

ATTACHMENT #4



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: September 1, 2021

Project specific summaries of project status and activity are presented below.

Terminal Reconstruction – Phase 1: In August, Dawson Construction achieved the beneficial occupancy milestone for Phase 1B of the project on Thursday, August 5, 2021. The City & Borough of Juneau (CBJ) has issued a Temporary Certificate of Occupancy (TCO) for the first and second floor tenant spaces and for the second floor JNU administrative staff offices. The current TCO does not yet include the use of the new central stairs or the new escalator. The use of the stairs and escalator is contingent on the completion of modifications to the guardrail assemblies to meet code requirement for allowable openings.

In mid-August, Dawson Construction continued work within the Phase 1B work area, addressing punch list work items and continuing work on the start-up of the various mechanical and electrical systems.

In late August, Dawson Construction started work on Phase 2 of the project by erecting the temporary partitioning to define and enclose the Phase 2 first and second floor work areas, and by starting work on the demolition of the existing central stair, existing elevator and existing escalator. This work phase has closed the use of the existing main entry as it has been necessary to temporarily remove one set of the existing doors in order to get the old stair assembly and the old escalator out of the building.

In late August, Dawson Construction advised JNU that they had their first employee report a positive Covid test result. Dawson subsequently reported that the number of positive cases rose to three individuals that had been working on the Terminal project. One of the three individuals included their project superintendent. All three of these individuals have been quarantined, and will not be allowed back on the project site until they have a negative Covid test result. This has slowed progress on the on-going Phase 2 demolition work.

Look Ahead to Upcoming Activity. The Contractor's schedule for the first two weeks of September calls for the continuation of the Phase 2 demolition work, which will include the removal of the existing concrete elevator tower. Crews will then start work on the installation of the primary structural steel within the Phase 2 work area (center of the building). This work will require the use of a crane, and the continued temporary closure of the main terminal entry. Dawson Construction will continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

Terminal Fire Alarm Upgrade: This project remains on hold pending the decision by CBJ Contracting on whether or not to accept Johnson Control's request to replace their original electrical subcontractor. Per the subcontractor, Johnson Controls apparently did not make a good faith effort to execute the subcontract and did not follow procedure when notifying the subcontractor that they were going to terminate the subcontract.

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This issue is further complicated by the fact that the original subcontractor held Disadvantaged Business Enterprise (DBE) status, and their elimination would leave the project with no DBE. This has the potential to prevent CBJ from awarding this contract.

Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and will provide construction administration services for this project if it proceeds.

Work on this project has not yet started.

Sand/Chemical Building & Fueling Station: JNU continues to work on closing out this project and on the resolution of warranty and post-construction issues.

GSHP-1 (ground source heat pump #1) remains operational and 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 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 Building. 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. JNU has accepted a fee proposal from PDC Engineers to complete the necessary design documents to get a contractor quote for the pump replacement work. The initial cost estimate for the replacement of these two pumps is currently \$26,500.

Sand Shed Demolition: A substantial completion inspection was conducted on August 25, 2021. From this inspection it was found that Southeast Earthmovers (SEEMS) has not completed all of the interior repair work within the Channel Flying / Loken hangar. Southeast Earthmovers has been advised of the need to complete this work. All other work items required by the original construction contract have been completed. SEEMS has started work on completing the project punch list items, and will investigate the source of the water infiltration that is dripping down from the roof in three locations inside (east of) the new exterior wall assembly.

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: PND Engineers submitted the 65% set of design/bid documents for the second phase of this project on August 26, 2021. JNU completed their review of these documents and submitted review comments back to PND Engineers on September 1, 2021. The scope of work for the project 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/re-positioning 14 of the existing concrete float plane dock headwalls. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and PND has been advised of the need to have bid-ready documents completed for a bid in the late fall of 2021. The Federal Aviation Administration (FAA) grant money for this project is getting rolled over to FFY 22 to facilitate this bid schedule.

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.

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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) have completed the architectural work and mechanical work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB. Crews are currently working on the completion of the electrical distribution system and the installation of the fire suppression system.

SECON and their electrical subcontractor (Ever Electric) continue to work on the installation of the new back-up generator within the SREB and on the installation of the new generator load bank. Work continues on the installation of the generator controls and exhaust system.

SECON and Ever Electric have completed work on the installation of the new fiber optic runs which will interconnect the Airfield Lighting Control and Monitoring System (ALCMS) to the new ALRV. The new fiber connection between the SREB and the new north terminal penthouse has also been installed, and has been terminated and activated by CBJ Management Information Systems.

SECON and Ever Electric started work on September 1, 2021, on the relocation of a portion of the existing airfield lighting regulators to the new ALRV. Due to uncertainty as to when the FAA would be able to return to Juneau to complete their Runway Visual Range (RVR) work, and in an attempt to avoid a potential 3-week RVR outage while the FAA completes their work, JNU has decided to delay the deactivation of the existing ALRV until the spring of 2022. This delay is necessary because the RVR has its monitoring system in the existing ALRV. To make this happen, JNU will leave four active regulators and one spare regulator in the existing ALRV, and have the contractor install four active regulators and one spare regulator in the new ALRV. This would allow the airport to continue to use the existing ALRV, and allow the FAA to complete the RVR work without a shut-down, and at their leisure.

The regulators in the existing ALRV will be upgraded, programmed, tested and commissioned the same as the existing regulators that are to be relocated and installed within the new ALRV. Under this dual-regulator installation, only one ALRV will be active. The existing ALRV will remain in service until the FAA's RVR work has been completed. After that, the new ALRV will be brought on line (half-day effort) and the remaining regulators will be relocated to the new ALRV. Whichever ALRV is in use, the ATCT will be able to communicate to either ALRV in exactly the same manner.

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 continue 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: At the May 13, 2021, Airport Board meeting, the Board approved a not-to-exceed amount of \$600K for engineering design services for parking lot repair/repave investigation, testing and design. In this approval, the Board made the recommendation that the design effort include soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures. The Board also made the recommendation that JNU investigate the complete re-paving of one or more of these parking lots instead of just completing patchwork repairs. The Board will revisit the project construction approach once estimates are determined for the full or phased lot repair/repave.

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JNU continues to coordinate with CBJ Contracts for award of the professional design services and construction administration services for this project. DOWL had the sole submission for these services after solicitation. The scope of work includes 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. JNU is also looking into the introduction of Electric Vehicle (EV) charging stations. Installation of EVs was one of the IOUs from the Terminal Reconstruction project Community Development/Planning Commission requirement in-lieu of LEED, besides being a good idea.

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.

JNU staff is also coordinating with Republic Parking who has provided a preliminary schematic for proposed improvements to the short-term parking lot area, the proposed replacement of the attendant booths and the replacement/upgrade of the automated ticketing and payment equipment.

In the meantime, JNU has placed temporary asphalt (cold-patch) in the worst of the damaged asphalt areas within these parking lots.

Ramp Lighting Upgrades: No change since last report. JNU has issued a Request for Proposals as part of the Terminal Reconstruction project to introduce lighting mounting brackets on the west (airside) roof parapets of the new north wing. These mounting brackets, and the associated conduit feeds, will be installed by the Terminal Reconstruction contractor because the completion of this work by another contractor would adversely impact the warranty associated with the new terminal roof installation.

Haight & Associates 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 and to identify the lighting mounting brackets and conduit feeds as existing. As reported earlier, these revision area necessary because of the elimination of the free-standing light poles that were to have been 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 later 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). However, in trying to abide by the Buy American clause, and other design delays, this grant will sunset on September 30, 2021. Any funds not expended will need to be returned to the FAA (no extension). Staff is working to see if these ramp lights could be incorporated into the terminal project.