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MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 1, 2022

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In August, 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 September calls for the continued effort to complete all outstanding project work items. This work will include modifications to the control of the existing air-handler in the Air Traffic Control Tower, replacement of the acoustic ceiling tiles throughout the terminal, 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.

JNU has requested and received approval from the CBJ City Manager to utilize a Supplemental Agreement to expand the scope of the BE20-020 contract to include Dawson Construction's proposal for RFP 177 which will replace all remaining 2'x2' acoustic ceiling tiles throughout the terminal. Dawson's proposal excluded the relocation of ceiling mounted devices (fire alarm horns and strobes and public address speakers) so this work will need to be addressed as part of the Terminal Fire Alarm Upgrade project. Dawson has advised that the new ceiling tiles have been ordered and they will advise as to when they are scheduled to arrive. JNU also requested and received approval from the CBJ Assembly for a Supplemental Agreement to continue the floor tile on the first floor through the east wing/bag claim area. The cost for the tile installed is \$176,266.32 funding through the terminal local match. Timing of install TBD.

The manufacturer's re-inspection of the new terminal roof assembly is now scheduled to occur later this month. This inspection is necessary as it will initiate the manufacturer's 30 year roof warranty.

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 are currently working on the final testing of the new fire alarm detection, annunciating devices and public address systems.

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

JNU will soon be issuing a Request for Proposal to Johnson Controls to relocate the existing ceiling mounted fire alarm devices and speakers in the areas where Dawson Construction will be replacing the acoustic ceiling tiles. The work will include the removal of the ceiling mounted devices from the old ceiling tiles, and mount them in the new ceiling tiles.

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. DOWL has begun work on the initial information gathering phase for the ramp project. They have begun building the project stakeholder contact list, and will be conducting the first stakeholder meeting on September 7, 2022. Their surveyors have begun work within the proposed RON area, and within the 121 ramp and 135 ramp areas. DOWL has also begun coordinating with the Jensen Yorba Wall (JYW) design team that is working on the Gate 5 Passenger Boarding Bridge (PBB) replacement project and the new Alaska Seaplanes facility.

DOWL has started work on the development of the project Construction Safety Phasing Plan (CSPP) and is currently working with JYW Architects to coordinate the RON-AOA (airport operations area) project schedule with the Gate 5 PBB project schedule. JYW has been asked to determine what the lead-time will be for the new PBB.

The project schedule is still calling for bidding the construction of this project in the spring of 2023.

Sand/Chemical Building – Roof Warranty: No change since last report. 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: Three bids were received for this project, and they were opened on August 27. The apparent low bidder was SECON who submitted a total bid of \$2,272,463. (Base bid plus additive alternates A and B). The award of this bid is pending approval by the Federal Aviation Administration (FAA) and the City Assembly.

The 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

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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: JNU has received the Owner training for the clean agent fire extinguishing system that has been installed within the new Snow Removal Equipment Building (SREB) Airfield Lighting Regulator Vault (ALRV). With that training complete, and with the clean agent system activated, the ALRV can now be considered to be Substantially Complete and this project can now move into the punch-list and close-out phase.

Outstanding issues:

- Maintenance contract with NC Machinery / CAT for the new generator.
- Maintenance contract with Johnson Controls to provide bi-annual code required inspections of the clean agent system.

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. The FAA has reported that they have completed all work on the replacement of their RVR equipment. The RVR system (measures visibility for instrument approach aircraft) is back on-line. With this work completed, JNU can now switch the control of the airfield lighting from the old ALRV to the new ALRV.

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: No change since last report. 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: No change since last report. 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.

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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: Alaska Electric Light & Power (AEL&P) has completed work to extend a new 15KV 3-phase electrical service to the west end of the float pond. Power has been connected to the valve vault and Airfield Maintenance staff have confirmed that the 36-inch valve actuator, lights and heat are now operational.

This electrical service is now available to those operators that have floats along the north side of the float pond. These operators need to contact AEL&P directly to arrange for hook-ups.



Photo 01: AEL&P preparing the transformer pad near the west end of the float pond.

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Upgraded Power to the Northwest Development Area (NWDA): Alaska Electric Light & Power (AEL&P) is currently working to extend a new 12.5 KW 3-phase electrical service into the NWDA. This work will 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: JNU has contracted with proHNS to provide a condition survey of the large half-arch culvert that crosses under the airfield access road at Jordan Creek. Engineers from proHNS completed their site inspection on Friday, August 26, and while on site confirmed that the culvert exhibits deformation, and that the location of the deformed area corresponds to the depression in the asphalt paving above. Following this inspection, it was the opinion of the engineers that the culvert was not in danger of imminent collapse, but did need to be replaced as soon as practical.

JNU, working with CBJ Engineering/Contracts, has issued an RFP to proHNS to provide a proposal to provide design services to complete bidding and construction documents for the replacement of the culvert.



Photo 02: Visible deformation in the north wall of the culvert.

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Photo 03: Extent of depression in the asphalt paving directly above the culvert.