ATTACHMENT #2

MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: August 5, 2021

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

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

Terminal Reconstruction – Phase 1: In July, Dawson Construction completed work on the installation of the exterior metal siding and flashing, on paving the 135 ramp connection to the terminal and on the installation of the new 8-inch waterline. On the interior of the building, crews continued work on the installation of the suspended ceiling assemblies, the light fixtures, the interior door assemblies, the handrails and guardrails, the ceramic wall and floor tile, the carpet tiles and the cabinetry within the first and second floor levels. Dawson Construction also continued work on the demolition of the old first floor telecomm room.

Crews continued work on the installation of the building automation system and on the installation of the air-handling equipment and heat pumps within the new north mechanical penthouse and in the Air Traffic Control Tower. The plumbers completed work on the installation of the plumbing fixtures within the new restrooms on the first and second floor levels and the electricians continued work on the installation of new light fixtures and electrical trim-out. Crews also started work on the start-up of the mechanical HVAC (heating, ventilation and air conditioning) equipment within the penthouse.

The project achieved the Phase 1B beneficial occupancy milestone on Thursday, August 5, 2021. The design team (architects, civil engineer, structural engineer, mechanical engineer and electrical engineer) completed their beneficial occupancy inspections on August 2 and August 3 and the initial inspection report (Phase1B punch list) has been provided to Dawson Construction and their subcontractors.

A temporary Certificate of Occupancy has been issued for the first and second floor levels by the City and Borough of Juneau / Fire Marshall, and the tenant move-in and JNU move-in began on Friday, August 6, 2021.

> **Look Ahead to Upcoming Activity.** The Contractor's schedule for the first two weeks of August calls for the erection of the temporary partitioning around the Phase 2 work area and the start of work to remove the existing elevator, escalator and main stairs. Crews will then start work on the installation of the primary structural steel within the Phase 2 work area (center of the building). This work will require the use of a crane, and the temporary closure of the main terminal entry. Dawson Construction will continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

Terminal Fire Alarm Upgrade: Johnson Controls has reported to JNU that they now have a new electrical subcontractor under contract. JNU has again notified Johnson Controls of the contract requirements relating to the submission of the project administrative submittals, which included their project schedule, schedule of values, materials submittal schedule, list of key personnel, quality control program, security program and fire prevention and fire protection programs.

Haight & Associates (Electrical Engineer & Designer of Record) remains under contract to provide construction administration services for this project.

Work on this project has not yet started.

Sand/Chemical Building & Fueling Station: No change since last report. JNU continues to work with Dawson Construction and with the project design team on closing out this project and on the resolution of warranty issues.

GSHP-1 (ground source heat pump #1) remains operational and JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself was defective, or whether the compressor failures were the result of outside influences. JNU has filed a warranty deficiency with Dawson Construction under the project's one-year construction warranty to recover the costs incurred to introduce and maintain temporary heat and to switch-out the compressors in GSHP-1.

JNU continues to work with PDC Engineers on the commissioning effort for the shared GHSP system for the Snow Removal Equipment Building (SREB) and Sand-Chemical building. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) in the SREB are undersized. PDC reports that the head loss associated with the overall supply and return system (SREB plus Sand-Chemical) is much higher than originally anticipated, and these pumps cannot meet the needed design flow rate. This determination confirms the suspicions that these pumps were the cause of the flow issues that were automatically turning off the heat pumps and initiating errors in the Direct Digital Controls (DDC) and heating plants. JNU concurs with the PDC recommendation to replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors. The initial cost estimate for the replacement of these two pumps is currently $26,500.

Sand Shed Demolition: Southeast Earthmovers (SEEMS) has completed the interior repair work within the Channel Flying / Loken hangar. All other work items required by the original construction contract have been completed. SEEMS has reported that there are holes in the existing roofing that are allowing water to run down onto/into the new roof work completed as part of the demolition project. This is currently under review.

SEEMS and JNU continue to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access.

Float Pond Improvements – Phase 2: No change since last report. JNU continues to work with PND Engineers on the development of the design/bid documents for the second phase of this project. Work that is to be completed in this phase 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. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and PND has been advised of the need to have bid-ready documents completed by mid-August 2021.

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 Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the completion of the new Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB). Crews also continue work on the installation of the electrical distribution system, the installation of the building controls, the installation of the heat pumps and the installation of the fire suppression system.

SECON and their electrical subcontractor (Ever Electric) have set the new back-up generator within the SREB and continue to work the installation of the generator controls, exhaust system and load bank. Crew has also started work on the installation of the new fiber optic runs which will interconnect the Airfield Lighting Control and Monitoring System (ALCMS) to the new ALRV.

Remaining work includes: the relocation of the airfield lighting regulators to the new ALRV, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the ALCMS within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continue to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

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.

Parking Lot Repairs: No change since last report. At the May 13, 2021, Airport Board meeting, the Board approved a not-to-exceed amount of $600K for engineering design services for parking lot repair/repave investigation, testing and design. In this approval, the Board made the recommendation that the design effort include soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures. The Board also made the recommendation that JNU investigate the complete re-paving of one or more of these parking lots instead of just completing patchwork repairs. The Board will revisit the project construction approach once estimates are determined for the full or phased lot repair/repave.

JNU continues to coordinate with CBJ Contracts to prepare and advertise a Request for Quote (RFQ) for professional design services and construction administration services for this project. The scope of work that will be outlined within this RFQ will include subsurface soils investigative work for each work area, and the preparation of bidding and construction documents which reflect a phased construction plan to complete the replacement of the asphalt paving, concrete curbs and gutters, surface and subsurface drainage systems, striping, exterior lighting and exterior directional and regulatory signage in each parking lot. JNU is also looking into the introduction of Electric Vehicle (EV) charging stations. Installation of EVs was one of the IOUs from the Terminal Reconstruction project Community Development/Planning Commission requirement in-lieu of LEED, besides being a good idea.

All repair/replacement work is to be designed in accordance with the American's with Disabilities Act Accessibility Guidelines (ADAAG). The proposed schedule for this work will be to complete the Consultant selection process in the fall of 2021, complete the design work during the winter of 2021/2022, and bid the first construction phase in the spring of 2022.

JNU staff is also coordinating with Republic Parking who has provided a preliminary schematic for proposed improvements to the short-term parking lot area, the proposed replacement of the attendant booths and the replacement/upgrade of the automated ticketing and payment equipment.

In the meantime, JNU has placed temporary asphalt (cold-patch) in the worst of the damaged asphalt areas within these parking lots.

Ramp Lighting Upgrades: **No change since last report.** JNU has issued a Request for Proposals as part of the Terminal Reconstruction project to introduce lighting mounting brackets on the west (airside) roof parapets of the new north wing. These mounting brackets, and the associated conduit feeds, will be installed by the Terminal Reconstruction contractor because the completion of this work by another contractor would adversely impact the warranty associated with the new terminal roof installation.

Haight & Associates is currently working on revising the construction documents to expand the project scope of work to introduce additional building mounted high-efficiency LED light fixtures on the west side of the new north terminal and to identify the lighting mounting brackets and conduit feeds as existing. As reported earlier, these revision area necessary because of the elimination of the free-standing light poles that were to have been installed within the 135 apron as part of the Terminal Reconstruction project. JNU continues to work with Haight & Associates on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be bid later this summer.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the Federal Aviation Administration's (FAA) Buy American requirements.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds). However, in trying to abide by the Buy American clause, and other design delays, this grant will sunset on September 30, 2021. Any funds not expended will need to be returned to the FAA (no extension). Staff is working to see if these ramp lights could be incorporated into the terminal project.