



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: June 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:

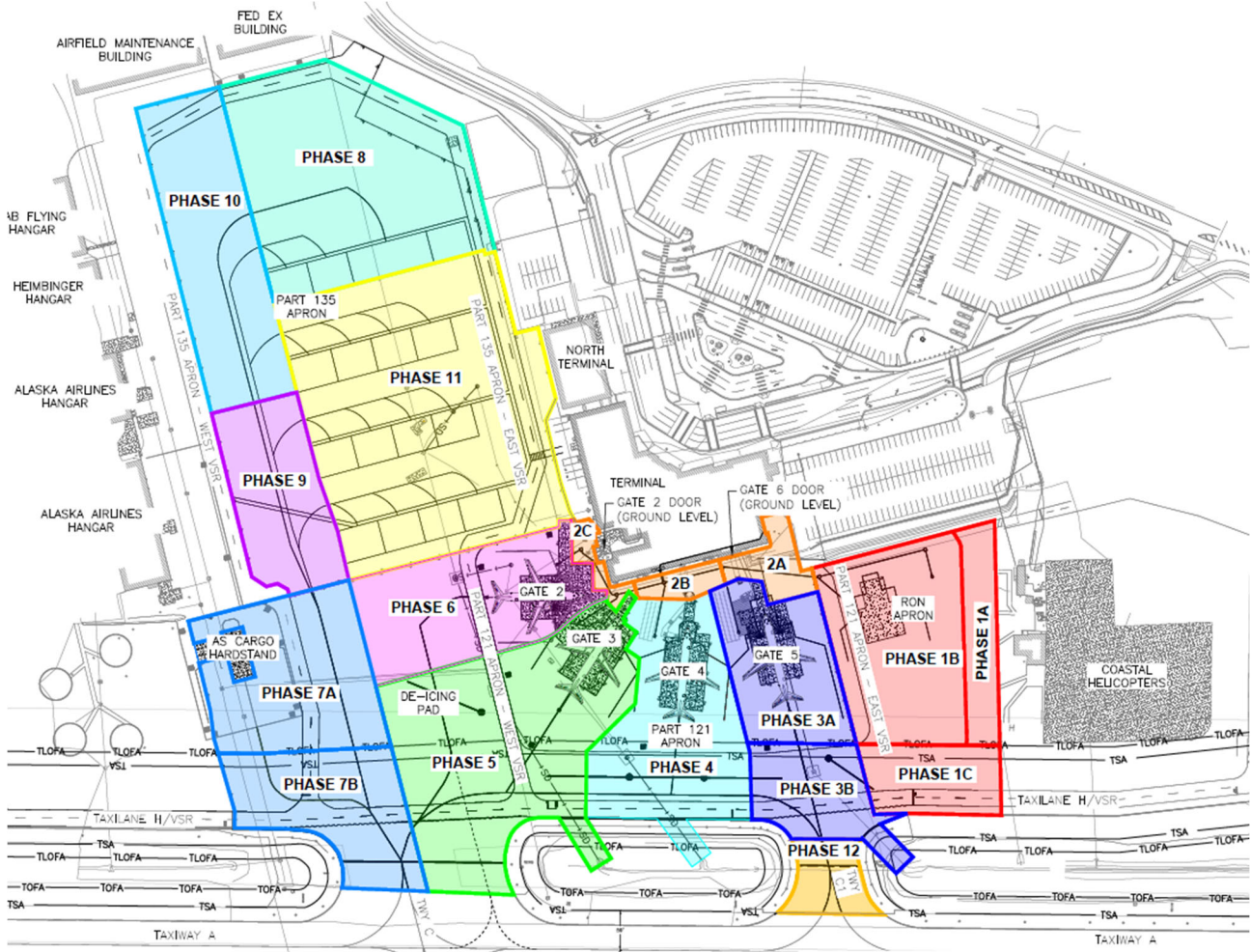
Glass Guardrail: Dawson Construction is currently wrapping up the installation of the new glass guardrail assembly at the second floor through-floor opening. Work remaining includes the installation of one small stair handrail and new trim around the new glass frame. Prior to demobilizing, Dawson Construction will clean the lounge area and reposition the furnishings.

Ground Source Loop Field Methanol Replacement: No change since last report. The finalized version of Request for Proposal (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. SECON has completed work on the placement of asphalt paving and pavement markings within the Phase 1A, Phase 1B, Phase 1C, Phase 2A, Phase 3A, Phase 3B and Phase 12 work areas. With the exception of setting new light poles LP-4, LP-5 and LP-6 (which will occur in early September) the new RON and Gate 5 are now complete and ready for use by aircraft. Taxiway C-1 has been re-opened, and Alaska Airlines has already started using Gate 5 for ground-loading. Temporary pedestrian corridors have been erected to guide/contain passengers between the Terminal's Gate 6 ground-loading door and the Gate 5 and RON hardstands.



SECON is currently working in the Phase 4 (Gate 4) and Phase 2B work areas. Following coordination with Alaska Airlines, SECON has started work to remove the asphalt pavement in these areas and Roger Hickel Contracting has removed the Gate 4 passenger boarding bridge. This has created somewhat of a problem for Alaska Airlines in that they will not have adequate gate access during the short periods of time when the new Gate 5 passenger bridge is being craned into position (by Dawson Construction), and when the new Gate 4 passenger boarding bridge is being craned into position (by Roger Hickel Contracting).

In an “all parties” coordination meeting that was conducted on 06.05.2024, with representatives from Alaska Airlines, Delta Air Lines, Roger Hickel Contracting, Dawson Construction, SECON, DOWL, Jensen Yorba Wall and JNU present, it was determined that the immediate project priority will be for SECON to complete the paving operations in the Gate 4 area before work begins on the installation of the new passenger boarding bridges at Gate 4 and Gate 5. Subsequent work will be scheduled (by Roger Hickel Contracting, SECON

and Dawson Construction) so as to always provide three gates for use by Alaska Airlines and the use of the RON by Delta Air Lines.

For the immediate future, the Apron project, the Dawson Construction Gate 5 passenger boarding bridge replacement project and the Alaska Airlines/Roger Hickel Gate 3 and Gate 4 passenger boarding bridge replacement project schedules are all bound by the following:

- **06.01.2024 – 06.29.2024** No work may begin in the Phase 5 or Phase 6 work areas so that Gate 2 and Gate 3 will remain operational and available for use by Alaska Airlines.
- **06.07.2024** The new RON will be assigned to Delta Air Lines for their single daily flight into Juneau. Delta will arrive in the evening, remain overnight and depart first thing in the morning. Delta will utilize the RON for ground loading operations until the new Gate 5 passenger boarding bridge is ready for their use.
- **06.07.2024** The new RON will be available for use by Alaska Airlines during the day – when not in use by Delta Air Lines.
- **06.18.2024 – 06.21.2024** Dawson Construction will be craning the new passenger boarding bridge into position at Gate 5. This work will close Gate 5 to aircraft. During this time, Gates 2, Gate 3 and the new RON will remain open for use, Gate 4 and Gate 5 will be closed.
- **06.18.2024** SECON will start work on the placement of the new asphalt pavement and new paint markings in the Phase 4 work area (crew availability and weather permitting).
- **06.22.2024** Dawson Construction will remove their crane and will be working on connecting the new Gate 5 passenger boarding bridge to power and finalizing the jet-bridge assembly and trim-out. It has been assumed that Alaska Airlines will be able to resume ground loading operations at Gate 5 by holding short. While possible, there is a chance that there will be times where Dawson’s work will prevent this use.
- **06.29.2024** Dawson Construction will turn over the new Gate 5 Passenger Boarding bridge to JNU. Delta Air Lines will move their single daily flight operations from the RON to Gate 5. This will allow unlimited use of the RON by Alaska Airlines from this point forward.
- **06.29.2024** The new passenger boarding bridge at Gate 5 will become available for use by Alaska Airlines during the day – when not in use by Delta Air Lines.

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

- Alaska Airlines has created the situation in which they may not have enough gates when needed. They are currently working with Roger Hickel Contracting to adjust the Gate 3 and Gate 4 passenger boarding bridge scheduling to minimize impact to Alaska Airlines operations.
- Alaska Airlines will continue to utilize Gate 2 and Gate 3 for their arrivals and departures. Alaska Airlines will use Gate 4 and Gate 5 and the RON, when available. (The use of their cargo hardstand will not be affected.)
- Coastal Helicopters will continue to hold their flight operations to the east. Coastal is currently evaluating the layout of their parking positions on the west side of their lease area.
- Delta Air Lines will be using the RON and ground loading until the Gate 5 passenger boarding bridge is ready for use. JNU staff continues to work with Alaska Airlines, Roger Hickel Contracting,

SECON, Dawson Construction and DOWL to fine-tune the overall project schedule/work phasing plan as the work moves into the Phase 4, Phase 5 and Phase 5 work areas.

JNU staff continues to work with Delta Air Lines in advance of Delta's first summer flight arrival on the evening of June 7. At this time, Delta has accepted the temporary pedestrian corridor between the Gate 6 ground loading door and the new RON, the temporary baggage cart routing between the RON and the terminal bag well and the mobile boarding ramp parking position. When not in use, Delta's ground equipment (baggage belt, tugs and carts) will be staged to the northeast of the RON in order to allow the use of the RON during the day by Alaska Airlines (if needed).

At the writing of this report, JNU, DOWL and SECON are finalizing Construction Notice #11 which will be released to all affected airfield tenants and stakeholders. This notice will advise as to the current status of the work, will advise of the areas under construction, will identify barricaded work areas, will identify the location of detours 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.

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 at Gate 4. The engineers' estimate for this work is a deduct of \$224,930. JNU has not accepted SECON's proposal (a credit of \$231,130) 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 (addition of \$45,432) to complete this work.

JNU/DOWL has issued RFP 06 – UTS Milling in 135 Apron to SECON. 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. 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 has issued RFP 07 – TWY C1 Culvert Replacement to SECON. This RFP asked for a proposal to remove 220 lineal feet of 24-inch culvert galvanized steel culvert at TWY C-1 with 24-inch corrugated


plastic culvert. The engineer’s estimate for this work was \$65,917.50. JNU has subsequently received and accepted a revised proposal in the amount of \$64,760 from SECON.

Pending RFP’s:

- RFP to address the discovery of additional tie-down assemblies within the 135 Apron.
- RFP to address repairs to Runway 8-26.
- RFP to address drainage improvements adjacent to the asphalt test strip.

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					
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: 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.

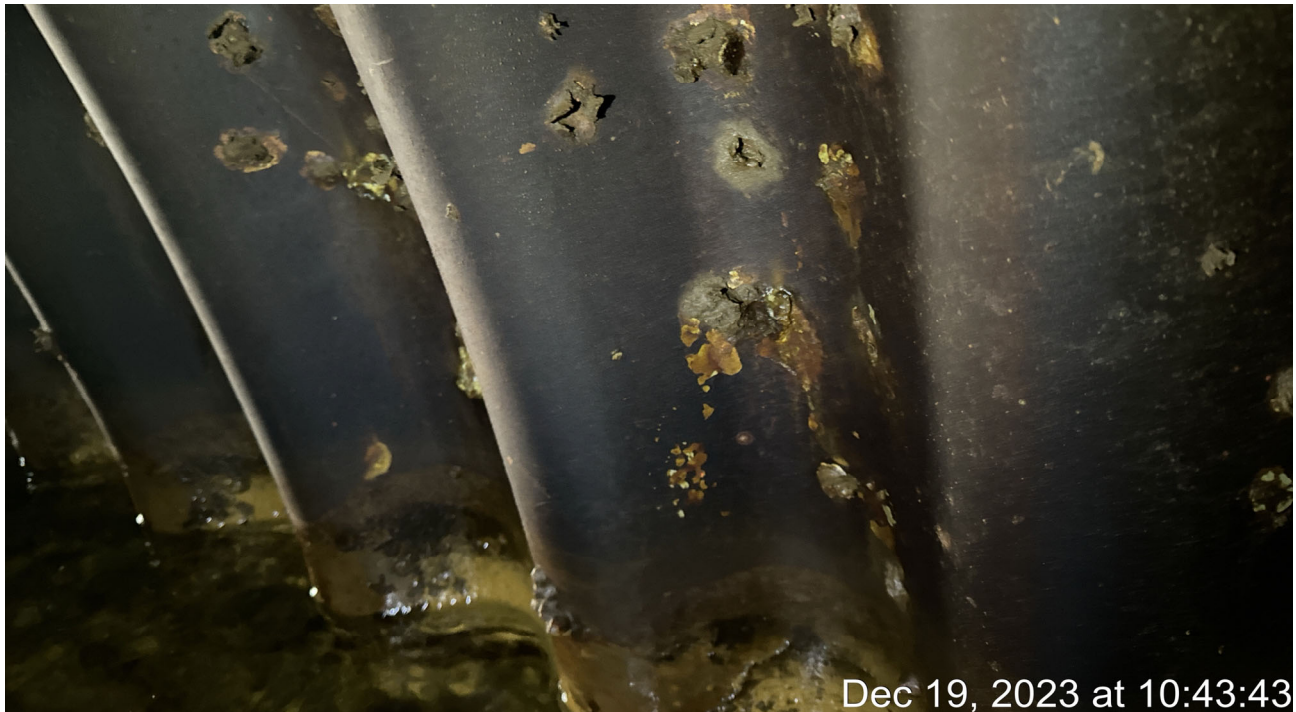


Photo 01: Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.

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 Navigational Aids (NAVAIDS): JNU has received a revised fee proposal from HDR Engineering to provide design phase services. This fee proposal, in the amount of \$438,426.00, is currently under review by JNU. Per this proposal, HDR Engineering will provide bid-ready construction documents by the first week of January 2025 so that the project can be released for bid early in 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.

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