



## MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: May 1, 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:** Dawson Construction has advised that the new glass guardrail assembly is now in production and will arrive in Juneau in mid to late May. To facilitate this work, Dawson will need to close the adjacent second floor seating area and erect a temporary barricade on the first floor, beneath the second floor through-floor opening just inside the terminal main entrance. This work will take less than one week to complete.

**Ground Source Loop Field Methanol Replacement: No change since last report.** 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.

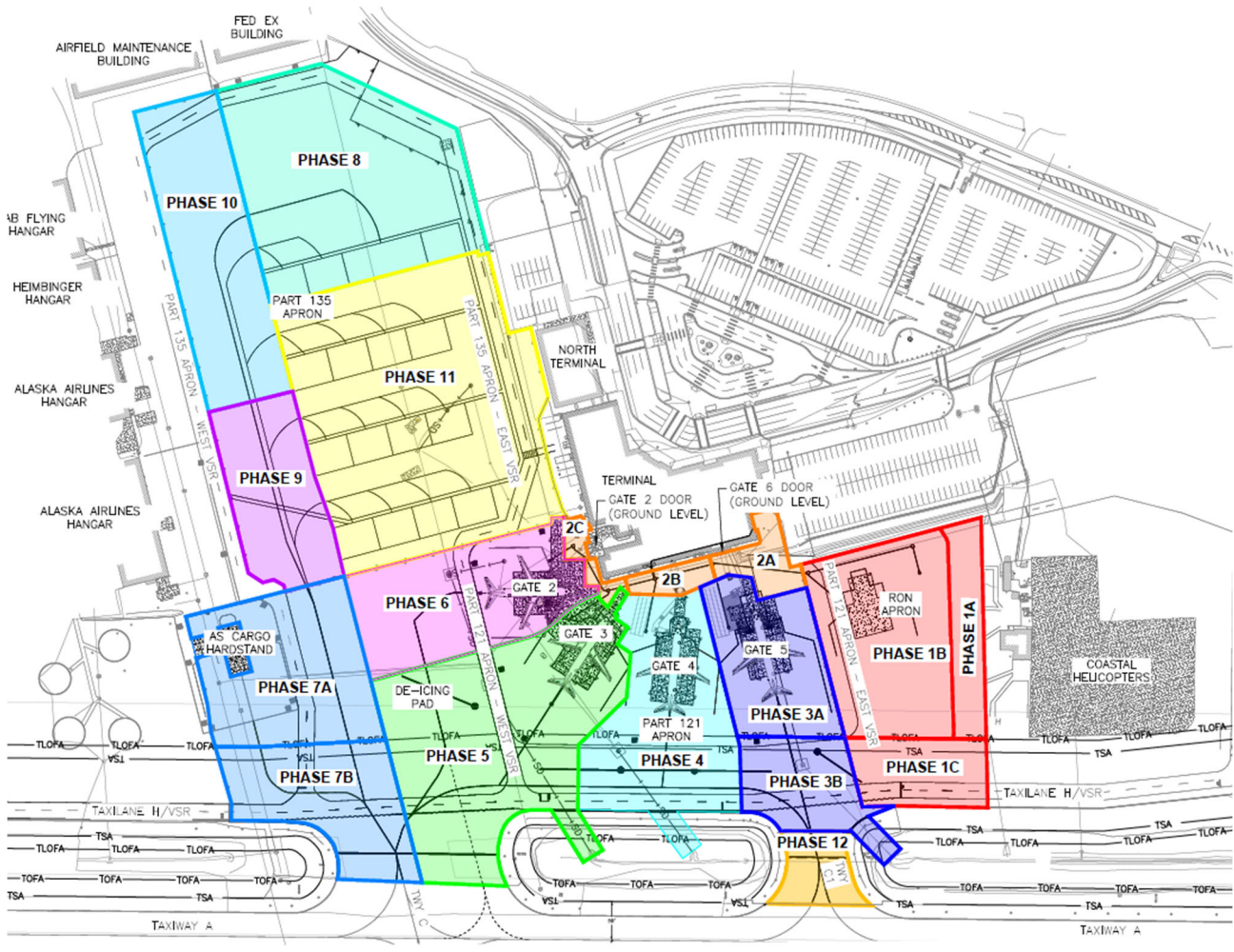
**Lighting Control Replacement: No change since last report.** Dawson Construction's proposal for RFP 183 – Lighting Control Replacement, in the amount of \$163,215.25, has been reviewed by RESPEC and has been returned for revision. The RESPEC review identified work items within the Dawson proposal that 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): No change since last report.** 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.

**Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron.** Construction operations continue within Phase 1A, Phase 1B, Phase 1C, Phase 3A, Phase 3B and Phase 12 work areas. In the Phase 1A, 1B and 1C work areas, the excavation work relating to the new RON has been completed and the placement of the structural fill will be completed this week. The pilings for the two new light poles (LP5 and LP6) in the RON area have been installed and the conduit runs to these pilings have been installed. Per SECON’s current schedule, the 5-inch-thick asphalt pavement underlayer is to be installed in the RON on Friday, May 3, and then the work to form, reinforce and pour the new RON concrete hardstand will begin.

In Phase 3A, 3B and 12 work areas, the asphalt milling work has been completed and the piling for the new light pole (LP4) at the base of Gate 5 PBB (passenger boarding bridge) has been installed. The new hardstand at the base of Gate 5 PBB has been formed and the rebar reinforcing and rebar epoxy dowels have been installed, inspected and accepted. The concrete for this large structural slab was placed last week. SECON will start work on paving these areas on Tuesday, May 21.

Barring any delay, all work in these areas (including asphalt paving and new asphalt markings) is scheduled to be complete by Wednesday, May 22, 2024.



Following coordination with Alaska Airlines, SECON has removed the asphalt pavement within the Phase 2A work area. Alaska Airlines access into the bag well has not been impeded by this work.

SECON (working directly with Alaska Airlines and Roger Hickel Contracting) has started work on the installation of the new PBB foundation at Gate 4. This work is not adversely impacting Alaska Airlines ground operations or the JNU Apron project.

Primary impacts to tenants, primarily Alaska Airlines and Coastal Helicopters, remain as follows:

- Alaska Airlines will continue 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 continue 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, 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. SECON now has an executed a contract with Alaska Airlines/and their PBB Contractor (Roger Hickel Contracting). SECON has not yet provided 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 does not change the fact that JNU's priorities remain the completion of the Apron project and the completion of the Gate 5 PBB replacement. JNU staff is monitoring this and will continue to work with SECON and Alaska Airlines/Roger Hickel Contracting to integrate their PBB replacement work into the JNU Apron project, the JNU Gate 5 PBB replacement project and their associated construction schedules.

JNU staff continues to work with DOWL, SECON and Delta Air Lines in advance of Delta's first summer flight arrival on the evening of June 7. At that time, the new Gate 5 PBB will not yet be ready for use, but the new RON will be completed and ready to receive aircraft. JNU/DOWL continue to work with Delta on issues such as the configuration of the passenger ground-loading pathway, the pathway barricade configuration, baggage cart routing and mobile boarding ramp placement. Delta will utilize the RON until Gate 5 PBB is available for their use.

At the writing of this report, JNU, DOWL and SECON are finalizing Construction Notice #05 which will be released to all affected airfield tenants and stakeholders. This notice will advise as to the current status of the work, the areas under construction, barricaded work areas, 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. 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). This plant has been assembled and will be put into operation as soon as their conditional use permit application has been approved by the City Assembly in their May 14 meeting. 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 asked 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 was a deduct of \$15,325. JNU has subsequently received and accepted a revised proposal from SECON, which identifies a credit in the amount of \$12,677.00.

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 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 continues to work 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 was \$150,000 but has increased to \$400,000 following the development of the surface profile. JNU has secured an initial determination of Airport Improvement Program (AIP) eligibility from the Federal Aviation Administration (FAA) for this work.

JNU/DOWL are working on the development of RFP 07 – TWY C1 Culvert Replacement. At the request of JNU Airfield Maintenance, the existing galvanized steel culvert at TWY C1 will be replaced before the placement of new asphalt paving at C1. DOWL is currently looking at an option to replace the culvert with a new CPP (corrugated plastic pipe) culvert or to install a structural slip-line within the existing culvert. JNU has secured an initial 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

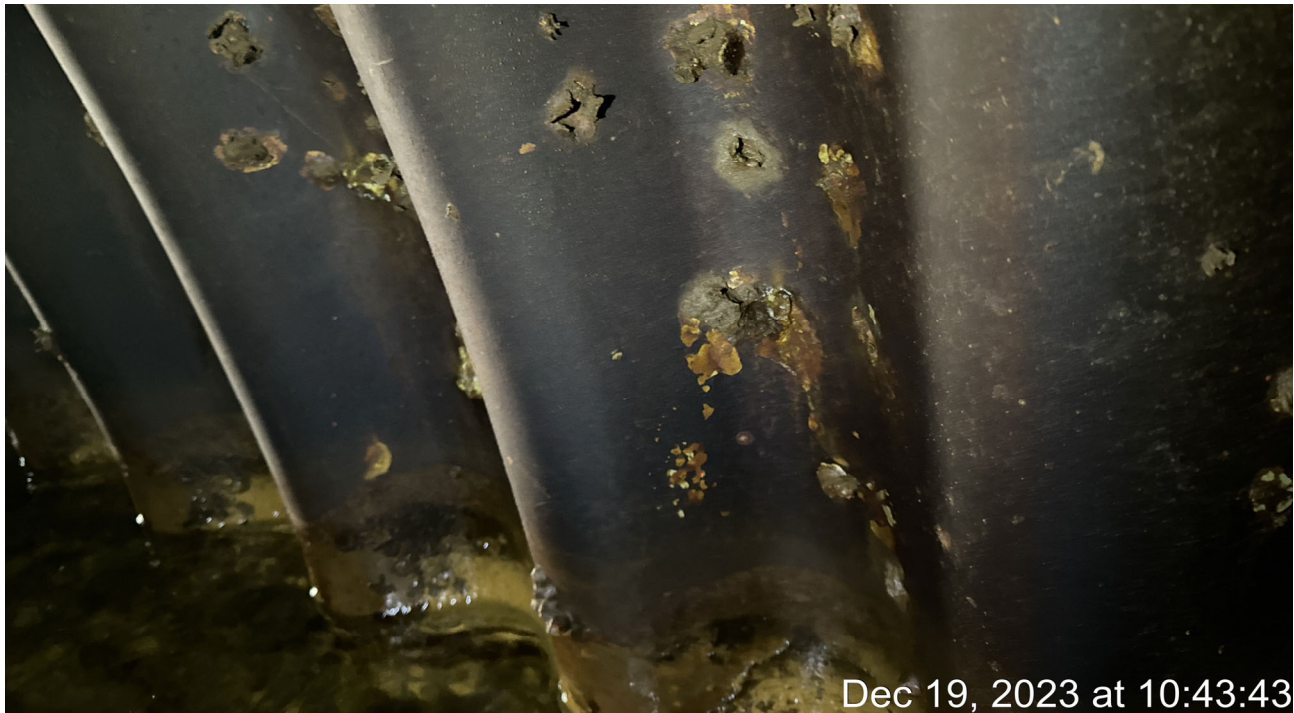
At this time, the construction start and end dates are unknown. It is assumed that the construction period will be approximately one week. It is also assumed that the EVAR will be closed to public access during this work period.

**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 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:** A single proposal was received by CBJ Contracting, and the design contract for this project has been awarded to HDR Engineering. An initial meeting was held on Thursday, May 2, with JNU and HDR present, to begin fee negotiations. 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 in early 2025.

**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 completed all remaining work on the redistribution of the streambank material and stream substrate material within the new culvert at Gate K. This project has now been completed and final payment has been made to SECON.

**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