MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: April 1, 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 March, Dawson Construction started work on the installation of the exterior metal siding and flashing on the north and west sides of the addition. The carpenters continued work on the layout and installation of the light gage metal interior wall framing, and on the installation of the interior sound batt insulation and gypsum wallboard assemblies. The drywall finishers/painters worked on taping, mudding, priming and painting the gypsum board assemblies on the second floor level. Crews also started work on hanging the interior doors on 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 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 data wiring within the new cable trays, and continued 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 completed work on the removal of the old utility runs from the old communications room, and on the cut-overs of these runs to the new third floor communications room.

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 are 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 April calls for the continuation 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

wallboard, interior painting, the continuation of work on the installation of the HVAC components and ductwork, and the continuation of the plumbing and electrical rough-in work. Electricians will continue work on pulling in the primary power conductors and will perform the second cut-over to energize the new electrical panels.

Terminal Fire Alarm Upgrade: On March 16, 2021, bids were opened for the Fire Alarm Upgrade project. The apparent low bidder was Johnson Controls, who submitted a lump sum bid in the amount of $297,523.48. The engineer's estimate for this work was $272,500. Recommendation to award this bid in the amount of $297,523.48 will be forwarded to the Juneau Airport Board for concurrence at the April 8, 2021, meeting.

This project will remove and replace the existing fire alarm system within the JNU Terminal building with a new addressable fire alarm panel that includes a mass notification-voice evacuation system. Work will include the installation of new speakers for the mass evacuation system and the integration of the existing public address system into the fire alarm head-end so all announcements are broadcast through the new speakers.

Sand/Chemical Building & Fueling Station: 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 remains operational. JNU contracted directly with Perma Refrigeration who has completed work on the removal of the two compressors from the original GSHP-1 (ground source heat pump #1) continues to operate using the compressors that were taken out of the original heat pump unit. The new replacement compressors (furnished at no cost to JNU by Daikin) have arrived in Juneau. 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.

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 buildings. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) inn 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 is currently evaluating a proposed solution which would replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors.

There has been no activity by Dawson Construction on the replacement of 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 (Dawson/Harri) 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 has ordered a new pump and 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 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 and trim over the new structural steel frame and girts. Crew is currently working on the interior wall assembly repairs. Crew has also started work on the layout of the new security fencing and on the installation of the new freestanding enclosure for the trash compactor controls.

SEEMS has 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 along the west side of the Loken hangar. The completion of this work has been delayed by weather.

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 the original project schedule.

Float Pond Improvements: JNU has submitted the Phase 1 project close-out documents to the FAA for review and approval. JNU has started working with PND Engineers under the original project contract to establish the scope of work for the second phase of this project. Work that is to be completed in this next 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 14 of the existing float plane dock headwalls. PND is currently working on the preparation of a fee proposal to complete the design, and design-construction documents for this second project phase.

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.

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.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer. JNU continues to work or finalizing an amendment to 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 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).

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 bid 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).