



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: November 2, 2022

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In October, Dawson Construction continued to work on the project punch-list items, on completing more of the work items required by the original construction contract, and on completing more of the work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders.

Work completed in October included the installation of the six (6) new building mounted high-efficiency LED light fixtures that now illuminate the 135 ramp. See photo below. Dawson Construction also worked on the installation of the new ceramic floor tile within the baggage claim area and on the replacement of the acoustic ceiling tiles throughout the terminal.



PHOTO 01: The six new LED ramp lighting fixtures are shown on the left-center of the photo. The two old fixtures are shown on the right.

Look Ahead to Upcoming Activity. The Contractor's schedule for November calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing terminal heat pumps, 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 glass guardrail assembly around the second floor light-well and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems.

Terminal Fire Alarm Upgrade: Johnson Controls and their electrical subcontractor Alaska Electric continue to work on testing the new fire alarm detection, annunciating devices and public address systems.

Johnson Controls continues to work on the relocation of the existing ceiling mounted fire alarm devices and speakers within the new acoustic ceiling tiles. Johnson Controls continues to investigate and correct the numerous fire alarm trouble signals that have appeared within the terminal fire alarm panel following two years of construction within the terminal. These trouble conditions were the result of above-ceiling work that was performed by multiple contractors, by multiple trades and by selective demolition work that was performed by the Owner.

Look Ahead: The Contractor's schedule for November calls for the completion of the work associated with RFP 05 and RFP 06, and the completion of all system start-up and testing.

JNU has issued Change Order 03 to Johnson Controls which incorporated RFP 05 and RFP 06 into the BE21-159 contract. This Change Order also extended the Substantial Completion date from April 1, 2022 to October 28, 2022.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration services for this project.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design. DOWL has fallen behind schedule on the development of their design and bidding documents for the initial construction phase (Bid Package A) of this project. This first phase is intended to address the construction of the new RON aircraft parking area, the construction of the new RON ramp area and revisions to the Gate 5 ramp. The 50% design development drawings for this work, which were due at the end of October 2022, have not yet been submitted to JNU for review.

JNU continues to work with DOWL to see what options are available to streamline their deliverables schedule and on the development of the associated project schedule for the Bid Package A work. The original project schedule calls for releasing Bid Package A for bid on March 1, 2023 with a March 29, 2023 bid opening. This schedule is now in doubt as DOWL has all but stated that they will not be able to provide the 100% design documents by the February 1, 2023 due date.

JNU also continues to work with DOWL to resolve an issue in which one their design sub-consultants has asked for additional compensation. JNU has asked for clarification from DOWL in this matter.

To date, DOWL's surveyors have completed their field work and associated CAD drawings for all phases of the ramps project. These survey documents have been circulated to their project design sub-consultants. The DOWL design team continues working on the initial information gathering phase for the entire ramp project, and on the development of the Construction Safety and Phasing Plan (CSPP). DOWL also continues to coordinate with the Jensen Yorba Wall design team that is working on the Gate 5 Passenger Boarding Bridge replacement project and on the new Alaska Seaplanes facility.

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 or this new installation.

Sand/Chemical Building - Commissioning: JNU has advised RESPEC (formerly PDC Engineers) that the installation of the replacement pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) is nearing completion, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical systems when these pumps are fully operational.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON, acting as General Contractor for the project, continues to work on the submission of the administrative and materials submittal data as required by the BE22-127 construction contract.

SECON is currently planning on hauling the armor rock into the float pond staging area starting on November 2, 2022. This work is anticipated to last eight (8) days. This rock will be placed along the south side of the float pond to prevent further erosion by wave action.

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 that are located along the south side of the pond. The order of the work is critical, with the in-water pond embankment work needing to be done prior to the road work.

SECON has advised that they are not planning any in-work until this coming spring, so the Rehab Access Road project no longer requires the float pond to be closed to use by aircraft on December 1, 2022. JNU has issued notice to tenants that the pond will close in mid-December when the rescue boat is removed for winter storage.

The Project Construction Schedule remains as follows:

- Float Pond Re-Open: March 31, 2023
- Substantial Completion: June 15, 2023

Limited Construction Administration and Inspection services will be provided by PND Engineers, who are the engineers of record for this project.

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: No change since last report. The project has been determined to be substantially complete, and JNU continues to work with DOWL to wrap up the remaining punch-list work items. JNU also continues to work on finalizing the work associated with the retainage of the existing Airfield Lighting Regulator Vault (ALRV). The existing ALRV was to have been removed from service as part of the TWY project, but it was subsequently decided during construction to retain the ALRV as a 100% redundant lighting control system. JNU continues to work with DOWL and Morris Engineering to develop and complete the dual-ALRV system.

JNU has issued RFP 029 Additional ALRV Work to address the following:

1. CROSS CONNECT CABINET: Need to add a cross connect cabinet to the old ALRV. In order to have two operational ALRVs; one primary and the second backup, a cross connect cabinet is needed at each ALRV. The cross connect cabinet allows the electrician to verify that all regulators are disconnected from the field circuits at the ALRV not being used and all the field wires are properly connected to regulators at the ALRV being used. Without this safety feature explosions could occur since airfield lighting has no protective devices on the load side of a regulator. It is critical that each

- and every regulator cable and every field cable be present in each cabinet and properly labeled the same so the safety checks can be made prior to energizing the regulators.
2. RUNWAY GUARD LIGHT REGULATOR: Existing installation only has one runway guard lighting regulator. It is in the old ALRV. Need to add one to the new ALRV so lighting control can be switched between ALRVs without recommissioning the Airfield Lighting Controls & Monitoring System (ALCMS) each time a regulator is un-installed from one ALRV and moved to the other and reinstalled. The runway guard light regulators are much smaller than the other regulators.
 3. ACE 3 MONITORING MODULE: Need to monitor status of the generator that provides power to the ALRV during a utility outage. The ALRVs do not share a generator. Currently only have one monitor at the old ALRV. Need one at the new ALRV.
 4. CABLE LABELING IN THE FIELD: Need to add labels to identify existing cabling that is not in use but is being retained so the airfield circuits can be kept operational by the old ALRV during future construction projects on TWY A or an intersection that would otherwise require temporary wiring. Keeping the old ALRV allows the airfield to power the lighting when the circuits from the new ALRV would be disconnected during construction.

A proposal for RFP 029 has not yet been received from SECON – Ever Electric.

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.

Gate K (Crest Street) Culvert at Jordan Creek: proHNS has started work on the preparation of the bidding and construction documents for the replacement of the existing culvert. The goal remains to release this project for competitive bid as soon as possible. The current project schedule calls for construction to begin in the early spring of 2023.

As mentioned in previous reports, engineers from proHNS completed their initial site inspection on 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.

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.

Upgraded Power to the Northwest Development Area (NWDA): The work by Alaska Electric Light & Power (AEL&P) to extend new 12.5 KW 3-phase electrical service into the NWDA remains on hold until the necessary conductors arrive in Juneau. This work is intended 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. AEL&P has indicated that the completion of this work may be delayed until spring.

Power Extension to the Float Pond: JNU has asked Alaska Electric Light & Power (AEL&P) for a fee proposal to extend the 110-220V single phase service for commercial tenant use at the float pond. This extension will be routed from the new transformer location, along the north side of the float pond, and will extend as far as the Ward Air gangway. JNU has not yet received the requested fee proposal. JNU has advised Wings Airways, Alaska Seaplanes and Ward Air of this request for proposal. JNU has further advised these tenants that they will be individually responsible for contracting with AEL&P to extend this service across the float pond access road (approximately 45 feet) to their respective gangways / docks.

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.

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.

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.

End of Report