

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: December 3, 2021

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

Terminal Reconstruction – Phase 1&2. In November, Dawson Construction completed work on the installation of the last of the new structural steel columns and beams within the Phase 2 work area, completed work on the application of fire-proofing on the new structural steel, completed work on the placement of the last of the new concrete within the Phase 2 work areas and completed work on the installation of the permanent security fencing at the north end of the terminal. Dawson Construction also continued roofing work above the Phase 2 work area, continued work on the installation of the new water heaters and continued work on some of the outstanding issues from the initial construction phase.

The existing main entry to the terminal remains closed to public use, and will remain closed until early January 2022. During this closure, first floor access between the old portion of the terminal and the new portion of the terminal will continue to use the temporary “tunnel” which routes foot traffic behind the Phase 2 work area. Vertical access between floors will continue to be accommodated by the use of one of the two new elevators. Dawson Construction will soon be removing portions of the temporary Phase 2 work area partitioning on the first and second floor levels as they work to install the new wall, floor and ceiling finishes. Once the temporary work partitioning has been removed, the new escalator, new main stair and the second elevator will be made available for use.

Look Ahead to Upcoming Phase 2B Activity. The Contractor’s schedule for December calls for the continuation and completion of the membrane roof work, the completion of the mechanical and electrical rough-in, the installation of the light gauge framing and gypsum wallboard systems, and the start of the interior ceiling, wall and floor finishes.

Dawson Construction will also continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

To date, Dawson Construction has submitted a total of 296 Requests for Information (RFI’s) on the Terminal Reconstruction project, and from these RFI’s a total of 143 Requests for Proposal (RFP’s) have been issued by JNU to Dawson Construction to address RFI responses that have introduced additional work to the BE20-020 contract.

Terminal Fire Alarm Upgrade: The project Contractor, Johnson Controls, continues to work on the preparation and submission of the administrative and materials submittals and system shop drawings. JNU, in conjunction with Johnson Controls, has developed an updated project schedule in which work will begin on-site on November 12, 2021, and will be substantially complete on April 1, 2022. The project Pre-Construction meeting was conducted on November 17, 2021 and work on site started on the week of November 29, 2021.

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

Snow Removal Equipment Building (SREB): PDC Engineers submitted their 100% set of design documents for the replacement of the two 25 horsepower circulation pumps and associated system drives to JNU on November 10, 2021. JNU is currently finalizing the Division 0 and Division 1 specification sections in coordination with CBJ Engineering/Contracting. This project will be released for competitive bid in December 2021.

Sand/Chemical Building: Building Maintenance reported on Monday November 29, 2021 that ground source heat pump (GSHP) -1 is currently non-operational. It is believed at this time that the stage two compressor and thermistor have failed. The loss of GSHP-1, which represents the primary building heat source, leaves the Sand Chem building unheated. JNU is currently working on the following:

- Contracting with Harri Plumbing to utilize their portable fuel-oil fired boiler to provide temporary heat.
- JNU is coordinating with Daiken and Meridian and has requested assistance in investigating what has caused the most recent failure of GSHP-1.
- JNU has directed PDC Engineers to suspend work on the commissioning effort on the SREB and Sand Chem building mechanical systems until GSHP-1 has been repaired, and until SREB pumps P-1A and P-1B have been replaced.

Work on the development of the design documents for the introduction of an 80KW back up electric boiler to the Sand-Chem building has not yet begun.

Sand/Chemical Building – Fueling Station: **No change since last report.** JNU has requested a proposal from Haight & Associates (electrical engineering) to provide the necessary design documents to expand the diesel-gasoline fuel dispenser system at the NWDA Fuel Station to include access control and fuel usage tracking features. Haight & Associates has been asked to review the site controllers offered by Gas Boy, which is the manufacturer of the Fuel Station fuel pumps. Haight & Associates has submitted a fee proposal in the amount of \$4,730 to complete the design for this project. JNU has not yet followed up on this proposal with a letter of agreement, and no design work has been started/completed.

Sand Shed Demolition: **No change since last report.** Southeast Earthmovers (SEEMS) has completed all of the items listed within the substantial completion inspection which was conducted on August 25, 2021. JNU has notified Southeast Earthmovers, as well as Craig Loken, that the project was determined to be Substantially Complete on September 19, 2021. JNU has begun work on closing out this project.

Float Pond Improvements – Phase 2: **No change since last report.** JNU has not completed a full review of PND Engineers 95% set of design/bid documents for the second phase of this project. 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. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and JNU had been coordinating with PND to have bid-ready documents completed for a schedule that would bid as early as this winter. The work was originally scheduled for this fall and the schedule has slipped. The order of the work is critical with the pond embankment needing to be done prior to the road work. Staff and PND are working on this schedule since the pond will need to be drained for this work during the winter months, while also coordinating the timing of the grant. The Federal Aviation Administration (FAA) grant money for this project was rolled over to FFY 22 (AIP entitlements) to facilitate this bid schedule.

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.

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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, asked for a Substantial Completion inspection of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB on November 3, 2021. An inspection was conducted on November 4, 2021, and consisted of Architectural (Mike Greene, JNU Project Manager) and Mechanical (Stephen Bishop, PDC Engineers). From this inspection, it was determined that the ALRV was not yet Substantially Complete because the fire suppression system was not yet complete or tested, and the fire alarm interconnection to the fire suppression system was not yet complete or tested. JNU advised DOWL of this determination, who in turn, advised SECON.

SECON and their electrical subcontractor (Ever Electric) continue to work on the completion of the electrical distribution system within the ALRV, and on the installation of the new back-up generator within the SREB. Work continues on the installation of the generator controls. The start-up, testing and commissioning of the new generator has not yet taken place.

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. DOWL has submitted a fee proposal, in the amount of \$128,000, for an initial Site Investigation and Concept Development phase for this project. This initial phase will complete the subsurface soils investigative work, develop a comprehensive site survey, complete a base map which combines existing ground features with topographic survey, review existing lighting and electrical infrastructure, review existing surface and sub-surface drainage and review existing snow removal procedures. The deliverables from this initial phase will include a 15% concept level design for the parking lots and a 15% cost estimate.

Per the DOWL proposal, they have identified the following work to be addressed in future contract amendments:

- Preliminary Design to 65% level.
- Final Design to 95% level.
- Development of Bid-Ready (100% Level) Construction Documents.
- Assistance during CBJ Bidding Process.
- Design Services during Construction.
- Construction Administration and Inspection Services.
- FAA Grant Assistance, Project Close-Out Assistance.

Per the DOWL proposal, the work associated with the initial Site Investigation and Concept Development project phase was to be complete on or before April 1, 2021.

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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 FAA's 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.