenants, oversight and management bodies, tour operators and float pond users, other airport users and the public.

The project website at www.JNUtaxiways.com remains operational and contains background information, as well as schedule and phasing plan updates, meeting information, links and documents, and contact information for the project team. The website continues to be updated regularly. The email address info@JNUtaxiways.com will be listed on all communication materials. This email address is linked to a distribution list that includes the JNU and DOWL Project Managers.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration (CA) services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continues to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has finalized and submitted their formal report to the Alaska Department of Environmental Conservation (ADEC). This report presented the soil and groundwater sampling and analysis data as collected from the monitoring wells that had been drilled in the west, south and east sides of the airfield. This report presented the findings that the groundwater in wells MW-3 and MW-6 were found to contain levels of Perfluorooctanesulfonic acid (PFOS) contamination in excess of the ADEC groundwater cleanup

Attachment 2

level and that well MW-4 was found to contain a level of Perfluorooctanoic acid (PFOA) that was just slightly higher than the ADEC groundwater cleanup level. This report also included recommendations and next steps for moving forward for continued investigation. Further delineation will be necessary for soils surrounding MW-6 (located nearest the fire station) to determine the vertical and horizontal extent of soil contamination in that area, and additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

JNU is moving forward on the additional investigating and monitoring work based on July's Board approval of the quote from Cox Environmental and funding.

Lavatory Waste Dump Site: JNU has updated the project construction cost estimate (\$94K), and the overall project budget (\$128K) based on a budgetary fee estimate (\$19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot and Republic has not yet submitted a proposed plan for these revisions for review by JNU. The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed by JNU Airfield Maintenance in the potholes that had formed in the public parking lots continue to deteriorate. Many areas within these asphalt paving installations are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.

Ramp Lighting Upgrades: JNU has accepted a fee proposal from Haight & Associates electrical engineers to develop the necessary design & construction documents needed to bid this work. Haight & Associates has confirmed that the proposed high efficiency LED flood light fixtures meet the FAA's Buy American requirements. Haight & Associates, who designed the electrical component of the North Terminal Renovation, has been tasked with coordinating and finalizing the scope of the ramp lighting work with the lighting and lighting controls that are being provided as part of the North Terminal Reconstruction project. Haight & Associates has also been tasked with establishing the estimated project construction cost. This project will be released for competitive bid as soon as the documents have been completed and approved.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds).

Attachment 3



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: September 30, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of September 2020 Activity with Look Ahead

Sand/Chemical Building & Fueling Station. The replacement boiler controls work has been completed, and the mechanical engineer completed the Substantial Completion Inspection on September 11, 2020. This inspection generated a punch list that is being worked on. Owner training on the boiler and the chemical mixing system took place in mid-September, and close out documents with the Contractor have begun.

Look Ahead to Upcoming Activity: Ensure that the Contractor completes the punch list items, and continue project close-out. The Airport Improvement Program grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Old Sand Shed Demolition. The construction contract was awarded to Southeast Earthmovers for \$531,950. There are two subcontractors named for the project: Compass Construction, LLC and Prestige Developers, LLC. Substantial Completion is December 31, 2020. The Pre-Construction meeting was held on September 24, 2020 and work on-site is scheduled to begin September 30, 2020. The consultant team's contract was amended to add construction administration services for this project.

Look Ahead to Upcoming Activity. The Contractor's schedule calls for mobilization, submittal reviews, and selective demolition of siding and interior components to be done in October 2020.

Terminal Reconstruction. The focus of work throughout September was concrete foundations and steel erection. Unforeseen conditions of the existing building continued to be found, but both the Contractor and Design Team have responded to changes promptly and stayed focused on moving the project forward. Steel pan decks are currently being installed, which will allow concrete floors to be poured on upper levels. The escalator structure is on site and will soon be lifted into place. Operational impacts have been minimal and overall, the tenants and traveling public have been very cooperative and understanding.

Look Ahead to Upcoming Activity. The Contractor's schedule calls for completing steel erection and roofing during October.

GCI Service to Terminal. GCI has requested a Tenant Improvement to run new fiber along Yandukin Drive and Shell Simmons Drive to serve the terminal. The work involves trenching along the roadways and connecting to the new electrical service facilities that were installed approximately 1 year ago. Once this work is complete, GCI will serve the terminal from the east with a demarc location that is specific to their service only. ACS will continue to serve the terminal from the north; their demarc extension will be located in the new penthouse that is part of the Terminal Reconstruction Project.

Other projects/issues worked on by architectural projects staff during September included:

- Relocated Capital Transit stop to east end of bus canopy.
- Continued with close out of the JNU Terminal Electric Service project.
- Continued working on the airport's Disadvantaged Business Enterprises (DBE) annual report.
- Responded to COVID issues in the terminal and the construction work areas.



Structural steel frame, looking northeast from airfield side.



New Capital Transit stop at east end of bus canopy.