



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: January 30, 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: As reported last month, the revised version of Request for Proposal (RFP) 188R has been released by JNU to Dawson Construction for pricing. This RFP asked for a lump sum proposal to introduce a full height (9-foot tall, floor-to-ceiling) glass wall assembly to replace the glass guardrail assembly around the second floor through-floor opening.

Dawson Construction advised last week of a problem with the glass wall product that was recommended by the design team in RFP 188R. The recommended product cannot accommodate glass panels thicker than 1/2-inch and Dawson warned that the use of 1/2-inch thick glass panels in a 9-foot-tall application will result in panels that are not stiff enough to resist lateral (front-to-back) deflection. While a 1/2-inch-thick glass assembly would technically be code compliant, the individual panels will flex.

Dawson Construction has provided an alternate proposal for RFP 188R, in the amount of \$114,640.00 to engineer, furnish and install a full height glass wall assembly. In this proposal, Dawson is proposing the use of 3/4-inch thick glazing, which would result in a more rigid wall assembly.

The design team has been advised of the limitations with their recommended glass wall product and has been provided with a copy of Dawson Construction's alternate proposal. JNU has not received a response from the design team.

Ground Source Loop Field Glycol Replacement: The revised version of RFP 190 - Loop Field Glycol Replacement has been released by JNU to Dawson Construction for pricing. This RFP is asking for a lump sum proposal to filter the contaminants out of the loop field / terminal heat pump system without removing and replacing the existing methanol. This revised scope of work will still replace the failing braided stainless-steel supply / return hoses at each of the older heat pumps and will also replace the strainer / filter assemblies on the affected heat pumps. Rust inhibitors will be added to the existing methanol and a permanent filtration by-pass system will be introduced using side stream filters. JNU has not yet received Dawson Construction's proposal for RFP 190.

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 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 remains incomplete. This is the last large work component to be completed, and it has been delayed as work to repair more of the existing heating and cooling systems components are identified and completed. The balancing work cannot (should not) proceed until all of the heat pumps and fan units are operating and under building automation system (BAS) control. As of the writing of this report, there are still HVAC equipment items that are non-operational. 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: No change since last report. This project is now substantially complete, and the Contractor's remaining work items include Owner training and the submission of the project as-built documents and the Operating & Maintenance (O&M) manuals.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. JNU staff continues to work with DOWL, SECON and Alaska Airlines to develop a revised project schedule / work phasing plan.

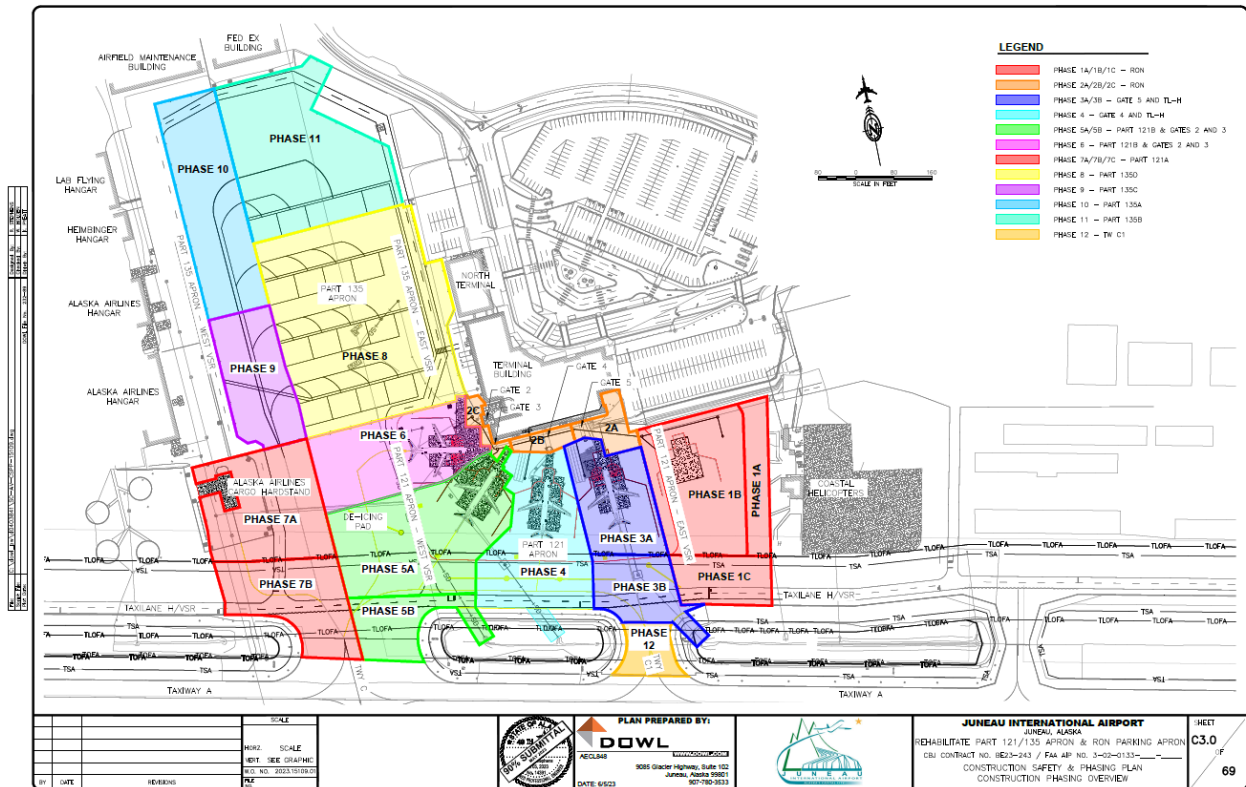
In a meeting conducted on January 17, JNU staff met with DOWL, SECON, Alaska Airlines Airport Development staff, Alaska Airlines JNU station staff, Roger Hickel Contracting, Consolidated Contracting and JBT AeroTech. The purpose of this meeting was to discuss how the work associated with Alaska Airlines planned Gate 3 and Gate 4 Passenger Boarding Bridge (PBB) replacements could be coordinated with the Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron project.

In this meeting, Alaska Airlines / Roger Hickel Contracting announced that they would like to hire SECON as their subcontractor to perform the on-site civil / construction operations associated with the Gate 3 and Gate 4 PBB replacements. SECON indicated that they were interested in pursuing this opportunity. While not yet finalized, a contractual tie between SECON and Alaska Airlines / Roger Hickel Contracting is seen at this time as positive. This will provide a consistent unified construction team and will place SECON in the position of having to coordinate the Alaska Airlines PBB replacement work with their contracted work with JNU.

During this meeting, the following approach to the work within the 121 apron was discussed:

- Work on the completion of the new RON (Phase 1A, Phase 1B and Phase 1C) area would be addressed first. Work in Phase 3B and Phase 12 would need to be completed at this same time to facilitate aircraft access into / out of the new RON. SECON would also need to address the Phase 2A and Phase 2B work at this same time to make certain that the necessary pedestrian walkway between the terminal and RON was developed. This would also make certain that access into / out of the bagwell would be maintained.
- Work on the rehabilitation of the 121 apron (Phase 3A) at Gate 5 would follow the completion of the RON work. Aircraft displaced from Gate 5 would move to the RON where they would ground load through the Gate 6 ground level door.
- Work on the rehabilitation of the 121 apron (Phase 4) at Gate 4 would follow the work at Gate 5. At this time, both Gate 5 and the RON would be available for use by aircraft.

- Work on the rehabilitation of the 121 apron (Phase 5A and Phase 5B) at Gate 3 would follow the work at Gate 4.
- Work on the rehabilitation of the 121 apron (Phase 6) would follow the work at Gate 3.



SECON is currently reviewing the scope of work for both projects and is working on the development of a combined work schedule. This schedule will then be submitted to JNU / DOWL for review.

JNU staff and DOWL also continue to work with Coastal Helicopters and have been reviewing their proposed operations / lease layout site plan to identify any potential conflicts with the RON / Part 121 work, and any long-term operational conflicts with the use of the RON by commercial aircraft.

SECON's asphalt batch plant remains staged within the Northeast Development Area (NEDA). They do not plan on assembling this plant until spring. Secon has also staged other materials and equipment items within the NEDA.

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 not yet received SECON's proposal for this RFP.

JNU / DOWL has issued RFP 02 Remove Low Strength Concrete to SECON. This RFP is asking 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 is a deduct of \$6,200. JNU has not yet received SECON's proposal for this RFP.

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.

Mendenhall River Armor Rock Repairs: No change since last report. JNU continues to work with proHNS Engineering, the State of Alaska / Emergency Management and the City and Borough of Juneau (CBJ) to address armor rock repairs through the State’s Disaster Recovery Program. This rock was lost during the August 2023 high water event, and JNU is seeking funding to replace it.

proHNS Engineers is now under contract to develop a scope of work document for the repairs to the armor rock. proHNS will determine the size of rock that is to be placed and provide construction documents to be used to obtain contractor quotes and for permitting purposes if necessary. JNU has not yet received the final report from proHNS.

The rock was lost along a portion of the east bank of the Mendenhall River, where the Emergency Vehicle Access Road (EVAR) turns away from the river and extends towards the south side of the float plane pond. The damaged area measures approximately 110 feet long (parallel to the river) x 50 feet wide. This area is shown in red in the image below.



This rock had been placed as part of the 2010 Runway Safety Area (RSA) construction project to prevent erosion of the riverbank material and to address concerns about the potential loss of a portion of the EVAR. The EVAR represents a mandated emergency accessway around the west end of Runway 8-26 and around the south side of the float plane pond.

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.

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 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.



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 also advised the FAA of the stray current issues and has requested advice as to how this problem may have been addressed / resolved at other airfields.

Safety Area Grading at Runway Shoulder and NAVAIDS: No change since last report. JNU is currently working on finalizing the RFP document that will be used to obtain proposals from interested design consultants. When complete, the RFP will be submitted to CBJ Contracting for release / publication. The current schedule calls for consultant proposals to be submitted by the end of January 2024.

Land Acquisition – Loken Property: No change since last report. 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.

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: No change since last report. SECON has been unable to resume work on the redistribution of the streambank material and stream substrate material within the new culvert due to continued high water levels in Jordan Creek. 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. They are currently working on finalizing the project Close-Out (Engineer’s) Report and continue to stand by to help JNU with the project close-out process.

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 approved for CARES funding by the Board earlier this year.

End of Report