

## ATTACHMENT #3



MEMORANDUM

---

TO: Patty Wahto, Airport Manager  
FROM: Mike Greene, JNU Airport Project Manager  
DATE: August 3 2022  
RE: Projects Office Monthly Report

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

**Terminal Reconstruction – Phase 1&2:** In July, Dawson Construction continued to work on the project punch-list items, completing more of the work items required by the original construction contract, and completing more of the work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Order.

**Look Ahead to Upcoming Activity.** The Contractor's schedule for August calls for the continued effort to complete all outstanding project work items. This work will include modifications to the Lumicor panels at the main stair, the installation of the stainless steel handrails at the second floor ramp, the installation of the glass guardrail assembly around the second floor light-well, the installation of the replacement light fixtures throughout the terminal, and the installation of the new 135 ramp lighting.

The manufacturer's re-inspection of the new roof assembly has been scheduled for mid-August. This inspection will be conducted by a representative from Carlisle SynTec Systems, and this inspection will initiate the manufacturer's 30 year roof warranty.

JNU is currently working on the preparation of Change Order 23, which will not add any additional time to the BE20-020 contract. To date, Dawson Construction has submitted a total of 314 Requests for Information (RFIs) on the Terminal Reconstruction project, and JNU has issued a total of 184 RFPs to Dawson Construction. The majority of the RFPs were issued to address additional work that was introduced to the BE20-020 construction contract in response to RFIs. The remaining RFPs address work items that have been initiated by the Owner to address such things as interior finish upgrades and revisions, repairs to existing electrical and mechanical equipment and systems, and to address the addition and/or replacement of existing equipment items to promote energy efficiency and long-term cost savings.

JNU continues to coordinate with Dawson Construction on scheduling the Owner training sessions for the new mechanical systems, the new electrical systems, and the access control systems.

**Terminal Fire Alarm Upgrade:** Johnson Controls and their electrical subcontractor Alaska Electric continue to stand-by to perform the final testing of the new fire alarm detection, annunciating devices and public address systems. This work has been on hold pending the installation of the necessary dedicated telephone lines that are needed for the system auto-dialer.

**Look Ahead:** The Contractor's schedule for August calls for the completion of all system start-up and testing.

## ATTACHMENT #3

The Substantial Completion date is currently identified within the BE21-159 contract as April 1, 2022, but is going to be extended by Change Order. Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and is providing construction administration services for this project.

**Main Ramp (Part 121/135) Rehabilitation & Remain Overnight (RON) Jet Parking Design.** No change since last report. The contract for design services has been awarded to DOWL. DOWL is currently working on the submission of their phased work plan and associated fees. The project schedule is still calling for bidding the construction of this project in the spring of 2023.

**Sand/Chemical Building – Roof Warranty:** In July, a representative from Carlisle SynTec Systems performed an inspection of the Sand/Chemical roof installation as installed by Dawson Construction. This inspection identified a number of items that Carlisle wanted to have revised / re-worked. Dawson began this repair work last week, and this effort has introduced a number of roof leaks. Both old and new. JNU has issued two previous deficiency notices to Dawson Construction relating to roof leaks, in addition to numerous notices reporting leak activity. JNU is now asking Dawson Construction to open up the roof in the leak area to allow an inspection for water damage within the assembly.

Carlisle has not yet re-inspected this roof installation, and has not yet issued the manufacturer's roof warranty.

**Sand/Chemical Building - Commissioning:** No change since last report. JNU has directed PDC Engineers to suspend work on the commissioning effort on the Snow Removal Equipment Building (SREB) and Sand/Chemical building mechanical systems until GSHP-1 has been repaired, and until SREB pumps P-1A and P-1B have been replaced.

**Float Pond Improvements – Phase 2:** This project is currently out to bid, with bids due on Friday, August 12, 2022. The planholders list includes SECON, Southeast Earthmovers, Arete Construction and Coogan Construction. Two ADDENDUMS have been issued to date to address bidder questions and needed clarifications.

The Federal Aviation Administration (FAA) grant money for this project was rolled over to FFY 22 (Airport Improvement Program (AIP) entitlements) to facilitate this bid schedule.

The scope of work for the project will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing/re-positioning 14 of the existing concrete float plane dock headwalls. The order of the work is critical with the pond embankment needing to be done prior to the road work. Staff and PND are working on this schedule since the pond will need to be drained for this work during the winter months, while also coordinating the timing of the grant.

**Runway Safety Area (RSA) Expansion Phase IIC:** No change since last report. The project has been determined to be Substantially Complete, and both JNU 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.

**Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** The start-up, testing and commissioning of the new SREB back-up generator, transfer switch and load bank has been completed and these items have been accepted by the design team and by JNU. The project will now move into the punch-list and close-out phase.

## ATTACHMENT #3

Construction Administration & Inspection services continue to be provided by DOWL who is serving as the Project Engineer. Field inspection work is being provided by Morris Engineering Group under contract to DOWL.

**Runway Visual Range (RVR) Replacement.** No change since last report. The FAA began running new conduit and conductors to their RVR equipment last July. The RVR system (measures visibility for instrument approach aircraft) is now ready for replacement. Staff will again provide a safety officer and oversight while the FAA works on the project. The cutover of the new RVR was scheduled for the first week of June with an estimated two-week outage during the replacement. Final cutover and inspection has been delayed until July due to personnel coming down with COVID. FAA is still trouble-shooting the switchover between the Airfield Lighting Regulator Vault and Flight Service Station.

**Lavatory Waste Dump Site:** No change since last report. 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.

**Other Projects:** From the April 6, 2022, Airport Board Finance Committee:

**Hangar M Site Survey & Topo:** JNU received DOWL's topographic map of the site that surrounds the Block M hangars. This map confirms that the surrounding site is extremely flat. It also confirms that the recent work that introduced a trench drain along the south side of the hangar did introduce positive drainage / fall away from the south facing hangar doors. The map also shows that there are areas on the north side of the hangars where the asphalt surface slopes towards the hangar doors. The next step in this investigative process will be to evaluate what can be done on such a flat site to improve drainage away from this hangar.

**SREB Wash Bay Water Protection:** JNU has issued an updated RFP package to Dawson Construction (the next available Contractor on CBJ Engineering's Term Contractor contract list) for this work. The RFP is asking for a proposal to patch and paint the water damaged gypsum wallboard; to prep, seal and re-paint the interior face of the exterior vertical lift door; and to furnish and install splash curtains and plastic panel ceiling splash protection. Dawson has not yet submitted this proposal.

**Fuel Station Access Control/Fuel Monitoring/Tracking:** No change since last report. On September 28, 2021, JNU received a fee proposal from RESPEC (formerly Haight & Associates), in the amount of \$4,730 to provide the necessary design documents to expand the diesel-gasoline fuel dispenser system at the NWDA Fuel Station to include access control and fuel usage tracking features. Haight & Associates has been asked to review the site controllers offered by Gas Boy, which is the manufacturer of the Fuel Station fuel pumps. JNU has not yet accepted this proposal.

This work is needed to introduce a reliable theft-prevention system and fuel usage tracking system to the new fuel station. The current set-up cannot track fuel usage in any way, and relies on the use of padlocks on the pumps to prevent unauthorized use / theft.

**Fuel Station Back-up Generator:** No change since last report. JNU is currently looking into available options (portable generator vs. fixed mounted) for an emergency power source for the Airfield Maintenance fuel station.

The fuel station is currently not connected to any emergency / stand-by power system. In the event of an area-wide power outage, JNU has no safe way to transfer fuel out of the new storage tanks. This work is needed to provide a back-up power system to power the fuel station in the event of utility power loss.

**Power to Float Plane Pond:** CBJ-JNU has issued a notice-to-proceed to Alaska Electric Light & Power (AEL&P) to extend a new 15KV 3-phase electrical service to the west end of the float pond. AEL&P has

### ATTACHMENT #3

reported that all materials needed for this project are now in Juneau, and that they are currently working on getting their crew badged. JNU is standing by to receive a construction schedule from AEL&P.

This work is needed to provide operational power for the 36-inch valve actuator, lights and heat within the float pond valve vault. This work will also introduce electrical service which will be available as a tenant improvement to those operators that have floats along the north side of the float pond. JNU is working with RESPEC (Ben Haight) to develop a power distribution plan to bring power down the north side of the float pond for tenant use.

**Upgraded Power to the Northwest Development Area:** CBJ-JNU has issued a notice-to-proceed to AEL&P to extend a new 12.5 KW 3-phase electrical service into the Northwest Development Area (NWDA). AEL&P has reported that all materials needed for this project are in Juneau, and that they will begin work following the completion of the installation of power to the float pond

This work is needed to provide upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA.

JNU is working with RESPEC (Ben Haight) to review the power and data/communication distribution plan for this project.

**Gate K (Crest Street) Culvert at Jordan Creek:** Airfield Maintenance has reported a possible partial collapse of the large half-arch aluminum culvert that crosses under the airfield access road at Jordan Creek. JNU is currently investigating this report.



Photo 01: Depression in asphalt above the culvert.



Photo 02: Culvert outlet in Jordan Creek.