



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: February 2, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In December, Dawson Construction continued to work on more of 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.

In January, the primary focus on the project was on the glass guardrail assembly around the second floor light well. 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. This issue is currently under review by the design team, by Dawson Construction and by JNU.

Look Ahead to Upcoming Activity. The Contractor's schedule for February 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 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. Some of the punch list items, like exterior painting, will need to wait until spring to be completed.

Terminal Fire Alarm Upgrade: No change since last report. The fire alarm project is now essentially complete, but a problem with feedback within the public address system is delaying the final acceptance of the work. Johnson Controls continues to work with the project electrical engineer RESPEC, and with JNU, to find a resolution to this feed-back problem.

Look Ahead: The Contractor's schedule for February calls for the more effort to resolve the feedback issue, as well as the completion of the remaining system start-up, testing and Owner training.

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 January, DOWL submitted their conceptual design package, consisting of the preliminary Construction Safety Phasing Plan (CSPP) and work phasing plans, the preliminary aircraft movement studies, the preliminary storm drain system layout, and the preliminary construction cost estimate. JNU has completed a review of these documents and has submitted a comment summary to DOWL.

From the review of the conceptual design package, it is apparent that the current project scope of work must be reduced in order to bring it in line with the original project budget. To that end, JNU has asked DOWL to perform a scope reduction analysis. This scope reduction will most likely include a reduction in the amount of asphalt removal and replacement / asphalt milling and overlay work within the 135 ramp, a reduction in the number of trench drains installed within the 121 ramp, and a reduction in the number of pole mounted ramp light fixtures installed to the north of the terminal.

In February, DOWL will continue to coordinate directly with tenants and stakeholders to obtain information relating to their operations, aircraft and ground equipment, and to identify all potential operational impacts. DOWL will perform outreach to airport stakeholders, including Alaska Airlines, Delta Air Lines, Alaska Seaplanes, Coastal Helicopters, Federal Aviation Administration (FAA) and the Air Traffic Control (ATC), and other airport tenants.

DOWL continues to coordinate the development of the Ramps project scope of work and construction schedule with the JNU Gate 5 Passenger Boarding Bridge (PBB) Replacement project. DOWL also continues to coordinate the development of the Ramps project with the JNU Parking Lot Improvements project – which is now introducing a new storm drain culvert which will carry all run-off collected from the parking lots, into the AOA where it will empty into the infield drainage system.

The project is currently scheduled to be released for competitive bid in May of 2023, with a project award scheduled to occur in late July / early August. The current work phasing plan identifies the development of new RON as the only construction work that is to be completed in the summer / fall of 2023. The scope and duration of the 121 ramp work, and the 135 ramp work is currently being reviewed to determine if all of this work could / should be addressed during the 2024 summer construction season, or split between the 2024 and 2025 summer construction seasons.

JNU continues to work with DOWL to identify project priorities, to provide input during the development of the project design and to make design decisions in a timely manner.

JNU will soon be issuing a 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 or 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 work on hauling and staging the armor rock into the float pond staging area. This rock will be placed along portions of the south bank of the float pond to prevent further erosion by wave action. SECON has also completed work on submitting the materials product data to JNU / PND, and has started work on ordering these approved materials.

In January, SECON started work on pre-casting the concrete headwall assemblies for the docks/ gangways located on the southwest end of the pond. SECON also started work on lowering the pond water level from 15' MLLW to 13' MLLW. They are doing this work in increments to minimize impacts to tenant docks and floats.

SECON's current project schedule also indicates that they intend to start the in-water (armor rock placement) work this week. The Project Construction Schedule remains as follows:

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

JNU will soon be issuing an RFP to SECON to get a proposal to patch the utility crossings in the pond access road. These crossings were made by Alaska Electric Light & Power (AEL&P) last fall when they extended power to the float pond and when they worked on the power upgrades into the Northwest Development Area (NWDA).

Limited Construction Administration and Inspection services continues 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 wrap up the remaining punch-list work items, and on finalizing all work associated with the retainage of the existing Airfield Lighting Regulator Vault (ALRV) and the development of a dual-ALRV lighting control system.

JNU has received a proposal from SECON, 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 also received a determination from the FAA that states: *“The temporary dual ALRV arrangement was necessary to complete the JNU TWY A-D1-E project. That project is complete and there is no need for the dual ALRV arrangement. Dual ALRV’s may be desirable but costs associated to make the temporary dual ALRVs permanent are not AIP eligible.”*

JNU has asked DOWL-Morris Engineering Group to provide a breakdown of SECON's RFP 29 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.

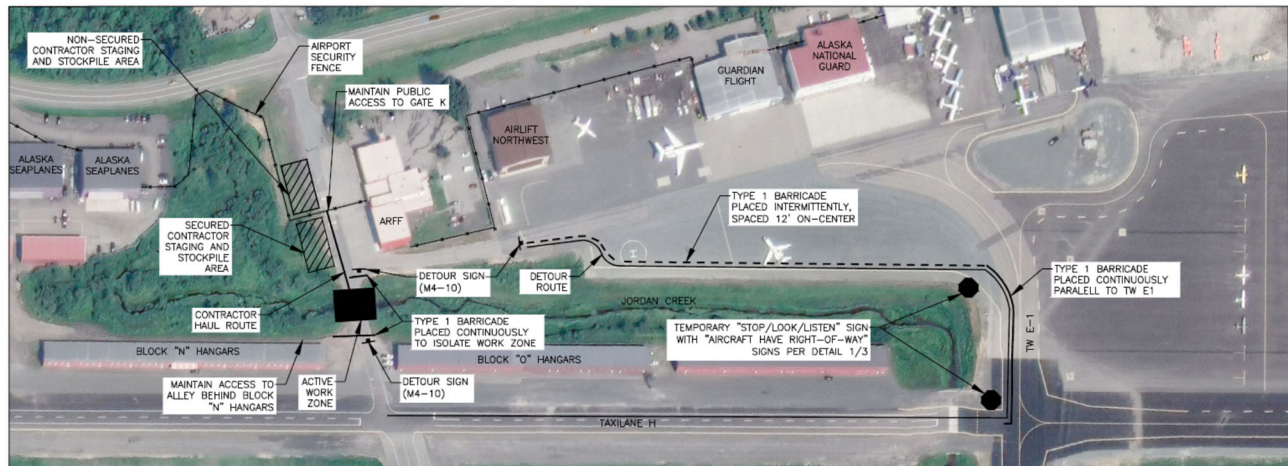
Gate K (Crest Street) Culvert at Jordan Creek: JNU has received the 95% set of design documents as submitted by proHNS for the replacement of the Jordan Creek culvert. This document set included the project CSPP, the construction plans, the technical specifications and an updated construction cost estimate. Per the updated construction cost estimate, proHNS now places the value of construction at \$485,000. This is a bit lower (\$22,500 less) than the estimated construction cost from the previous 35% estimate.

The project Fish Habitat Permit (FH23-I-0002) for the in water work needed for the culvert replacement has been issued by the Alaska Department of Fish and Game, and the associated requirements have been integrated into the project design and construction documents.

JNU has completed a review of the 95% documents and has submitted a comment summary to proHNS. In February, proHNS will finalize the design documents. The goal remains to release this project for competitive bid as soon as possible. JNU has coordinated this with CBJ Contracts, who is standing by to receive the completed bid documents.

The current project schedule calls for construction to begin in the early spring of 2023 and the contract will be 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 anticipated to require a 40 days. During that time, 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 shown below:

CONSTRUCTION STAGING & SAFETY PLAN



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): No change since last report. The work by 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 received and accepted a revised proposal from AEL&P, in the amount of \$94,380.24 to add a fourth service across the pond access road. This increase, in the amount of \$7,580.10, represents the cost of one (1) additional step-down transformer and conduit / conductors for the fourth crossing. This additional work was introduced at the request of Ward Air.

Per this contract, AEL&P will extend primary power approximately 2,050 feet along the north side of the float pond access road. This extension will be routed from the new transformer location, along the north side

of the float pond, and will extend as far to the east as the Ward Air gangway. AEL&P's work will include the installation of four step-down transformers that will be used to make 115V-220V 60 amp service available to the primary commercial tenants that have floats at the northwest side of the pond.

JNU has coordinated this work with Wings Airways, Alaska Seaplanes and Ward Air and has advised that they will each need to contact and contract directly with AEL&P to have the stepped down power extended from the transformers, across the access road and terminated at their respective gangways. JNU has also advised these tenants that AEL&P's estimated cost to bring this power across the access road will cost them each \$3,701.03. JNU has received acknowledgement from each of these tenants that they have contacted AEL&P and have begun the contracting process.

AEL&P has indicated that they would address this work when they return in the spring to complete the power upgrade work within the northwest development area (NWDA).

SREB Wash Bay Water Protection: CBJ Contracts issued a Notice-to-Proceed to Dawson Construction for this project on January 20, 2023. Dawson Construction has completed work on submitting the materials product data to JNU, and has started work on ordering these approved materials.

The scope of work will include patching and painting the water damaged gypsum wallboard; the preparation (caulk to seal) and re-painting of the interior face of the exterior vertical lift door; the installation of splash curtains and plastic panel ceiling splash protection within the wash bay.

Dawson Construction has indicated that they will begin work within the wash bay in the spring of 2023, when the use of the wash bay by Airfield Maintenance is greatly reduced.

End of Report