



## MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: April 3, 2024

RE: Projects Office Monthly Report

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

**Terminal Reconstruction:** JNU continues to work on finalizing the following outstanding work items:

**Glass Guardrail:** JNU has accepted Dawson Construction's proposal, in the amount of \$114,640, to replace the glass guardrail assembly around the second floor through-floor opening per Request for Proposal (RFP) 188R. The submittal data/shop drawings for the full-height glass assembly have been received from Dawson Construction and have been forwarded on to the design team for review. An installation schedule will be developed following the approval of the submittal data.

**Ground Source Loop Field Methanol Replacement:** The finalized version of RFP 190 has been released to Dawson Construction. This RFP has been broken out into two parts, the first part is asking Dawson to proceed with the repairs of DOAS-1 (Dedicated Outside Air System) on a T&M (time and materials) basis. The second part is asking for a lump sum proposal to install a permanent filtration system to remove contaminants from the loop field/terminal heat pump system without removing and replacing the existing methanol. Additional methanol will be added to the system to raise the percentage to 15%, and rust inhibitors will be added to reduce pipe corrosion. This revised scope of work will still replace the failing braided stainless-steel supply/return hoses and flow-setters at each of the older heat pumps and will also replace the strainer/filter assemblies on the affected heat pumps.

**Lighting Control Replacement:** Dawson Construction's proposal for RFP 183 – Lighting Control Replacement, in the amount of \$163,215.25, has been reviewed by RESPEC and has been returned for revision. The RESPEC review identified work items within the Dawson proposal that were not required and that will need to be removed from the proposal. JNU is standing by to receive the revised proposal. The work to be addressed includes the replacement of the failing lighting control equipment within the older portion of the terminal. The interior and exterior lighting in this portion of the terminal is either being controlled manually or is being left on due to the failure of the old lighting control equipment.

**Terminal Air Balancing (TAB):** The final balancing of the new and old mechanical heating, ventilating and air conditioning (HVAC) systems has tentatively been scheduled to take place in mid-April 2024. At this time, DOAS-1 (Dedicated Outside Air System) and five of the terminal heat pumps are in need of repairs, which may push the balancing work back again. JNU continues to work with the Terminal project engineers (RESPEC) and with JNU Building Maintenance staff to address these continuing problems.

**Terminal Fire Alarm Upgrade:** This project is now complete. All project punch list items have been completed and the Contractor’s as-built documents and Operating & Maintenance (O&M) manuals have been received. The project Certificate of Substantial Completion, which identifies the project Substantial Completion date as March 26, 2024, has been issued to the Contractor.

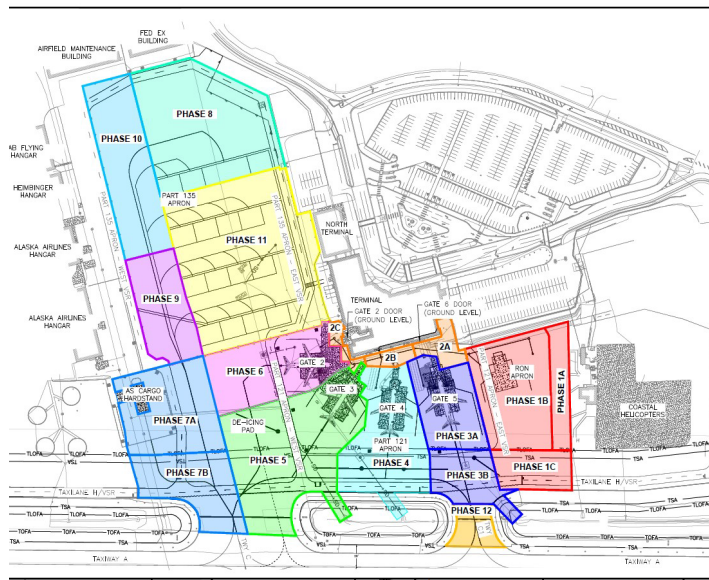
JNU will release final payment to the Contractor upon receipt of their last invoice.

**Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron.** On Wednesday March 27, 2024, DOWL conducted a construction update meeting (Construction Update #01) in which the initial work phase and associated construction schedule was presented. Present at this meeting were representatives from the following: Alaska Airlines (facilities and operations), Coastal Helicopters (operations and safety), Delta Air Lines (operations), Alaska Seaplanes, NANA, SECON (General Contractor), DOWL (Engineer of Record), Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) and JNU.

In this initial Construction Update, DOWL presented the following:

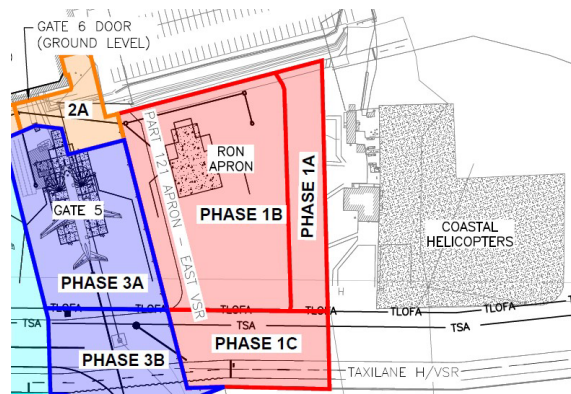
## The Project

- The project has been broken down into 12 phases.
- Several phases are broken down into sub-phases.
- Some phases will be performed concurrently.
- SECON has been selected as the Contractor for this project.
- Contractor mobilization is scheduled to start April 1, 2024.
- Project completion is anticipated late summer of 2025.



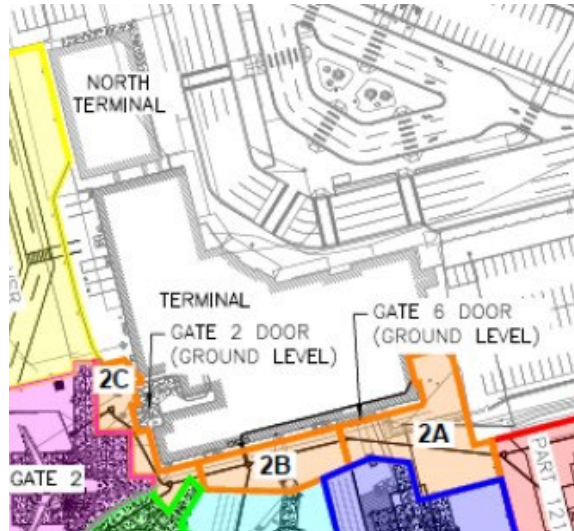
## Phase 1

- Phase 1 includes Phases 1A, 1B, and 1C. It consists of creating a Remain Overnight Ramp, including removing existing surfacing and soil, backfilling with new soils, new asphalt surfacing, construction a concrete hardstand, and installation of new apron lighting.
- Phase 1 work will begin April 8, 2024, and is scheduled to be completed May 25, 2024.
- Work area will be enclosed with low level barricades.
- The current vehicle service road adjacent to Gate 5 will be removed.
- Taxilane H will be closed to Aircraft. Taxi and tow operations to use Taxiway A.
- Vehicle Service Road will be maintained through the construction area or relocated around it with signs and traffic control devices such as orange cones, traffic barrels, low level barricades, or other methods.



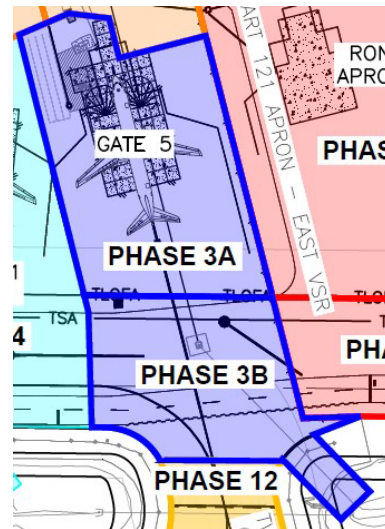
## Phase 2

- Phase 2 includes Phases 2A, 2B, and 2C. It consists of rehabilitating the ramp adjacent to the Terminal Building. Drainage and electrical work will also be performed.
- Phases 2A and 2B will begin April 15, 2024 and are scheduled to be completed May 30, 2024.
- Phase 2C will be completed later in the project.
- Access to bag well doors will be maintained to the maximum extent practical. However, there will be a 72 hour (maximum) closure to work directly in front of the bag well door.
- No more than one bag well door will be taken out of service at a time.



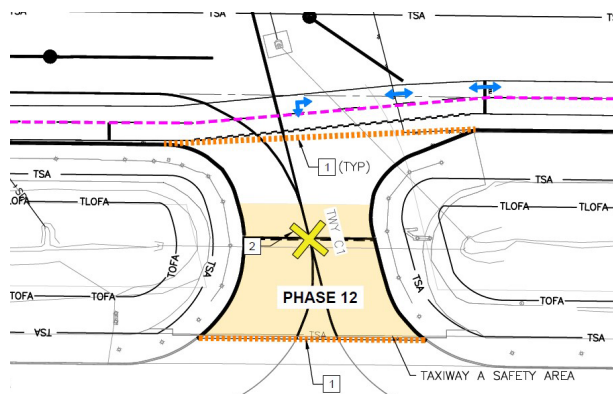
## Phase 3

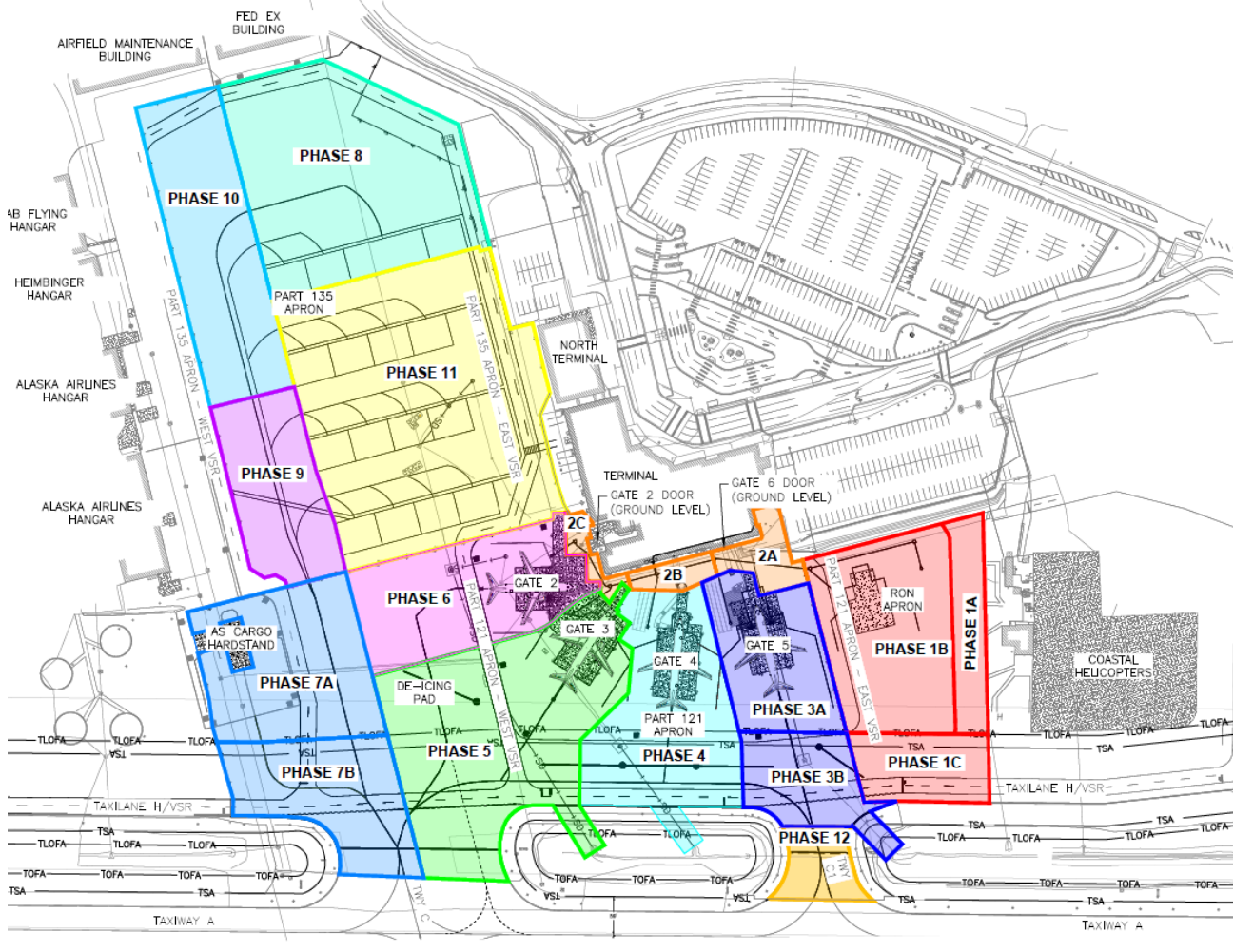
- Phase 3 Includes Phases 3A and 3B. It consists of rehabilitating Gate 5 and replacing the current passenger boarding bridge.
- Phases 3A and 3B will begin April 25, 2024, and are scheduled to be completed June 26, 2024.
- Ground loading will be required at Gate 5 after this area is reopened until the new passenger boarding bridge can be installed.
- Taxilane H will be closed to Aircraft. Taxi and tow operations are to use Taxiway A.
- Vehicle Service Road will be maintained through the construction area or relocated around it with signs and traffic control devices such as orange cones, traffic barrels, low level barricades, or other methods.



## Phase 12

- Phase 12 includes a single phase that will rehabilitate Taxiway C1.
- Phase 12 will begin April 26, 2024, and is scheduled to be completed May 25, 2024.
- Taxiway C1 will be closed during this phase.
- Taxiway A will remain open during this phase. However, there may be temporary closures of Taxiway A between Taxiway C and Taxiway D after the last flight of the night and before first flight if construction is performed in the Taxiway Safety Area.
- Vehicle Service Road will be open.





Per SECON’s project schedule, this initial construction phase will address the work in Phase 1A, Phase 1B, Phase 1C, Phase 2A, Phase 2B, Phase 3A, Phase 3B and Phase 12. Barring delay, all work in these areas (including asphalt paving and new asphalt markings) is scheduled to be complete by Wednesday, May 22, 2024.

Primary impacts to tenants during this initial construction phase will be to Alaska Airlines and Coastal Helicopters. Alaska Airlines will need to utilize Gate 2, Gate 3 and Gate 4 for their arrivals and departures. (The use of their cargo hardstand will not be affected.) Coastal Helicopters will need to hold their flight operations to the east – away from the RON area during this work. Delta Air Lines will not be impacted in this initial construction phase as their first arrival is not until the first week in June.

The SECON schedule has work on the Phase 4 / Gate 4 apron area beginning on May 22, immediately following the completion of the initial construction phase. By May 22, the new RON will be finished and the apron work at the Gate 5 apron will be completed, and both of these areas will be available for ground loading.

JNU staff continues to work with DOWL, SECON and Alaska Airlines to fine-tune the overall project schedule/work phasing plan. As of the writing of this report, SECON does not yet have an executed contract with Alaska Airlines or with their Passenger Boarding Bridge (PBB) Contractor (Roger Hickle Contracting) As such, SECON does not yet have a schedule which identifies how they intend to integrate the Gate 3 and

Gate 4 PBB replacements into the overall project schedule for the JNU Rehabilitate Part 121/135 Apron & RON Parking Apron Project. This is unfortunate but does not change the fact that the JNU project is going to move forward with, or without, the Gate 3/Gate 4 PBB work. JNU staff is monitoring this and will continue to work with SECON and Alaska Airlines/Roger Hickle Contracting to integrate their PBB replacement work into the JNU Apron project, the JNU Gate 5 PBB replacement project and their associated construction schedules.

At the writing of this report, JNU, DOWL and SECON are finalizing Construction Notice #02 which will be released to all affected airfield tenants and stakeholders prior to the start of construction activities. This notice will advise as to SECON's April 8 construction start date, will advise of the initial areas of construction, will identify barricaded work area, will identify the location of detours and will advise operators of the temporary closure of TWY C1 and the temporary closure of a portion of TWY H/Vehicle Service Road (VSR) and the need for aircraft under power and aircraft under tow to coordinate escort with Airfield Maintenance to utilize TWY A to detour around the work area. Airfield Maintenance will issue the necessary NOTAM for the TWY C-1 closure and will assign an ASO (Airport Safety Officer) to the project. DOWL will continue to issue weekly Construction Notices to advise of upcoming construction activities and any schedule revisions.

SECON's asphalt batch plant remains staged within the Northeast Development Area (NEDA). They plan on assembling this plant early in May. SECON has recently been advised that their conditional use permit application for the operation of the temporary asphalt batch plant on airport property will not be presented to the City Assembly until May 14. Per SECON's construction schedule, they were planning on starting paving operations on May 11. While seemingly minor, this delay will affect the project paving schedule and will impact when the initial paving test strip can be placed and tested. SECON has advised that they are looking into hauling asphalt from their Lemon Creek plant until the temporary batch plant can be used.

JNU/DOWL has issued RFP 01 Ramp Lighting Modifications to SECON. This RFP is asking for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers' estimate for this work is a deduct of \$15,325. JNU has received a proposal from SECON in the amount of \$6,000, which has not been accepted. SECON has been asked to revise their proposal to reflect a total credit for the work that has been deleted.

JNU/DOWL has issued RFP 02 Remove Low Strength Concrete to SECON. This RFP had asked for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers' estimate for this work was a deduct of \$6,200. This RFP has subsequently been rescinded.

JNU/DOWL has issued RFP 03 – Ramp Marking Reductions, which will address the elimination of some of the project asphalt markings because Additive Alternate 1 was awarded. The engineers estimate for this work is a deduct of \$114,640. JNU has not yet received SECON's proposal for this RFP.


JNU/DOWL has issued RFP 04 – Additional Pipe Slurry to SECON. The scope changes include filling the existing storm drain culverts under the Gate 2 and Gate 3 hardstands with controlled low strength material. This change eliminates the requirement to remove these culverts and to remove and replace portions of the existing hardstands at Gate 3 and at Gate 4. The engineers' estimate for this work is a deduct of \$224,930. JNU has not yet received SECON's proposal for this RFP.

JNU/DOWL has issued RFP 05 – Hardstand Reinforcing to SECON. The scope changes include the addition of rebar within the cast-in-place concrete hardstands to resist cracking. JNU has accepted SECON's proposal, in the amount of \$45,432.00, to complete this work.

JNU/DOWL is working on the development of RFP 06 – UTS Milling in 135 Apron. This RFP will change the asphalt milling method in the 135 apron from uniform milling to UTS (profile) milling. This change will better address the elimination of the ponding within the asphalt surface. This RFP has not yet been finalized or issued to SECON. The initial estimate for this work is \$150,000. JNU has secured a determination of Airport Improvement Program (AIP) eligibility from the FAA for this work.

**Mendenhall River Armor Rock Repairs: No change since last report.** proHNS engineering has completed their analysis of the original armor rock installation and have completed their design recommendation for the riverbank stabilization repair work. proHNS has submitted their final drawings which JNU will soon be submitting to the State of Alaska / Emergency Management and the City and Borough of Juneau (CBJ). JNU continues to seek funding assistance for this work through the State’s Disaster Recovery Program.

The estimated construction cost for this work is as follows:

Engineer's Estimate					
<b>Project:</b>	JNU Riverbank Stabilization (MR24-087)				
<b>Owner:</b>	Juneau International Airport				
<b>Date:</b>	2/22/2023				
<b>Prepared By:</b>	C. Bydlon				
<b>Checked By:</b>	L. Chambers				
<b>Pay Item</b>	<b>Pay Item Description</b>	<b>Pay Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Amount</b>
G-105.001	Mobilization & Demobilization	Lump Sum	All Req'd	\$19,000.00	\$19,000.00
G-105.002	Rehabilitate Existing Gravel Access Road	Lump Sum	All Req'd	\$5,000.00	\$5,000.00
G-135.001	Construction Surveying by the Contractor	Lump Sum	All Req'd	\$10,000.00	\$10,000.00
G-700.001	Traffic Control	Lump Sum	All Req'd	\$5,000.00	\$5,000.00
P-152.001	Unclassified Excavation and Onsite Disposal or Reuse	CY	990	\$15.00	\$14,850.00
P-157.001	Erosion and Sediment Control	Lump Sum	All Req'd	\$8,000.00	\$8,000.00
P-185.001	Primary Armor Stone - Class C	Ton	2219	\$80.00	\$177,520.00
P-185.002	Underlayer Stone, Class C	Ton	423	\$45.00	\$19,035.00
<b>Total =</b>					<b>\$258,405.00</b>

JNU staff has contacted the Alaska Department of Fish and Game (ADF&G) and has been advised that ADF&G has no objection to this repair work. JNU will be submitting a fish permit application and a scope of work description shortly.

JNU has asked proHNS to provide a fee proposal to assist with permitting for this work from the following:

- United States Army Corps of Engineers
- State of Alaska Department of Natural Resources Division of Mining, Land and Water
- State of Alaska Fish & Game
- City and Borough of Juneau

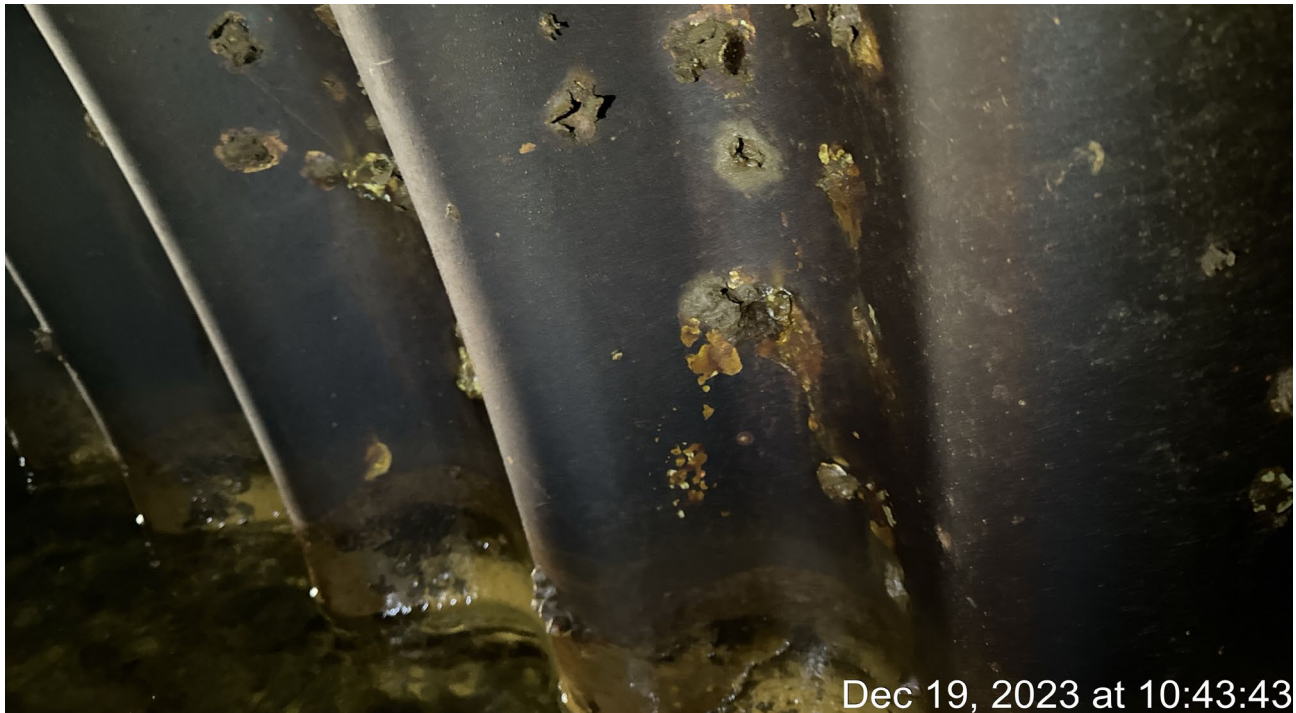
At this time, the construction start and end dates are unknown. It is assumed that the construction period will be approximately one week. It is also assumed that the EVAR will be closed to public access during this work period.

**Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report.** JNU has contracted with proHNS engineering to perform a condition survey of the large half-arch metal culvert which allows Jordan Creek to pass beneath Runway 8-26. This culvert was installed in 2014-2015 as part of the Runway 8-26 Rehabilitation project (E14-259 / AIP 3-02-0133-60-2014). The survey was deemed necessary based on the continued concern that stray electrical current from the airfield lighting system is damaging in-ground metal assemblies through electrolysis. proHNS has completed the initial field work, and has reported that they did observe damage to the culvert and that the damage closely resembled what had been observed

on the Jordan Creek culvert that had failed at Gate K. JNU has not yet received the final inspection report from proHNS.

JNU staff met with proHNS on February 14, 2024, and was advised that proHNS had identified a potential in-place repair for the existing culvert. This repair would consist of the application of a spray-on polymer / carbon fiber lining that would be applied to the entire inside face of the old culvert. This lining would harden and become a permanent load bearing and weatherproof installation. This lining would become the culvert in the eventuality that the old culvert fully deteriorated away. This lining option would allow the culvert to be repaired without having to close Runway 8-26 at any time and would avoid disruption to airfield operations.

JNU has asked proHNS to investigate this repair option with respect to environmental and application limitation, as well as estimated construction cost.



**Photo 01:** Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.

JNU staff has advised the Federal Aviation Administration (FAA) of the damage to this culvert, and of the very real possibility that it will need to be repaired or replaced. JNU has subsequently been advised that the work to repair or replace this culvert will **not** be AIP (Airport Improvement Project) eligible.

**Safety Area Grading at Runway Shoulder and NAVAIDS:** CBJ Contracting has released the RFP document that will be used to obtain proposals from interested design consultants. This RFP calls for proposals to be submitted by April 24, 2024, with a contract award within 120 days. The successful consultant will be required to provide bid-ready construction documents by December 20, 2024, so that the project can be released for bid early in 2025.

**Land Acquisition – Loken Property:** JNU staff continues to work with DOWL to finalize the scope of work specification document that will be used to obtain the services of an airport land acquisition specialist. The specialist will be obtained through the formal RFP process and will assist JNU and CBJ Lands in navigating through the FAA’s airport land acquisition process.

JNU staff is also coordinating with the Alaska Department of Environmental Conservation (ADEC) which has identified the Loken property as an active contaminated site.

JNU has received a fee proposal from Cox Environmental, in the amount of \$49,609 to complete the ADEC Site Assessment work associated with the purchase of the old Channel Flying/Loken parcel. A contract with Cox Environmental has not yet been executed.

**Snow Removal Equipment Building (SREB) Mechanical Commissioning: No change since last report.** JNU staff met with the mechanical engineering team from RESPEC this week to review the current status of the SREB HVAC systems and the next steps to be taken by RESPECT to complete the commissioning work. This work was started at the tail-end of the initial SREB construction project and was subsequently halted because of operating issues with one or more of the HVAC components. Following the recent completion of the ground source loop field pump replacement, the building systems are now all up and running and the system is ready for commissioning.

This commissioning work was to have included the Sand/Chemical Building but cannot proceed because Ground Source Heat Pump GSHP-1 is out of service. JNU staff has asked RESPEC to evaluate the following:

- Is GSHP-1 the right equipment item to provide the primary heat source for the Sand-Chem Building?
- If GSHP-1 is the right equipment item, why does it keep burning up compressors? To date, GSHP-1 has gone through three sets of compressors.

**Sand/Chemical Building – Roof Warranty: No change since last report.** Dawson Construction returned during the week of September 25–29 to address the additional work items that had been identified in the September 30, 2022, inspection by Carlisle SynTec Systems. Per this inspection, the Carlisle representative did not accept the installation and advised Dawson Construction that the heat-welded membrane seams within the two large roof valleys required additional attention. This work has not yet been completed and is being done at no cost to JNU. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer’s roof warranty for this new installation.

**Gate K (Crest Street) Culvert at Jordan Creek:** SECON has re-mobilized and has resumed work on the redistribution of the streambank material and stream substrate material within the new culvert at Gate K. This work is necessary to bring this installation into compliance with the contract requirements. This work remains incomplete as a punch-list item to the construction contract. Final payment has not yet been made to SECON and will be held pending the completion of the redistribution of the streambank material and stream substrate material within the new culvert.

proHNS Engineers continue to provide limited CA&I services for this project.

**Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report.** In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ’s term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was previously approved for CARES funding by the Board.

End of Report