



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: July 2, 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 completed work on the installation of the new glass guardrail assembly at the second floor through-floor opening. Dawson has cleaned the lounge area and has repositioned the furnishings.

Ground Source Loop Field System Modifications: JNU has received and accepted Dawson Construction's proposal, in the amount of \$55,000, for RFP 190R3. RFP 190R3 further reduced the extent of modifications to the terminal's loop field system into the following work tasks:

Task 2: Furnish and install a side stream filter. Filter is to be an axiom SFP-20 filter pack complete with sight flow indicator. Supply with two (2) 25 micron cartridges and two (2) 5 micron cartridges initially for 2-month period. Supply one (1) 1" L Griswold model 3818HD Automatic Flow Limiting K Valve set for 16gpm. Assume four (4) filter changeouts over a 2-month period starting with the 25-micron media. During this 2-month period also perform a regular weekly blow down of air/dirt separator, and a once-monthly clean out of the main pump strainers. Furnish (6) 5-micron cartridges as spares for future maintenance. Work to occur in Terminal PUMP ROOM.

Task 3: Furnish and introduce Fernox heating, ventilating and air conditioning (HVAC) Protector F1 inhibitor to the 6,700-gallon 15% methanol, 85% water solution at a concentration of 0.5% of the fluid volume or approximately 90 gallons. Work to occur in Terminal PUMP ROOM.

Task 4: A recent hydrometer test shows that the current system is operating at between a 10% and 13% methanol concentration. Contractor to furnish and introduce methanol as necessary to bring the total building solution to the desired 15% methanol, 85% water by volume mixture. Submit chemical introduction plan prior to procurement. Work to occur in Terminal PUMP ROOM.

Task 5: Furnish replacement strainer baskets and flexible hoses for the following heat pumps. Strainer baskets and flexible hoses are to be installed by the Owner. Flexible hoses to be provided shall be Metraflex SFLXTU12 Superflex Stainless Steel Flexible Unions (see the attached data sheet), as recommended by the heat pump manufacturer. Verify flex hose length on-site. Strainer basket types to match existing and shall be verified on-site. This is a parts order only. Installation is not included in the scope of WORK.

Unit	LOCATION	PIPE SIZE	MAKE	MODEL
HP-1	TICKETING LOBBY E111	¾	CLIMATE MASTER	TSH/024
HP-2	PASSENGER CIRC E124	¾	CLIMATE MASTER	TSH/036
HP-3	LOBBY E110	¾	CLIMATE MASTER	TSH/036
HP-4	BAGGAGE CLAIM E120	1	CLIMATE MASTER	TSH/048
HP-5	ALASKA AIRLINES ADMIN	¾	CLIMATE MASTER	TSH/036
HP-6	CAR RENTAL E117	¾	CLIMATE MASTER	TSH/036
HP-7	BAGGAGE CLAIM E120	1	CLIMATE MASTER	TSH/048
HP-8	ALASKA AIRLINES E113	1	CLIMATE MASTER	TSH/048
HP-9	LOBBY E201	¾	CLIMATE MASTER	TSH/024
HP-10	LOBBY E201	1	CLIMATE MASTER	TSH/048
HP-11	LOBBY E201	¾	CLIMATE MASTER	TSH/036
HP-12	LOUNGE E204A	1	CLIMATE MASTER	TSH/070
HP-13	LOBBY E201	1	CLIMATE MASTER	TSH/060
HP-14	GREETING E231	1	CLIMATE MASTER	TSH/042
HP-15	KITCHEN E216A	¾	CLIMATE MASTER	TSH/018
HP-16	ALASKA AIRLINES ADMIN	¾	CLIMATE MASTER	TSH/018
HP-17	ALASKA ROOM E217	¾	CLIMATE MASTER	TSH/024
HP-18	HALL E214	¾	CLIMATE MASTER	TSH/018
HP-19	TSA SCREENING E210	1	CLIMATE MASTER	TSH/060
HP-20	DEPARTURE E212	¾	CLIMATE MASTER	TSH/018
HP-21	DEPARTURE E212	1	CLIMATE MASTER	TSH/060
HP-22	DEPARTURE E212	1	CLIMATE MASTER	TSH/060
HP-23	DEPARTURE E212	1	CLIMATE MASTER	TSH/060
HP-24	LOBBY E201	¾	CLIMATE MASTER	TSH/024
HP-25	TSA SCREENING E112	¾	CLIMATE MASTER	TSH/036
HP-27	PASSENGER CIRC E124	¾	CLIMATE MASTER	TSH/024
HP-28	VISITOR E119	¾	CLIMATE MASTER	TSH/018
HP-29	LOBBY E110	¾	CLIMATE MASTER	TSH/018
HP-32	FAA COMM TR2A E239	1	CLIMATE MASTER	TSH/060
HP-34	ENTRY VESTIBULE	1	CLIMATE MASTER	TSH/042
HP-35	KITCHEN E216A	¾	CLIMATE MASTER	TSH/036

Dawson Construction has reported that the materials associated with this RFP will begin arriving in Juneau in mid-July and the work will begin shortly thereafter.

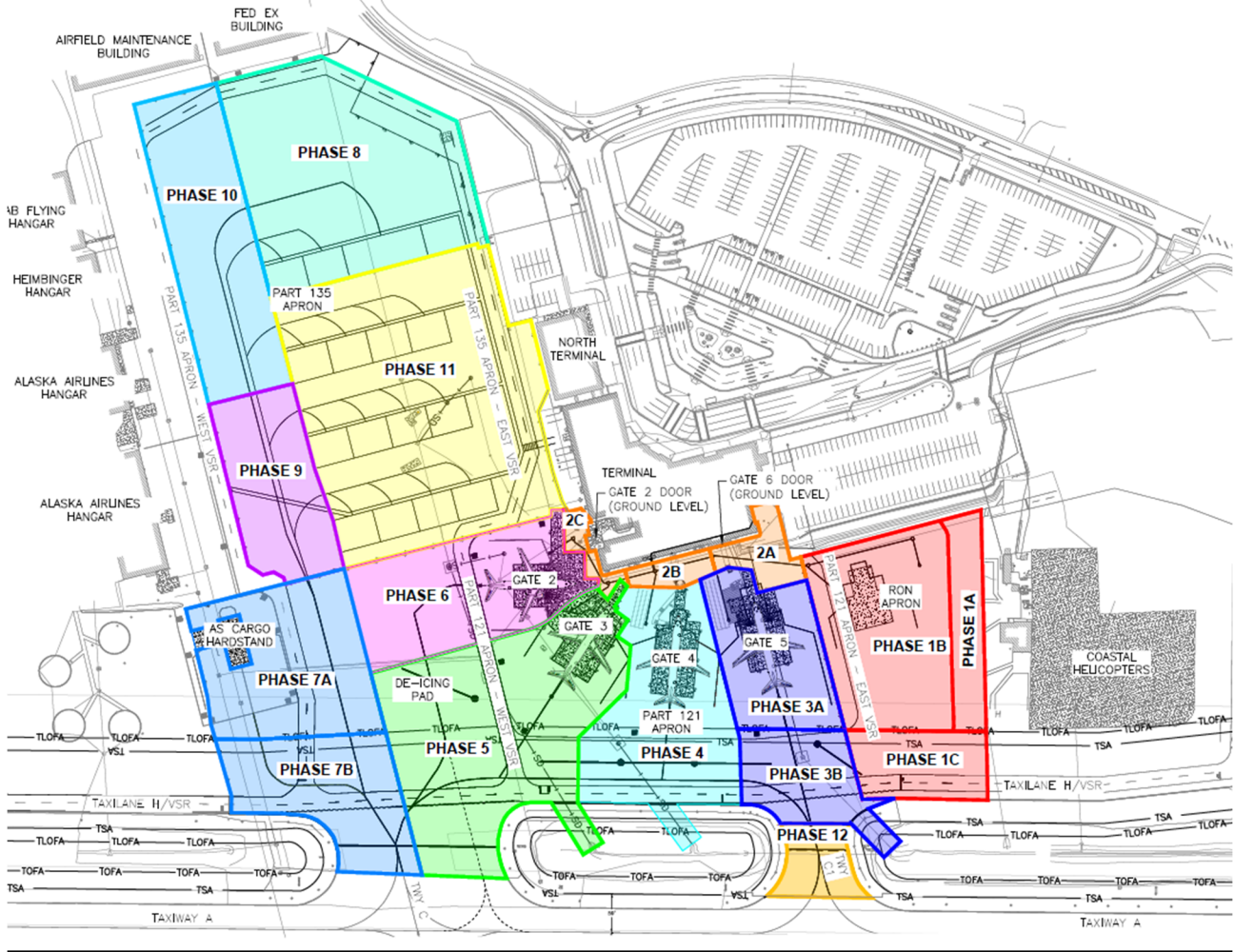
Lighting Control Replacement: No change since last report. Dawson Construction’s proposal for RFP 183 – Lighting Control Replacement, in the amount of \$163,215.25, has been reviewed by RESPEC and has been returned for revision. The RESPEC review identified work items within the Dawson proposal that 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): The final balancing of the terminal’s new and old mechanical HVAC systems cannot be completed until the work associated with RFP 190R3 has been completed, and the known repairs to DOAS-1 (Dedicated Outside Air System) and five of the terminal heat pumps have also

been completed. 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. As of July 1, SECON has completed work on the placement of asphalt paving and new pavement markings within Phase 1A, Phase 1B, Phase 1C, Phase 2A, Phase 3A, Phase 3B, Phase 4, Phase 8, Phase 10 and Phase 12 work areas.

Work not yet completed in these work areas includes the installation of the aircraft tie-downs in the Phase 8 work area, and the installation of new light poles LP-4, LP-5 and LP-6 in the Phase 1B, Phase 3A and Phase 4 work areas. The tie-downs will be installed later this summer, or early next spring, and the light poles will be installed in September of this year.



As of July 1, the new passenger boarding bridge (PBB) at gate 5 has been set into position and Dawson Construction continues work on finalizing its installation. The new PBB at gate 4 has also been set into position and Alaska Airlines/Roger Hickel Contracting continues work on finalizing its installation. Both of these new PBB's are scheduled to be completed and put into service by July 11.

As of July 1, both Alaska Airlines and Delta Air Lines are ground loading at the new RON and Alaska Airlines is holding short and ground loading at Gate 4 while the new PBB is being installed by Alaska Airlines/Roger Hickel. Gate 5 remains out of service while Dawson Construction completes work on the installation of the new Gate 5 PBB. The PBB at Gate 2 and the PBB at Gate 3 remain in service and are being used daily by Alaska Airlines.

Two temporary pedestrian corridors remain in place to guide/contain passengers between the Terminal's Gate 6 ground-loading door and the Gate 5 and RON hardstands, and between the Terminal's Gate 2 ground-loading door and the Gate 4 hardstand. JNU's mobile boarding ramp and both of Alaska Airlines air-stair units are currently being used to facilitate ground loading operations.










Photos above and below: SECON paving the top lift of asphalt paving within the Phase 8 and Phase 10 (north end of the 135 apron) work areas.



Per the following revised project schedule, SECON will begin work on milling and re-paving within the Phase 5 / Gate 3 work area on July 8, 2024. During the anticipated 21-day work period, Alaska Airlines / Roger Hickel are planning on removing Gate 3 PBB. Alaska Airlines will continue to use the Gate 2 PBB, the new Gate 4 PBB and the new Gate 5 PBB when it is not being used by Delta Air Lines. Alaska Airlines will also be able to ground board at the new RON (Gate 6) if needed.

Once the Phase 5 / Gate 3 work has been completed and accepted by JNU (estimated to occur on August 5, 2024), SECON will move into the Phase 6 / Gate 2 work area to begin milling and re-paving work.

During the anticipated 12-day work period, Alaska Airlines will continue to use the new Gate 4 PBB and the new Gate 5 PBB when it is not being used by Delta Air Lines. Alaska Airlines will also be able to hold short and ground-board at Gate 3 and ground-board at the new RON (Gate 6) if needed.

ID	Task Mode	Task Name	Duration	Start	Finish	Notes
1		JNU Rehab Apron - Gate Phasing	68 days	Sat 6/22/24	Wed 9/25/24	
2		Secon - 135 Apron	7 days	Sat 6/22/24	Mon 7/1/24	
3		Secon @ Gate 3	21 days	Mon 7/8/24	Mon 8/5/24	Gates 2, 4, 5 & 6 available. Ground loading at Gate 6
4		Secon @ Gate 2	12 days	Mon 8/5/24	Tue 8/20/24	Gates 3, 4, 5 & 6 available. Ground loading at Gate 3 & 6
5		Roger Hickel Construction - Gate 3 PBB	15 days	Wed 8/21/24	Tue 9/10/24	Gates 2, 4, 5 & 6 available. Ground loading at Gate 6
6		Secon @ 135 Apron	20 days	Tue 8/20/24	Sat 9/14/24	Gates 2, 3, 4, 5 & 6 available. Ground loading at Gate 6
7		Secon @ Alaska AirCargo	8 days	Mon 9/16/24	Wed 9/25/24	All Gates Available

Once the Phase 6 / Gate 2 work has been completed and accepted by JNU (estimated to occur on August 20, 2024), SECON will move into the Phase 9 and Phase 11 work areas to begin milling and re-paving work. During the anticipated 20-day work period, Alaska Airlines will continue to use the Gate 2 PBB, the new Gate 4 PBB and the new Gate 5 PBB when it is not being used by Delta Air Lines. Alaska Airlines will also be able to ground load at the new RON if needed. Alaska Seaplanes will move its apron operations to the north end of the 135 apron and U.S. Customs and Border Protection will continue to use the Aero Services ramp.

While SECON is working in the Phase 9 and Phase 11 work areas, Alaska Airlines / Roger Hickel will start work on the installation of the new PBB at Gate 3.

Primary project impacts to tenants, primarily Alaska Airlines, Delta Air Lines and Alaska Seaplanes, remain as follows:

- Alaska Airlines continues to deal with the situation in which they may not have enough gates when needed. They continue to work with Roger Hickel Contracting / SECON to adjust their Gate 3 and Gate 4 PBB replacement work scheduling to minimize impact to Alaska Airlines operations.
- Alaska Airlines continues to utilize the PBB's at Gate 2 and Gate 3 for their arrivals and departures. They also continue to hold short and ground-load at Gate 4 and use the new RON when it is available.
- Delta Air Lines continues to ground load at the new RON. They will shift their operations to Gate 5 as soon as the new PBB has been completed by Dawson Construction and accepted by JNU.
- Alaska Seaplanes is currently holding their flight operations to the south end of the 135 apron while SECON completes work within the Phase 8 work area. They will shift their flight operations to the north end of the 135 apron when SECON shifts into the Phase 11 work area.
- U.S. Customs and Border Protection has temporarily relocated their apron operations out of the 135-apron area to the Aero Services ramp. They will return as soon as SECON completes work in the Phase 9 and Phase 11 work areas.

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

At the writing of this report, JNU, DOWL and SECON are finalizing Construction Notice #15 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, of any temporary closures of TWY H and the Vehicle Service Road (VSR) and of any 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 addressed the elimination of the project asphalt markings in the 135 Apron from the project scope of work because Additive Alternate 1 (mill and pave the 135 apron) had been awarded. The revised engineers estimate for this work was a deduct of \$158,400. JNU has subsequently received and accepted a proposal from SECON, which identifies a **credit** in the amount of \$158,400.

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 engineer's estimate for this work was a deduct of \$224,930. JNU has subsequently received and accepted a proposal from SECON, which identifies a **credit** of \$231,130.00.

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. This work was determined to NOT be Airport Improvement Program (AIP) eligible because it represented an Owner initiated betterment to the contract documents.

JNU/DOWL has issued RFP 06 – UTS Milling in 135 Apron to SECON. This RFP changed the asphalt milling method in the 135 apron from uniform milling to UTS (profile) milling. This change will better address the reduction of the ponding within the asphalt surface. The engineer's estimate for this work was \$400,000. JNU has accepted SECON's proposal (addition of \$403,754.00) to complete this work. This work was determined to be AIP eligible by the Federal Aviation Administration (FAA).

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 (addition of \$64,760) from SECON. This work was determined to be AIP eligible by the FAA.

JNU/DOWL are currently working on the development of RFP 08 – Patch Asphalt. This RFP will be asking SECON to provide a proposal to mill and re-pave four small area (approximately 100 square feet each) of

asphalt paving within the surface of Runway 8-26. The initial engineer's estimate for this work is \$30,000. The FAA has provided a determination that this work will NOT be AIP eligible.

JNU/DOWL are currently working on the development of RFP 09 – Light Pole Bollards. This RFP will be asking SECON to provide a proposal to install four (4) owner furnished bollards around each of the six (6) new light poles that are being installed in the 121 Apron. This betterment followed the incident in which an Alaska Airlines baggage tug was driven into one of the new RON light pole bases. JNU does not yet have an engineer's estimate for this work, and the FAA has not yet provided a determination as to whether this work will be AIP eligible or not.



JNU/DOWL are currently working on the development of RFP 10 – Conduit Removal in 135 Apron. This RFP will be asking SECON to provide a proposal to remove one (1) abandoned 3-inch steel pipe conduit which was encountered in the 135 Apron. This pipe was found to have been placed directly under and within the asphalt paving, which was creating a large crack in the old asphalt surface. JNU does not yet have an engineer's estimate for this work, and the FAA has not yet provided a determination as to whether this work will be AIP eligible or not.



JNU/DOWL are currently working on the development of RFP 11 – Additional Tie-Down Removal. This RFP will be asking SECON to provide a proposal to remove additional tie-downs that have been found below the existing asphalt in the 135 Apron area. JNU does not yet have an engineer's estimate for this work, and the FAA has not yet provided a determination as to whether this work will be AIP eligible or not.

Pending RFP's:

- RFP to address drainage improvements adjacent to the asphalt test strip.

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.

Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS): No change since last report. 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