

## ATTACHMENT #3



### MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: October 7, 2021

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

**Terminal Reconstruction – Phase 1&2** In late August, Dawson Construction had reported that they had their first positive employee Covid-19 test results. Dawson subsequently reported that the number of positive cases rose to three individuals that had been working on the Terminal project. In September, Dawson reported that these individuals had since tested negative, and had returned to work. Dawson did not report any new COVID-19 cases in September, and continued work with their full crew. Dawson also indicated that they were continuing with their COVID screening protocols and were isolating different work crews whenever possible.

In September, Dawson Construction focused primarily on the demolition work within the Phase 2 work areas. This work included the removal of the old central stairs, the removal of the old escalator, the removal of the old elevator and the removal of the old terminal boilers. Dawson Construction also worked on some of the outstanding issues from the initial construction phase. This work included the start-up of the various mechanical and electrical systems, and the review of continuing problems with some of the project door hardware, some heating control problems and the revisions associated with the new central stair and escalator railings.

The existing main entry to the terminal remains closed, and will remain closed until late December 2021 or early January 2022. Dawson Construction is currently looking into the possibility of opening up this entry and removing the Phase 2 work area partitioning earlier as this would benefit the work to match-up the new interior finishes to the old interior finishes. First floor access between the old portion of the terminal and the new portion of the terminal continues to be facilitated by the use of the temporary “tunnel” which routes foot traffic behind the Phase 2 work area. One of the two new elevators continues to be used to provide accessible access to the second floor of the terminal.

**Look Ahead to Upcoming Activity.** The Contractor’s schedule for the first two weeks of October calls for the continuation of the Phase 2 demolition work, which will include the removal of the existing concrete elevator tower. Crews will continue 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, which will be staged outside of the old main terminal entry. Dawson Construction will begin work on the abatement work within the old North Annex and on the demolition of the old North Annex. 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:** Until last week, this project had been on hold pending the decision by CBJ Engineering-Contracting on whether or not to accept Johnson Control’s request to replace their original electrical subcontractor. CBJ Engineering-Contracting, working in conjunction with JNU Administration and Johnson Controls has brought this issue to resolution, giving this project the green light to proceed. JNU is

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currently working with Johnson Controls to re-establish an overall project schedule and to re-start the administrative and materials submittals preparation, submission and review process.

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

**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. PDC Engineers (mechanical engineering) has been contracted to complete the necessary design documents (mechanical and electrical) to replace the SREB's primary circulation pumps P-1A and P-1B which have been determined to be undersized. PDC had previously reported 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. The existing pumps, which have 15 HP (horse power) motors, will be replaced with larger pumps that would be driven by 25 HP motors. The initial cost estimate for the replacement of these two pumps is currently \$26,500.

JNU has requested a proposal from Haight & Associates (electrical engineering) to provide the necessary design documents to expand the diesel-gasoline fuel dispenser system at the NWDA Fuel Station to include access control and fuel usage tracking features. Haight & Associates has been asked to review the site controllers offered by Gas Boy, which is the manufacturer of the Fuel Station fuel pumps. In initial correspondence between JNU and Haight & Associates, the design cost associated with this work will be less than \$5,000.

**Sand Shed Demolition:** Southeast Earthmovers (SEEMS) has completed all but one of the items that was identified within the substantial completion inspection which was conducted on August 25, 2021. This work item, which consists of the installation of a strip of roof insulation located beneath the roof deck along the inside of the new exterior wall assembly, is being reviewed by the project architect as it could introduce a double vapor barrier. If this is determined to be the case, then the requirement to install the insulation will be removed from the contract with SEEMs and the construction contract will be closed out.

JNU received notice from Coastal Helicopters on October 5, 2021 that they were starting to "stack the hangar" and that the interior work area that may need to be accessed will need to wait until spring.

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 95% set of design/bid documents for the second phase of this project on October 2, 2021. JNU has not yet completed a full review of these documents, and intends to complete this review and submit review comments back to PND Engineers by October 12, 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.

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**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) have completed the architectural work and mechanical work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB. Crews continue to work 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.

Work has been completed on the development of the dual ALRV installation. As reported earlier, the uncertainty as to when the FAA would be able to return to Juneau to complete their Runway Visual Range (RVR) work, and the associated 3-week RVR outage while the FAA completes their work, led JNU to initially delay the deactivation of the existing ALRV until the spring of 2022. This delay was necessary because the RVR has its monitoring system in the existing ALRV. To make this happen, JNU left four active regulators and one spare regulator in the existing ALRV, and installed four active regulators and one spare regulator in the new ALRV. This dual ALRV configuration 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.

JNU has subsequently decided to leave the existing ALRV in place permanently, and to retain the dual ALRV configuration to provide 100% redundancy in the control of all airfield lighting. So at this time, all of the regulators in the existing ALRV, and in the new ALRV, have been upgraded, programmed, tested and commissioned. The existing ALRV is currently controlling all airfield lighting, and the new ALRV is operational and in stand-by mode. As this work was being completed, control of the airfield lighting was switched from the existing ALRV to the new ALRV and then back again, with no problems encountered. The switch-over requires 15-30 minutes to complete and the ATCT is 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:** CBJ Engineering-Contracts has awarded the contract to provide the professional design services and construction administration services for this project to DOWL. DOWL is currently preparing their fee proposal to address the scope of work which 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. Since the issuance

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of the RFP for design services, JNU has been asked to look into the introduction of Electric Vehicle (EV) charging stations. The 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.

**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.