



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Mike Greene, JNU Airport Project Manager
DATE: March 6, 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 tentatively accepted Dawson Construction's proposal, in the amount of \$114,640.00, to replace the glass guardrail assembly around the second floor through-floor opening per Request for Proposal (RFP) 188R. JNU has advised Dawson that the acceptance is based on the following stipulations:

- Dawson Construction / Bucher Glass will furnish full submittal data for all materials that are to be integrated into the full-height (9-foot tall, floor-to-ceiling) wall assembly.
- Dawson Construction / Bucher Glass will furnish engineered shop drawings and glass test results for the proposed full-height wall assembly. It is expected that this assembly will exceed the minimum code requirements with respect to lateral glass deflection resulting in a rigid wall assembly that does not flex and does not need additional railings in order to be code compliant.
- Dawson Construction will review, verify and implement any structural modifications needed to the existing pony wall assembly located on the lounge side of the through-floor opening. (Revise / reinforce to support the weight and lateral loading associated with the new full-height wall assembly.)
- Dawson Construction / Bucher Glass will furnish and install a closure at each of the wall corners to cover and protect the exposed glass edges.
- Dawson Construction will furnish and install all additional framing which may be needed to brace and support the full-height wall assembly at the ceiling / soffit.
- Dawson Construction will remove the existing glazing assembly and salvage these materials to the Owner. These materials are to be delivered to, and placed within, the Sand-Chem building.
- Dawson Construction will provide JNU with a schedule for the completion of this work.

The design team has been advised of JNU's pending acceptance of the Dawson proposal and is standing by to review the materials submittal data.

Ground Source Loop Field Methanol Replacement: JNU staff continues to work with the project mechanical engineers to finalize a revised version of RFP 190. This RFP will be 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. JNU has not yet issued this revised version of RFP 190 to Dawson Construction.

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 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 Heat Pump 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: This project is now substantially complete, and the Contractor's remaining work items include Owner training and the completion of the last punch-list items. The Contractor has submitted drafts of the project as-built documents and the Operating & Maintenance (O&M) manuals.

JNU staff has finalized Change Order 4, which incorporated RFP 07 - Delta Phone Modifications (\$1,758.00) into the BE21-159 contract with Johnson Controls. Change Order 4 also reconciled the project Substantial Completion date as February 29, 2024.

A Substantial Completion inspection was conducted by RESPEC on Saturday March 2, 2024, with JNU staff providing escort. The Substantial Completion report will be issued to Johnson Controls, along with the project Certificate of Substantial Completion as soon as it has been finalized.

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.

On Friday, February 23, 2024, JNU was advised by Dawson Construction that the Gate 5 Passenger Boarding Bridge (PBB) replacement project was going to be delayed by approximately two months. The new PBB, originally scheduled to arrive in Juneau on May 21, 2024, was now not going to arrive until sometime in late July 2024. This news was immediately relayed to DOWL, SECON and Alaska Airlines. All parties were asked by JNU to review the revised Dawson schedule.

SECON was asked to review the revised Gate 5 schedule in relation to their overall Apron Rehab project schedule – and in relation to their work with Roger Hickle Contracting on the Alaska Airlines Gate 3 and Gate 4 PBB replacements. SECON's initial reaction to the revised Dawson schedule reflected their frustration and concern that the Gate 5 work represented somewhat of a moving target for their overall project scheduling effort.

Alaska Airlines was also asked to review the revised Gate 5 schedule in relation to their Gate 3 and Gate 4 PBB replacement projects. They responded on February 28, 2024, with a revised PBB replacement schedule that they had built around the new Dawson Gate 5 scheduling. This revised PBB replacement schedule was shared with DOWL and with SECON.

On Friday, March 1, Dawson Construction provided a revised schedule, which indicated that the new Gate 5 PBB would now be arriving in Juneau on June 17, 2024. This revised schedule was presented by Dawson Construction to JNU, DOWL and SECON in a meeting that was conducted later that same day.

In this meeting, it was agreed that Dawson Construction would remove the existing Gate 5 PBB on (or near) March 25 - in advance of the start of SECON's construction operations in the RON and 121 Apron areas. This will expedite SECON's work within the Gate 5 apron area (Phase 2A, Phase 2B and Phase 3A work areas) and minimize the amount of time that the Gate 5 apron would not be available for ground loading. This would also allow Dawson Construction to follow right behind SECON and set up the new PBB.

In this meeting JNU reminded SECON that JNU's immediate project priorities remained as follows:

- The completion of the new Remain Overnight (RON) area (Phase 1A, Phase 1B and Phase 1C work areas). This work must include, or immediately be followed by, the work needed to safely route pedestrian passengers between the terminal and the RON (Phase 2A). This work must also include, or immediately be followed by, the work needed to safely route aircraft into and out of the RON (Phase 3B).
- The completion of the Gate 5 apron work immediately following the completion of the RON (Phase 3A and Phase 3B). This work must also include, or immediately be followed by, the work needed to safely route aircraft into and out of the Gate 5 apron (Phase 3B).
- SECON was reminded that their scheduling must maintain aircraft access into the 121 apron / gate apron areas to the maximum extent possible.

In this meeting, SECON was advised that the Gate 5 area was to be utilized by aircraft for ground loading to the greatest extent possible – both before and after the completion of the RON. This apron area would particularly be needed after June 7 when Delta Air Lines resumes flight operations into JNU. JNU indicated that it was assumed that the Gate 3 and Gate 4 replacement work would not occur simultaneously and advised SECON to schedule this work so that the RON, Gate 2, Gate 5 and either Gate 3 or Gate 4 were available for use.

In this same meeting, SECON shared the following:

- SECON was currently not under contract with Roger Hickle Contracting for any part of the Gate 3 or Gate 4 PBB replacement work.
- SECON advised that they had not yet been contacted by Roger Hickle Contracting since the January 17 meeting in which Roger Hickle Contracting advised that they wanted to hire SECON.
- SECON further advised that they had not yet received design documents from Roger Hickle Contracting for the Gate 3 / Gate 4 PBB replacement work so they did not have a clear understanding of the full scope of work.

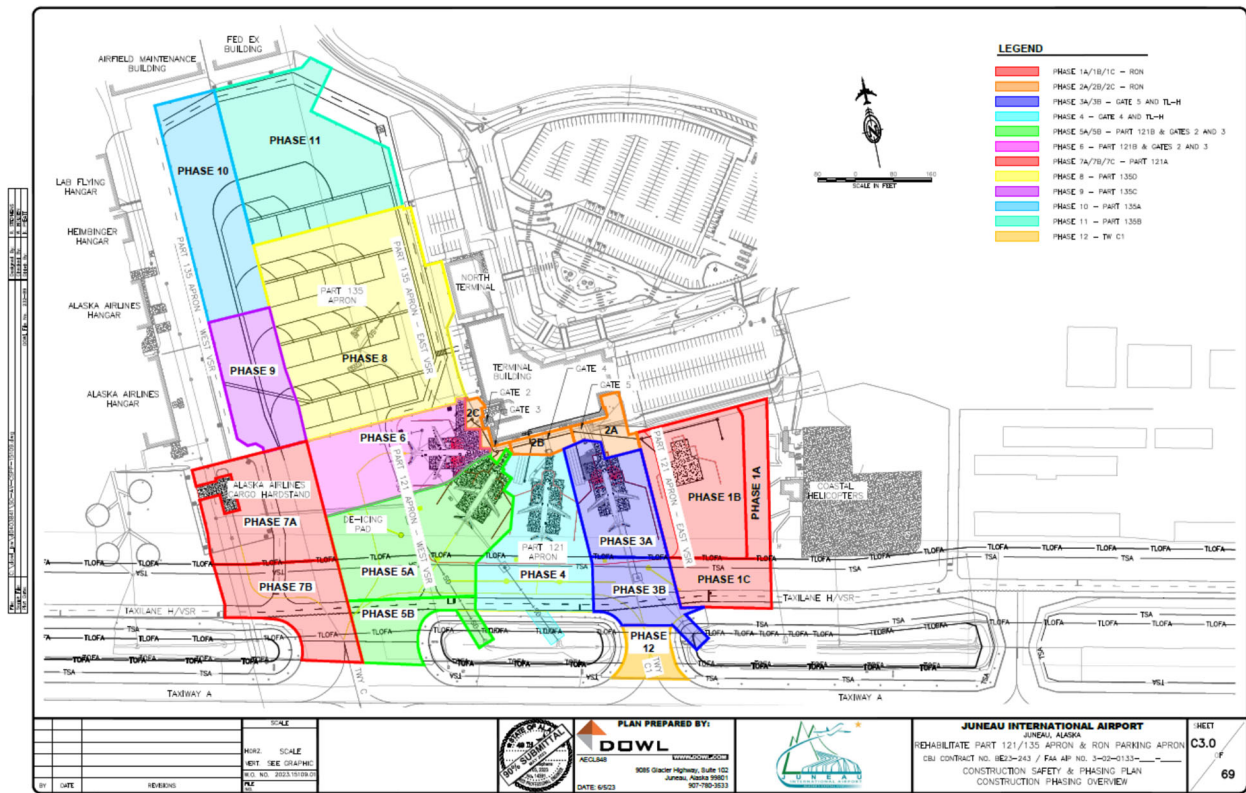
In light of the above, SECON asked JNU if they should be creating a project schedule based on the Apron Rehab work and the Gate 5 PBB Replacement work – without the Gate 3 and Gate 4 PBB replacement work – or if they should build their schedule to include the Gate 3 and Gate 4 work. SECON's concern was that they currently had no contractual tie to the Gate 3 / Gate 4 work.

In response to SECON's question, JNU advised that while the target construction start date of April 1, 2024, for the Apron Rehab project is rapidly approaching, JNU was not yet ready to abandon the on-going coordination effort with Alaska Airlines, citing concern over the unnecessary duplication of effort and the potential for delays in completing the PBB replacements and getting them back into service. SECON agreed

and indicated that they would create two project schedules. One that included Gate 3 and Gate 4 work, and one that did not. SECON also indicated that they would reach out to Roger Hickle Contracting regarding contract status.

A summary of the March 1, 2024, meeting was shared with Alaska Airlines. As of the writing of this report, JNU has received no response from Alaska Airlines.

Also discussed in the March 1 meeting was how best to address the existing ponding that is occurring within the 135 apron. The contract currently calls for uniform milling of the existing asphalt, which would uniformly remove a portion of the old asphalt paving surface but would not remove the existing highs and lows. The new asphalt paving, placed over the milled substrate, would simply mirror the substrate grade – preserving the highs and lows without eliminating the ponding. SECON suggested that profile milling be used instead as this process would remove more of the old asphalt in the existing high areas and leave more of the old asphalt in the existing low areas. The new asphalt paving would then be placed over the milled substrate in a uniform thickness that would essentially be free of ponding. It was agreed that this approach should be used, and SECON would work directly with DOWL to obtain the necessary survey / topo data.



SECON is currently working on the development of the two versions of the overall project schedule. This schedule will then be submitted to JNU / DOWL for review. This information will also be shared with Alaska Airlines, Delta Air Lines and other affected stakeholders.

JNU staff and DOWL also continue to work with Coastal Helicopters to review 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: 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 | | | | | |
|---------------------|--|----------|---|-------------|---------------------|
| Project: | JNU Riverbank Stabilization (MR24-087) | |  | | |
| Owner: | Juneau International Airport | | | | |
| Date: | 2/22/2023 | | | | |
| Prepared By: | C. Bydlon | | | | |
| Checked By: | L. Chambers | | | | |
| Pay Item | Pay Item Description | Pay Unit | Quantity | Unit Price | Amount |
| 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 |
| Total = | | | | | \$258,405.00 |

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: 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.

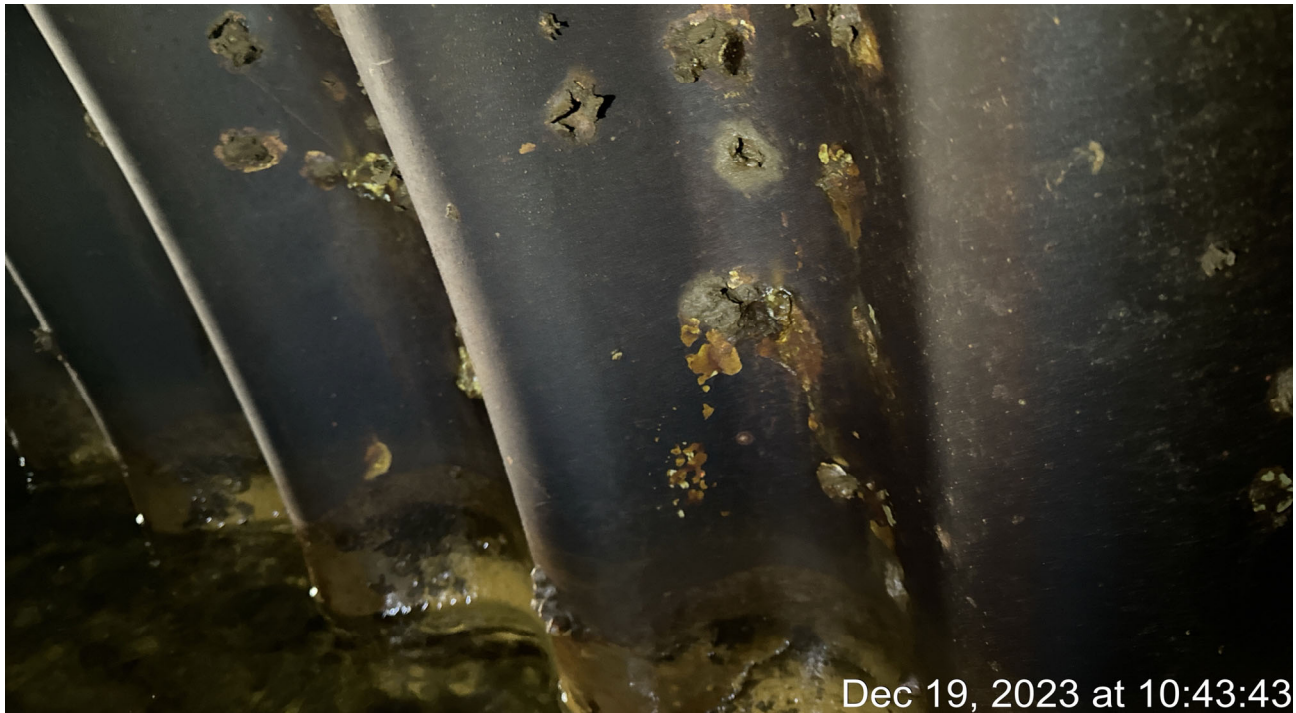


Photo 01: Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.

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: 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 previously approved for CARES funding by the Board.

End of Report