

ATTACHMENT #8



MEMORANDUM

TO: Patty Wahto, Airport Manager

DATE: February 4, 2022

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 – Phase 1&2: In January, Dawson Construction completed 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. Crews also completed work on the installation of the gypsum wallboard on the new ceiling soffit and bulkhead framing, and on taping, mudding and painting these assemblies. Dawson Construction also continued work on the installation of more of the suspended ceiling grid assemblies on the first and second floor levels, on the installation of more of the ceramic floor tile within the first floor main entry, and on modifications to the heat pump installation in Entry E101 and Entry Vestibule / Passenger Circulation E124. Crews also worked on more of the outstanding issues from the initial construction phase and on work items that have been introduced to the project by RFP / Change Order.

The Phase 2 Substantial Completion date is currently identified within the BE20-020 contract as March 21, 2022. While this date reflects an extension of the contract because of the introduction of additional work through the RFI / RFP / Change Order process, it does not represent the date by which all work will be completed. The majority of the work required as part of the Terminal Reconstruction project will be completed before this date. Additional work that has introduced by RFP will require additional time to complete because of long lead times associated with the fabrication of materials and uncertain delivery dates.

Main Terminal Entrance: The existing main entry to the terminal remains closed to public use because of extensive changes that had to be made to the mechanical (heat pump) system and light fixture layouts to eliminate conflicts between the mechanical components and the building structural steel and conflicts between the ductwork and the new light fixtures. These conflicts have now been resolved, and the revised main entry work schedule is as follows:

Ceiling support grid to be installed on February 6, and February 7.

Rough-in for sprinkler drops and heads will take place the week of February 14-18.

Rough-in for strip light fixtures will take place the week of February 14-18.

Installation of the wood ceiling assembly will take place the week of February 21-25.

Main Entrance re-opened for use by the public on February 28, 2022.

Main (UP) Escalator: The process to integrate artwork onto the guardrail glass panels at the top of the escalator has taken longer than anticipated. Current production schedule has these panels arriving in Juneau on March 14. Based on this information, the revised escalator work schedule is as follows:

The installation of the glass infill / guardrail closure panels will be completed by February 11, 2022.

The “kid guards” will be installed / complete by February 18, 2022.

Inspection by the State Elevator Inspector is scheduled for March 7, 2022.

The installation of the glass art panels / guard railing panels will be completed March 15, 2022.

Escalator opened for use by the public on March 16, 2022.

ATTACHMENT #8

Main Interior Stair: The opening of the stair has been impacted by a railing change and by the arrival of the artwork / guardrail panels. Per Dawson Construction, the revised stair work schedule is as follows:

The installation of the stainless steel handrails will be complete by February 11, 2022.

The installation of the last of the ceramic tile flooring will be complete by February 18, 2022.

The installation of the carpet squares on the upper ramp will be complete by February 18, 2022.

The installation of the glass art panels / guard railing panels will be completed March 15, 2022.

Main Stair opened for use by the public on March 16, 2022.

Elevator V1: JNU had intentionally delayed the opening of Elevator V1 for use by the public to avoid conflict with the internal circulation plan needed to facilitate the construction phasing. Now that the temporary work partitioning has been removed from the first floor level, and will soon be removed from the second floor level, it is time to bring this second elevator on-line. The revised elevator work plan is as follows:

The installation of the flooring in front of the elevator will be complete on February 11, 2022.

The installation of the seismic joint assembly will be complete on February 18, 2022.

Inspection by the State Elevator Inspector is scheduled for March 7, 2022.

Elevator V1 opened for use by the public on March 8, 2022.

Look Ahead to Upcoming Phase 2B Activity. The Contractor's schedule for February calls for the continuation and completion of the work associated with the first and second floor ceiling assemblies within the Phase 2B work areas. This work includes the installation of the new sprinkler drops and heads, installation of the new 2 x 2 lay-in LED light fixtures, and coordination with the Fire Alarm Upgrade project and the associated rough-in work for the new fire alarm and public address systems. The Contractor will also be working on the new railings at the main stair, the installation of more of the ceramic tile and carpet tile flooring, and the installation of seismic joint assemblies. Work is also planned to address the last of the membrane roof work (weather permitting), and the completion of the mechanical and electrical rough-in. 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 308 Requests for Information (RFI's) on the Terminal Reconstruction project, and JNU has issued a total of 157 Requests for Proposal (RFP's) to Dawson Construction. The majority of the RFPs were issued to address additional work that was introduced to the BE20-020 construction contract in response to RFI's. The remaining RFPs address work items that have been initiated by the Owner to address such things as interior finish revisions, repairs to existing equipment and systems and to the addition and/or replacement of existing equipment items to promote energy efficiency and long-term cost savings.

Terminal Fire Alarm Upgrade: In January, Johnson Controls and their electrical subcontractor Alaska Electric continued work on the installation of new fire alarm detection and annunciating devices, new public address speakers and new cabling within the first floor Alaska Airlines spaces, the first floor Transportation Security Administration (TSA) screening space, first floor bagwell and within the first floor of the new north terminal. Crew has also been working on the installation of these items within the second floor departure lounge when access is available.

The Terminal Reconstruction 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.

Look Ahead: The Contractor's schedule for February calls for the continuation of the new fire alarm and public address system devices and new cabling within the first and second floor levels. Alaska Electric continues to coordinate directly with Dawson Construction to access work areas that are common to both projects.

ATTACHMENT #8

The Substantial Completion date is currently identified within the BE21-159 contract as April 1, 2022. 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 has not yet been able to finalize the Division 0 and Division 1 specification sections in coordination with CBJ Engineering/Contracting. This project will be released for competitive bid as soon as staff has the time to allocate to this project.

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 has contracted 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: 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. Southeast Earthmovers has submitted a request for final payment, which has been approved.

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

ATTACHMENT #8

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: Work on the start-up, testing and commissioning of the new SREB back-up generator, transfer switch and load bank installations started this week. A technician from CAT, working on the generator set-up and testing, noted that the load bank was inoperable. Testing was subsequently suspended, and the Contractor was directed to provide a revised testing schedule following the repair / replacement of the load bank.

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

ATTACHMENT #8

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.