

## ATTACHMENT #3



## MEMORANDUM

TO: Patty Wahto,  
JNU Airport Manager

FROM: Catherine Fritz, AIA  
JNU Airport Architect

RE: Architect's Report of July 2019 Activity

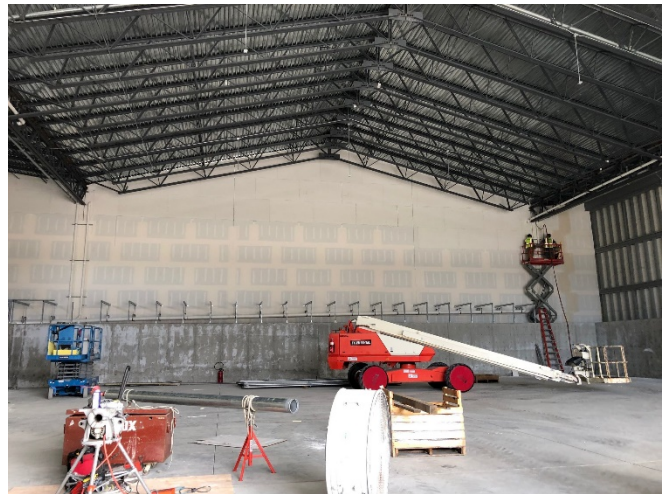
DATE: Aug 7, 2019

**Sand/Chemical Building & Fueling Station.** Construction is progressing well and is on schedule for Substantial Completion of the sand storage side of the building on September 15, 2019 and the chemical side of the building on September 20, 2019. The Fueling Station has required some change orders to incorporate a Diesel Exhaust Fluid (DEF) system and modifications to the civil work to conform to current spill prevention program requirements. These changes are not eligible for Federal Aviation Administration (FAA) funding due to changes in the FAA grant program, so additional time was needed to identify airport funding sources. The Contractor currently expects the Fueling Station to be complete in October 2019.

Work during July included completion of concrete slabs and paving, and continued work on building systems such as electrical and mechanical. The exterior wall system is now ready for siding, and the roof is awaiting final inspection by the manufacturer. Most of the equipment (tanks, overhead crane, etc.) have arrived on site and will be installed in August. The construction contract has been paid to 76% completion.



Sand/Chemical Building at SW corner.



Sand-side interior.

**Terminal Reconstruction.** The focus during July was to reconcile the cost estimate against the design documents so the next phase, Construction Documents, could proceed. The project team (design consultants and JNU staff) were able to eliminate some features without compromising the overall project. We were also able to analyze the project funding in greater detail, which resulted in a total funding availability of \$23.4M. The expected construction cost of the main project is \$16.9M, and the pre-construction electrical service construction is \$945,000. The design continues to conform to the 70/30 (eligible/non-eligible) Airport Improvement Program (AIP) funding ratio established earlier in the project.

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The project team has identified two possible Additive Alternates for the construction bid documents. Additive Alternates help manage bid opening budget-risk by setting aside components of work that can be awarded if sufficient funding allows or be done at a later date if additional funding is secured. The construction budget is based on a construction cost estimate that is built to reflect the mid-range of bids that will be offered. If the actual bids offered reflect the mid-range, then accepting the low bid means that there is available funding already budgeted to capture desired Additive Alternates. If the bids are higher than planned, then the low bid can (hopefully) still be awarded without the Additive Alternates. This strategy is recommended in project management best management practices, and endorsed by the FAA and City & Borough of Juneau (CBJ) contracting. The Additive Alternates currently identified for the Terminal Reconstruction project are the second elevator equipment at an approximate cost of \$300,000 (the shaft for the second elevator is not part of the Additive Alternate; it will be included in the base bid) and ceiling finishes at an approximate cost of \$120,000 (basic finishes will be included in the base bid, and improved ceiling finishes would be the Additive Alternate).

Construction bids for the Electrical Service project were opened on July 16, 2019. Five bids were received, and the successful low bid in the amount of \$944,240.00 was from Alaska Electric. The pre-construction conference was held on July 29, 2019, and the contractor is working diligently to prepare submittals, order materials, and organize the work. Alaska Electric Light & Power (AEL&P) will interface with Alaska Electric as they extend service toward the east end of the terminal. Haight & Associates are providing construction administration services for the electrical projects.

The FAA completed design work for equipment relocation during July and have scheduled their work to begin in late August. Relocating their equipment prior to the execution of the main building contract will allow the Air Traffic Control Tower to operate without disruption.

Temporary office construction began in July. Contracts were awarded to Dawson construction for the former second floor Dining Room that will become Projects Office, TSA Break Room, and Tailwind Storage, and to Carver Construction for converting the Alaska Room to JNU Administration and FAA offices. A temporary heating system was installed in the far north end of the terminal to serve the Part 135 operators during Phase I of the building construction project. Construction continued on the temporary restrooms at the far north end, the smoking shelter was relocated, and landscaping relocation plans also began in July. Terminal Maintenance began moving furniture and equipment into storage.

**Project Closeouts.** The Gate 2 Passenger Boarding Bridge and the Airfield Rescue and Fire Fighting Building Modifications projects are currently in closeout phase.

**Other** projects/issues worked on by architectural projects staff during June included:

- Punch list on Snow Removal Equipment Facility (SREF) and Wash Bay Addition continued.
- Continued work on the Disadvantaged Business Enterprise (DBE) program.
- Updated JNU's Airport Capital Improvements Plan (ACIP) and identified projects for possible FY19 year-end funding, then met with FAA on July 31, 2019, to review the plan.