

## ATTACHMENT #2



MEMORANDUM

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TO: Patty Wahto, Airport Manager

DATE: March 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:** (Updated photos will be provided during the Board meeting) In February, Dawson Construction completed work on the installation of the weather barrier (orange frog wrap) and completed work on the installation of the flexible flashing systems on the building exterior. The new exterior metal siding and flashing package is now on site and Dawson will start work on its installation next week. Crews continued work on the installation of the light gage metal interior wall framing, and started work on the installation of the interior sound batt insulation and gypsum wallboard assemblies. 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 the piping rough-ins within the new restrooms on the first and second floor levels, on the installation of the new hot and cold water lines and the installation of the new roof drain leaders and heating lines. The electricians started work on the installation of the new cable trays, and started work on the installation of conductors within the primary and secondary runs and on the installation of junction boxes within the new wall framing. ACS and GCI have started work on the installation of the new communications utility runs into the terminal.

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 Contractor's current project schedule is still showing that the Phase 1 areas will be ready for beneficial occupancy in Mid-May 2021, however it is now expected that the Phase 1 completion date will move back into mid to late June due to additional time associated with Change Order (additional) work and/or perceived delays over the course of the Phase 1 project. Dawson just advised that all of the ceramic floor tiles for the 135 concourse and main entry is on a freighter in Seattle that is unable to offload. This freighter is currently in line behind over 100 other ships that are inbound from foreign ports.

**Look Ahead to Upcoming Activity.** The Contractor's schedule for March 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, installation and finishing of the gypsum

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wallboard, interior painting, and 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 continue work on pulling in the primary power conductors and will perform the second cut-over to energize the new electrical panels.

**Sand/Chemical Building & Fueling Station:** Juneau International Airport (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.

The heating system for the building is now fully operational. JNU contracted directly with Perma Refrigeration who has completed work on the removal of the two compressors from the original Ground Source Heat Pump (GSHP-1) and who has installed these compressors in the second heat pump. The new compressors that are being furnished by Daikin under their internal warranty, have not yet arrived on site. 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. The temporary fuel fired boiler that had been rented to provide temporary heat remains on site in case it is needed.

JNU continues to work with PDC Engineers on the commissioning effort for the shared ground-source heat pump system for the Snow Removal Equipment Building (SREB) and Sand-Chemical (Sand-Chem) buildings. 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-Chem) 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 and heating plants. JNU is currently evaluating a proposed solution which would replace the existing pumps, which have 15 HP motors, with larger pumps that would be driven by 25 HP motors.

JNU has also filed a warranty deficiency with Dawson Construction to replace the fuel delivery pump on the 10,000 gallon gasoline storage tank at the new fuel station. This exterior rated pump apparently failed because of water infiltration into the pump housing. Dawson Construction – Harri Plumbing are claiming that JNU performed work on this pump and did not close or seal the pump housing properly. JNU disagrees with this claim and has instructed the Contractor to replace the pump per the terms of the project warranty. Dawson-Harri have ordered a new pump, and have returned the damaged pump to the manufacturer for a damage determination. JNU is currently getting gasoline off-site until the replacement pump arrives and can be installed.

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 for GSHP-1. JNU will also continue to coordinate with 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

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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 completed work on the installation of the large exterior insulated wall panels over the new structural steel frame and girts. Crew is now working on the installation of the new corner flashings on the north and south ends of this new wall. Crew is also working on the installation of the new wall base flashings. Crew is also working on the installation of the new security fencing and on the installation of the new enclosure for the trash compactor controls.

Southeast Earthmovers has not yet started work on the roofing revisions associated with the removal of the old recessed gutter assembly and the removal of the old, deteriorated membrane roofing that is located along the west side of the Loken hangar. The new roofing product submittals have been received and approved, and these materials have been ordered. SEEMs has indicated that these new roofing materials are expected to arrive in Juneau next week.

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. The project is currently running approximately 65 days behind schedule, and the Lokens have agreed to grant another extension of the access agreement to allow SEEMs to complete all work.



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

**Float Pond Improvements:** JNU has submitted the Phase 1 project close-out documents to the Federal Aviation Administration (FAA) for review and approval. The design effort associated with

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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 continue work on the rough-in for the electrical distribution system, HVAC and fire suppression systems. 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.

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.

JNU was recently made aware of the fact that the manufacturer of the existing airfield lighting regulators is going to soon be discontinuing the product line and all product support for the ACE2 lighting control equipment. All nine of JNU's existing lighting regulators have ACE2 controls, and the new lighting control system that is to be installed as part of the TWY project is going to be introducing the new ACE3 lighting controls system. This will introduce a backwards compatibility problem which, among other things, will impede JNU's ability to switch regulators from active to stand-by status. JNU was first made aware of the need for ACE3 upgrades when pricing for this work was included with pricing for RFP 007 – Regulator Revisions which was issued to address re-circuiting work needed to eliminate regulator damage from under loading conditions. SEE FULL EXPLANATION IN THE AIRPORT MANAGER'S REPORT.

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. JNU is currently investigating whether or not to amend the DOWL contract to expand the scope of construction administration services for Morris Engineering who is their electrical field inspector.

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

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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).

**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: No change since last report.** 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).