MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: February 11, 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: In January, Dawson Construction continued work on closing in the building exterior. The large aluminum window wall framing and glazing has been installed, the smaller window assemblies have been installed and work continued on the installation of the exterior concrete block wainscoting. Dawson Construction continues to operate temporary heaters within the building to facilitate interior construction activities and prevent the infiltration of cold air into the adjacent occupied terminal spaces. The application of the spray-on fireproofing over the structural steel has been completed. The new escalator and the two new elevators have been installed. The carpenters continued work on the installation of the interior metal wall framing, hollow metal door frames and the installation of gypsum wallboard within the north penthouse and the second floor level. The HVAC (heating ventilation air conditioning) crew continued work on the installation of ductwork on all floor levels, and on the installation of the heat pumps and air-handling equipment within the new north mechanical penthouse. The plumbers continued work on rough-in within the new restrooms on the first and second floor levels, the installation of the new hot and cold water lines and the installation of the new heating lines. The electricians continued work on the installation of primary conduit runs, secondary conduit runs and have started work on the installation of junction boxes within the wall framing on the second floor level. See ATTACHMENT #1 for current project photos.

The Contractor's current project schedule is still showing that the Phase 1 areas will be ready for beneficial occupancy on May 12, 2021, however, Dawson Construction has officially gone on record that they may move back the completion date into June due to additional time needed for Change Order (additional) work or perceived delays over the course of the Phase 1 project.

Look Ahead to Upcoming Activity. The Contractor's schedule for February calls for the start of work on the installation of the exterior metal panel siding, continuing work on the installation of the interior metal wall framing and gypsum wallboard, the continuation of work on the installation of the HVAC components and ductwork, and the continuation of the plumbing and electrical rough-in work. Electrical will start work on pulling in the primary power conductors and will perform the first cut-over to energize the new electrical panels. ACS will also continue their work on extending the phone and internet communication utility cabling up into the new north penthouse.

Sand/Chemical Building & Fueling Station: The second of two compressors within the large Ground Source Heat Pump #1 (GSHP-1) failed in January, rendering GSHP-1 inoperable and leaving JNU (Juneau International Airport) with no heat source in this building. JNU has contacted Daikin directly and has confirmed that Daikin will replace both of the failed compressors under internal warranty. JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself is defective, or whether the compressor failures are the result of outside influences. JNU has put Dawson Construction on notice that if it is determined that the heat pump is defective, JNU will file a warranty deficiency under the project one-year construction warranty. In the meantime, JNU has contracted with Harri Plumbing who has set up a temporary fuel fired boiler that has been piped directly into the building's radiant heating system. This boiler is now currently heating the water-glycol medium that is being circulated through the facilities radiant floor slabs. JNU has also contracted with Perma Refrigeration to remove the compressors from the original GSHP-1 heat pump (which failed because of bad internal piping and was retained for spare parts) and install these compressors in the second heat pump.

JNU also continues to work with Dawson Construction to finalize the close-out of this project and to finalize a number of Warranty Deficiencies that have been encountered. These deficiencies include roof leaks, heating problems, vertical lift door issues and floor slope-drainage issues.

> **Look Ahead to Upcoming Activity:** JNU will continue to coordinate directly with Daikin to verify the compressor replacement schedule. JNU will also coordinate directly with Perma Refrigeration to monitor the status of the compressor replacements and subsequent operation. Once it is determined that GSHP-1 is once again operational, the temporary heat plant will be disconnected.
> JNU will also continue to coordinate with the Dawson Construction to make sure that all of the punch list items are completed, to make sure that all of the warranty issues have been corrected, and continue work on the project close-out. The Airport Improvement Program grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Sand Shed Demolition: Southeast Earthmovers (SEEMs) has started work on the installation of the large exterior insulated wall panels over the new structural steel frame and girts. Crew has been working in sections, removing the old siding only when they can immediately install the new siding panels to infill the resulting opening in the exterior hangar wall. The siding installation work has been suspended because of the recent cold weather and high winds. SEEMs will resume work as soon as it is safe for them to lift the siding panels into place.

Southeast Earthmovers has not yet started work on the roofing revisions associated with the old gutter assembly and roofing interconnection between the two hangars. SEEM's continues to work with their roofer to develop a repair plan.

Southeast Earthmovers 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. The project is currently running approximately 60 days behind schedule, and the Loken's have agreed to grant an extension of the access agreement to allow SEEM's to complete all work.

ECI Alaska and PND, the designers of record for the project, continue to provide assistance to JNU in the form of submittal – shop drawing review.

Photo 01: Southeast Earthmovers installing insulated metal panel siding over the new columns, beams and horizontal girts at the southwest corner of the Loken Hangar.

Float Pond Improvements: JNU continues to work with PND Engineers on finalizing the project as-built record documents and the final engineer's report for the first phase of this project. The design effort associated with the second phase of this project, which is intended to raise a portion of the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls, has not yet begun.

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: The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Crews have completed work on the installation of the exterior metal siding system, and continue work on the rough-in for the electrical distribution system, HVAC and fire suppression system. Crew has installed the Air Source Heat Pump (ASHP-1) up on the SREB mechanical mezzanine, and the supply and return piping which extends over to the new ALRV.

Photo 02: Return air ductwork being installed in the northwest corner of the new ALRV. The new regulator support rack is shown in the center of the photo.

The current project schedule calls for the ALRV to be substantially complete on May 4, 2021 and the work that will commence at that time will include: 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 Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

The work continues to be completed per the approved construction documents. All construction work is proceeding in conformance with SECON's Safety Plan Compliance Document (SPCD) and supplemental Safety Plan which introduced a comprehensive infection control plan. This supplemental Safety Plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL, who is serving as the Project Engineer and continues to coordinate directly with JNU, SECON, Air Traffic Control (ATC), the project Airfield Safety Officer and airfield users.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration (CA) 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 continues 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).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Please refer to the Manager's Report.

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. There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot, and Republic has not yet submitted a proposed plan for these revisions for review by JNU. The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed in the potholes that had formed in the public parking lots last year continue to deteriorate. Many areas within these paved parking areas are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but there is no money currently allocated to address any of these repairs.

Ramp Lighting Upgrades: JNU has received the 100% set of construction documents from Haight & Associates and is currently working on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be completed this spring.

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).