



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: June 2, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: Dawson Construction performed more work on the terminal project punch list in May. They continued to work on the flooring on the second floor and on painting the exterior air intake hoods. Dawson Construction still has project punch-list items, work items required by the original construction contract, and work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders to complete. JNU continues to work with Dawson to finalize these outstanding work items.

The primary focus on the project continues to be the modifications needed to bring the glass guardrail assembly around the second floor through-floor opening into code compliance. The current version of this assembly is a modified version of the original design (taller glass panels), and the resulting assembly does not meet the lateral resistance required by IBC Section 1607.8.1. The project design team has submitted a proposal from Capital Office Supply to furnish and install a full-height (floor-to-ceiling) glass assembly as a replacement for the existing glass guardrail. This proposal appears to be incomplete and is under review by JNU.

Look Ahead to Upcoming Activity. The Contractor's schedule for June calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing Dedicated Outside Air System (DOAS-1); modifications to the Lumicor panels at the main stairs; 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: 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.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design. In May, DOWL continued working on the development of the work phasing plans based on input received from JNU and from input provided by tenants and stakeholders. DOWL also worked on finalizing the storm drain system layout and the further development of the project technical specifications and the Construction Safety Phasing Plan (CSPP). DOWL also worked on the development of the project construction cost estimate.

The work phasing plan has been expanded and now divides the project (RON, 121 ramp work and 135 ramp) work into 12 work phases with associated sub-phases to minimize disruption to aircraft movement and tenant operations. These 12 work phases are to be addressed within the 2023, 2024, 2025 and 2026 summer construction seasons.

Per this phasing plan, the development of the new RON (PHASE 1A, PHASE 1B and PHASE 1C) is the only construction work that is to be started in the summer/fall 2023. The rehabilitation of the Gate 5 portion of the 121 Apron (PHASE 3A, PHASE 3B), as well as the rehabilitation of the asphalt paving immediately adjacent to the terminal (PHASE 2A, PHASE 2B), are to take place in the summer of 2024.

The rehabilitation of the Gate 3 and Gate 4 portion of the 121 Apron (PHASE 5A, PHASE 5B and PHASE 4) represents work that remains to be coordinated and scheduled with Alaska Airlines replacement of the passenger boarding bridges at these gates.

The estimated construction cost of the project base bid is \$12.3M. This estimated cost excludes JNU Administration costs or Construction Administration and Inspection (CA&I) fees. The addition of these items brings the estimated base bid project cost to \$14.5M.

The project currently includes two additive bid alternates; the work within the 135 Apron (PHASE 8, PHASE 9, PHASE 10 and PHASE 11) will be addressed as BID ADDITIVE No. 1. The estimated cost for this work is \$3.5M. The work to expand the cargo hardstand (PHASE 7C) will be addressed as BID ADDITIVE No. 2. This work remains to be coordinated with Alaska Airlines with respect to scope and schedule. Costs associated with BID ADDITIVE No. 2 will be reimbursed by Alaska Airlines.

DOWL is planning on submitting the 100% set of project bid/design documents to JNU on Monday June 12, 2023. The project is currently scheduled to be released for a competitive bid on Monday June 19, 2023, with the bid opening on Wednesday July 19, 2023. The award of the construction contract is scheduled to occur in late July/early August 2023.

JNU will soon be issuing an RFP to DOWL to provide CA services during the construction phases of this project.

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 for this new installation.

Sand/Chemical Building - Commissioning: No change since last report. JNU has advised RESPEC (formerly PDC Engineers) that the work to replace pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) has been completed, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical system.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON has completed the asphalt paving work on the south access road and has completed work on paving the nine utility trench crossings in the pond access road. SECON is currently working on completing the last few work items on this project. Limited Construction Administration and Inspection services continue to be provided by PND Engineers, who are the engineers of record for this project.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. JNU continues to work with SECON, DOWL and Morris Engineering Group to finalize the last two Request for Proposals (RFP's) and to wrap up the remaining project punch-list work items.

JNU has asked DOWL to review SECON's proposal, in the amount of \$55,676.21, for **RFP 027REV1 – EXISTING ALRV & EXISTING GENERATOR**. This RFP was issued to address a number of work items, including work associated with the creation of the dual-ALRV installation. DOWL has been asked to review RFP 027R1 and to identify any work items that have been completed that have not yet been incorporated into the contract by Change Order.

JNU has also asked DOWL to review SECON's proposal, in the amount of \$148,614.98, for **RFP 029 – ADDITIONAL ALRV WORK**. This RFP was issued to address the work intended to finalize the temporary dual-ALRV installation into a permanent dual-ALRV installation. JNU has asked DOWL to provide a breakdown of SECON's RFP 029 proposal to identify what each work item is worth. DOWL has also been asked to prioritize the work tasks in terms of most needed to least needed. With this information, JNU can better evaluate how (or if) we should proceed.

Gate K (Crest Street) Culvert at Jordan Creek: The Federal Aviation Administration CARES grant has been received and is now fully executed. CBJ Contracts will be working on a Notice to Proceed for SECON.

The original project schedule called for construction to begin in the early spring of 2023, with the contract set up to allow the Contractor a total of 140 calendar days to complete all work. The work to remove and replace the culvert is still anticipated to require 40 days, but at this time, the anticipated work start date is unknown. During the 40 day work period, the airfield access over Jordan Creek at the Gate K culvert will be closed. Gate K will remain open for use, and a detour will be provided per the Safety Plan.

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.

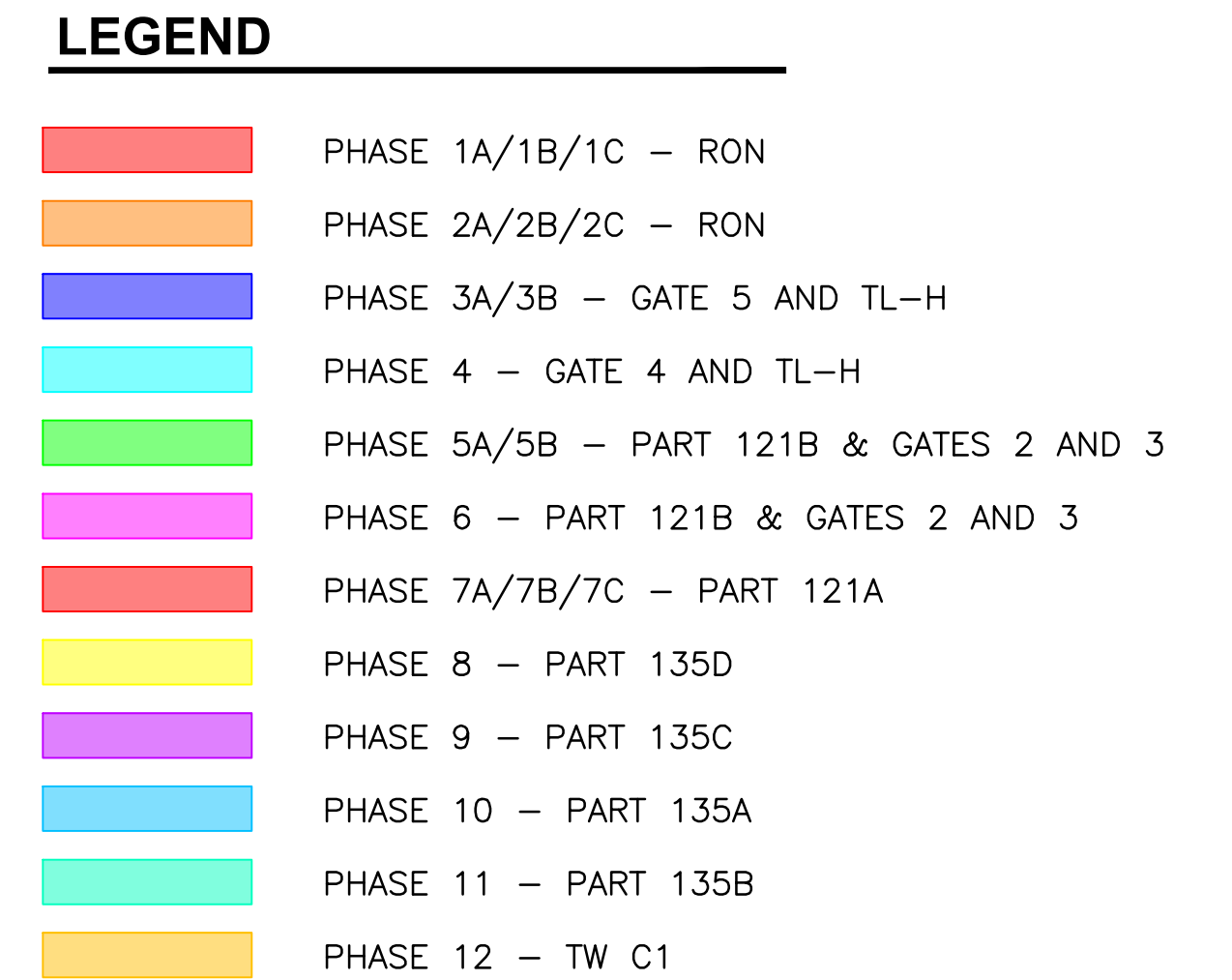
On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers 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): No change since last report. AEL&P is currently gearing up for the 2023 summer work season, and will soon resume work to extend new 12.5 KW 3-phase electrical service into the NWDA. This work will complete the 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 not yet provided a schedule for this work.

Power Extension to the Float Pond: AEL&P has completed work on extending primary power along the north side of the float pond access road to provide service to the primary commercial tenants that have floats at the northwest side of the pond. This work included the installation of underground conduit and conductors and four step-down transformers to provide 110V-220V 60-amp service to the primary commercial tenant gangways. This project is now complete.

SREB Wash Bay Water Protection: Dawson Construction has completed work on patching and painting the water damaged gypsum board on the walls and ceiling of the Wash Bay; on the preparation (caulk to seal) and re-painting of the interior face of the exterior vertical lift door; and the installation of splash curtains and plastic panel ceiling splash protection within the wash bay. This project is now complete.

End of Report



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