

ATTACHMENT #3

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.

Current Status: City & Borough of Juneau (CBJ) Contracts has not yet awarded this project to Johnson Controls.

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.

Perma Refrigeration has completed work on the replacement of the two compressors within GSHP-1 (ground source heat pump #1). Crew removed the two compressors that were taken out of the original GSHP-1 unit, and installed two new compressors that had been furnished at no cost to JNU by Daikin. GSHP-1 is now operational, and the compressors that were removed have been salvaged for possible future use. JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself was defective, or whether the compressor failures were the result of outside influences. JNU has filed a warranty deficiency with Dawson Construction under the project's one-year construction warranty to recover the costs incurred to introduce and maintain temporary heat and to switch-out the compressors in GSHP-1.

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) in 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 concurs with the PDC recommendation to 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, vertical lift door issues and floor slope-drainage issues.

Look Ahead to Upcoming Activity: JNU will 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 exterior insulated wall panel and trim installation, and on the roof edge repairs where the old recessed gutter assembly used to be. Crew has also completed work on the installation of the new security fencing and on the installation of the weather enclosure over the trash compactor power panels and controls. Crew has not yet completed work on the electrical revisions associated with the relocation of the existing lift station controls.

ATTACHMENT #3

Southeast Earthmovers continue work on completing the interior repair work and upgrades under separate contract with the Lokens. 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.

Float Pond Improvements – Phase 2: JNU continues to work with PND Engineers 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 has submitted their fee proposal to complete the design, and design-construction documents for this second project phase, as addressed earlier in the Board agenda. CBJ Engineering Department will amend the current contract with PND for the second phase of design work and try to get this out to bid this summer.

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.

SECON and their electrical subcontractor (Ever Electric) have resumed work on pulling new conductors into the conduit / duct banks that were installed last summer. Work which remains to be completed this summer includes: 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.

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: JNU has contracted with DOWL who has completed a visual evaluation of the long-term pay parking lot, the short-term pay parking lot, the secure employee parking lot and the entrance to the rental car parking lot. From this evaluation, DOWL has identified all of the areas which exhibit damage to the asphalt paving, the concrete curb and gutters and the surface drainage catchments. DOWL has provided a construction cost estimate to address repairs to the areas that have suffered the worst damage.

A summary of the DOWL evaluation and associated project costs were brought before the Airport Board Finance Committee meeting on April 29, 2021. It was the Finance Committee's recommendation that JNU

ATTACHMENT #3

complete soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures. It was also the Finance Committee's recommendation that JNU investigate a complete re-paving of one or more of these parking lots instead of completing patchwork repairs. To address these recommendations, JNU will coordinate with CBJ Contracts to prepare and advertise a Request for Quote (RFQ) for professional design services and construction administration services for this project. The scope of work that will be outlined within this RFQ will include subsurface soils investigative work for each work area, and the preparation of bidding and construction documents which reflect a phased construction plan to complete the replacement of the asphalt paving, concrete curbs and gutters, surface and subsurface drainage systems, striping, exterior lighting and exterior directional and regulatory signage in each parking lot. All repair/replacement work is to be designed in accordance with the American's with Disabilities Act Accessibility Guidelines (ADAAG). The proposed schedule for this work will be to complete the Consultant selection process in the fall of 2021, complete the design work during the winter of 2021/2022, and bid the first construction phase in the spring of 2022.

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 Parking Lot Improvement project will coordinate with Republic Parking as the scope of work for the two pay parking lots is developed.

In the meantime, JNU must address the worst of the asphalt damage in these lots as soon as possible. The cold-patch work completed by Airfield Maintenance in the public pay lots two years ago has deteriorated, and needs to be done again. There are now potholes in the secure employee lot that are so large that they need to be cordoned off.

Ramp Lighting Upgrades: JNU 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 to illuminate the 135 apron. This revision is necessary because of the recent decision to eliminate the free-standing light poles that were to be 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 this summer.

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).