



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: January 6, 2022

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

Terminal Reconstruction – Phase 1&2. In December, Dawson Construction continued work on the rough-in of the light gage steel stud framing for the new interior walls, ceiling soffits and ceiling bulkheads within the first floor main entry lobby and in the central second floor passenger seating area. Crew also completed work on framing the new low wall assembly for the Alaska Airlines ticketing kiosks. The drywall / painting subcontractor started work on the installation of the gypsum wallboard on the new ceiling soffit and bulkhead framing, and on taping and mudding the joints and corners of these assemblies. Dawson Construction also continued work on more of the outstanding issues from the initial construction phase and on work items that have been introduced to the project by Change Order.

The existing main entry to the terminal remains closed to public use, and is currently scheduled to remain closed until early February 2022. The mechanical work that is located above the ceiling has been modified, and this will prevent the removal of the temporary walls in this immediate area.

Dawson Construction has started removing portions of the temporary Phase 2 work area partitioning on the first and second floor levels, and have started on the preparation work for the installation of the new floor and ceiling finishes. The temporary pedestrian “tunnel” has been removed from the first floor, and the access route between the old portion of the terminal and the new portion of the terminal has been opened up and widened. Vertical access between floors will continue to be accommodated by the use of one of the two new elevators. The new escalator, new main stair and the second elevator will be made available for use following the completion of the new floor installations.

Look Ahead to Upcoming Phase 2B Activity. The Contractor’s schedule for January calls for the continuation and completion of the membrane roof work (weather permitting), the completion of the mechanical and electrical rough-in, the continuation of work on the interior ceiling, wall and floor finishes, interior painting and the installation of the last of the project handrails and guardrails. Dawson Construction will also continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

To date, Dawson Construction has submitted a total of 302 Requests for Information (RFI’s) on the Terminal Reconstruction project, and from these RFI’s a total of 152 Requests for Proposal (RFP’s) have been issued by JNU to Dawson Construction to address RFI responses that have introduced additional work to the BE20-020 contract.

Terminal Fire Alarm Upgrade: In December, Johnson Controls and their electrical subcontractor Alaska Electric, continued work within the first and second floor levels of the terminal. Alaska Electric has been coordinating directly with Dawson Construction to access work areas that are common to both projects. The

Terminal project requires Dawson Construction to remove and replace portions of the existing suspended ceiling assemblies on the first and second floor levels, and Johnson Controls and Alaska Electric are taking advantage of this and are working on their above-ceiling rough-in work before the new ceiling assemblies are installed.

Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and is providing construction administration services for this project.

Snow Removal Equipment Building (SREB): No change since last report. PDC Engineers submitted their 100% set of design documents for the replacement of the two 25 horsepower circulation pumps and associated system drives to JNU on November 10, 2021. JNU is currently finalizing the Division 0 and Division 1 specification sections in coordination with CBJ Engineering/Contracting. This project will be released for competitive bid this month.

Sand/Chemical Building: No change since last report. Building Maintenance reported on Monday November 29, 2021, that ground source heat pump (GSHP) -1 is currently non-operational. It is believed at this time that the stage two compressor and thermistor have failed. The loss of GSHP-1, which represents the primary building heat source, leaves the Sand/Chemical building unheated. JNU is currently working on the following:

- Contracting with Harri Plumbing to utilize their portable fuel-oil fired boiler to provide temporary heat.
- JNU is coordinating with Daiken and Meridian and has requested assistance in investigating what has caused the most recent failure of GSHP-1.
- JNU has directed PDC Engineers to suspend work on the commissioning effort on the SREB and Sand/Chemical building mechanical systems until GSHP-1 has been repaired, and until SREB pumps P-1A and P-1B have been replaced.

Work on the development of the design documents for the introduction of an 80KW back up electric boiler to the Sand/Chemical building has not yet begun.

Sand/Chemical Building – Fueling Station: No change since last report. 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. Haight & Associates has submitted a fee proposal in the amount of \$4,730 to complete the design for this project. JNU has not yet followed up on this proposal with a letter of agreement, and no design work has been started/completed.

Sand Shed Demolition: No change since last report. Southeast Earthmovers (SEEMS) has completed all of the items listed within the substantial completion inspection which was conducted on August 25, 2021. JNU has notified Southeast Earthmovers, as well as Craig Loken, that the project was determined to be Substantially Complete on September 19, 2021. JNU has begun work on closing out this project.

Float Pond Improvements – Phase 2: No change since last report. JNU has not completed a full review of PND Engineers 95% set of design/bid documents for the second phase of this project. 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 JNU had been coordinating with PND to have bid-ready documents completed for a schedule that would bid as early as this winter. The work was originally scheduled for this fall and the schedule has slipped. The order of the work is critical with the pond embankment needing to be done prior to the road work. Staff and PND are working on this schedule since the pond will need to be drained for this work during the winter months, while also coordinating the timing of the grant. The Federal Aviation Administration (FAA) grant money for this project was rolled over to FFY 22 (AIP entitlements) 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.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. The project Contractor, SECON, asked for a Substantial Completion inspection of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB on November 3, 2021. An inspection was conducted on November 4, 2021, and consisted of Architectural (Mike Greene, JNU Project Manager) and Mechanical (Stephen Bishop, PDC Engineers). From this inspection, it was determined that the ALRV was not yet Substantially Complete because the fire suppression system was not yet complete or tested, and the fire alarm interconnection to the fire suppression system was not yet complete or tested. JNU advised DOWL of this determination, who in turn, advised SECON.

SECON and their electrical subcontractor (Ever Electric) continue to work on the completion of the electrical distribution system within the ALRV, and on the installation of the new back-up generator within the SREB. Work continues on the installation of the generator controls. The start-up, testing and commissioning of the new generator has not yet taken place.

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: No change since last report. DOWL has submitted a fee proposal, in the amount of \$128,000, for an initial Site Investigation and Concept Development phase for this project. This initial phase will complete the subsurface soils investigative work, develop a comprehensive site survey, complete a base map which combines existing ground features with topographic survey, review existing lighting and electrical infrastructure, review existing surface and sub-surface drainage and review existing snow removal procedures. The deliverables from this initial phase will include a 15% concept level design for the parking lots and a 15% cost estimate.

Per the DOWL proposal, they have identified the following work to be addressed in future contract amendments:

- Preliminary Design to 65% level.
- Final Design to 95% level.
- Development of Bid-Ready (100% Level) Construction Documents.
- Assistance during CBJ Bidding Process.
- Design Services during Construction.
- Construction Administration and Inspection Services.
- FAA Grant Assistance, Project Close-Out Assistance.

Per the DOWL proposal, the work associated with the initial Site Investigation and Concept Development project phase was to be complete on or before April 1, 2021.

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 FAA's 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.