



ATTACHMENT #3

TO: Jeannie Johnson,
JNU Airport Manager

DATE: October 4, 2011

FROM: Catherine Fritz, AIA
JNU Airport Architect

FILE: 1382.16

RE: Terminal Renovation Project Update
Snow Removal Equipment Facility Project Update

Terminal Renovation.

The final change order on the main renovation was executed during September. This means that all additional costs and credits of the contract have been substantiated and agreed upon between Owner and Contractor. The final contract amount was \$11,196,628.41. Change Orders totaled 10.58% of the original contract amount of \$10,125,000. The scope of change order items included unforeseeable conditions that were exposed during renovation, design errors, and owner-requested changes. The most significant owner-requested change was work associated with renovating the Departure Lounge. The opportunity to use surplus building materials such as carpet and tile created the impetus for the additional work in Departure Lounge. Having a construction crew on site that already had work in the area and was aware of operational and security requirements meant that cost efficiencies could be maximized and operational impacts could be minimized.

Completion of items on the final punch list continues, and the final inspection by the roofing manufacturer occurred in September. The Contractor is assembling required closeout documents. The contract is approximately 99% paid out, with about \$90,000 currently remaining in the purchase order.

The Main Entry Renovation project is gearing up. The pre-construction conference is scheduled for October 6, 2011. We will meet with the Contractor and review project documents, procedures, and anticipated operational impacts. We expect the project orientation to go smoothly, since McGraw and many of the sub-contractors have been working at the airport for the past couple of years. Work that impacts terminal operations will not commence until early February, 2012. The building permit for the renovation has been secured and I am negotiating consultant services for inspection and limited construction administration. The airport's project staff will continue to actively participate in the construction management phase of this work.

An energy audit of the pre-1984 portions of the terminal was conducted on September 29, 2011. This was funded by Alaska Housing Finance Corporation. Airport construction assistant, Greg Jerue, led two auditors and energy engineer, Jim Rehfeldt on a thorough review of the old terminal. A written report of conditions is expected soon. On a similar topic, I participated in a survey with the Airport Cooperative Research Program that is developing tools for airports to assess their challenges and track their progress on a variety of sustainability topics. This is a project of the US Transportation & Research Board and sponsored by the FAA.

Repairs to the existing first floor exterior doors in the north wing will begin on October 12, 2011. The first level of repair will be to address deteriorated gaskets and mechanical components. Staff is also working on ceiling modifications within the vestibules to keep the pipes that are located in the ceiling cavity from freezing.

Staff has continued working on graphic design and wayfinding for both interior and exterior applications around the terminal. A study model and graphic information will be presented at the Board meeting.

During September, we had several meetings with TSA and their consultants to discuss upcoming replacement of bag screening equipment and associated belts. Temporary bag screening operations will be done in mid-October for approximately 1 week to accommodate the modifications.

Snow Removal Equipment Facility.

The 99% complete construction documents for the Site Infrastructure project are under final review and will be ready to bid soon. I am negotiating construction administration and inspection services with the consultants. The base bid is estimated at approximately \$749,000. Additive alternates totaling \$295,000 have been designed to will allow additional manholes and conduit runs for the runway safety lighting to be constructed under this contract if bids are favorable. If awarded, constructing the manholes and conduit along the taxiway will minimize the scope of work on the operations area of the airfield for the building construction phase of the project.

Design documents for the SREF building contract have been modified to reflect the revised site location and the site work that has been pulled into a separate contract. A design review meeting is being scheduled for mid-October that will designate specific project components of the project into the two sets of bid documents. The strategy of two bid sets will allow the project to proceed if FAA is not able to fund the full cost in a single funding year.



Catherine explains the geothermal loop field to a group of attendees of the Alaska Rural Energy Conference.



Punch list completion includes repair to roof canopy and revising cowling flashings to stop water leaks.