



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: July 24, 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:

Ground Source Loop Field System Modifications: Dawson Construction has begun work on the modifications to the terminal's loop field system per RFP 190R3.

Task 2: The work to furnish and install a side stream filter has been completed. This filter will be used to remove contaminants from the loop field's methanol heating medium.

Task 3: The work to 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 remains incomplete.

Task 4: The work to furnish and introduce methanol as necessary to bring the total building solution to the desired 15% methanol, 85% water by volume mixture remains incomplete.

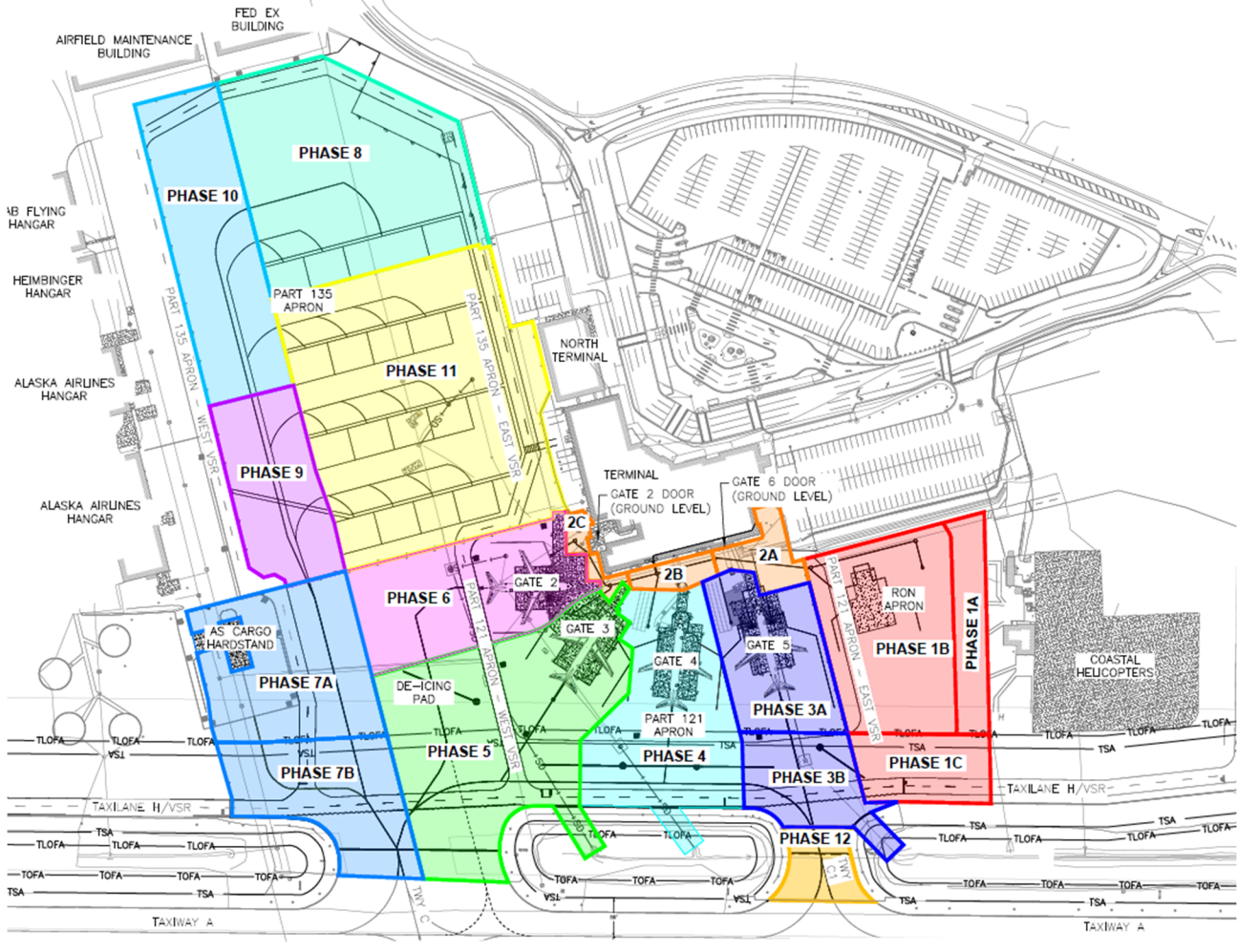
Task 5: The replacement flexible hoses for thirty (30) of the older heat pumps have been furnished to JNU Building Maintenance. The strainer baskets have not yet arrived in Juneau. Building Maintenance should receive their flush cart this coming week and will then begin work on the replacement of the new flexible hoses. This work remains incomplete.

Lighting Control Replacement: JNU has received Dawson Construction's revised proposal, in the amount of \$158,474.83, for RFP 183 – Lighting Control Replacement. This RFP will replace the failing lighting control equipment within the older portion of the terminal. This control equipment is no longer being supported by the manufacturer and the control of much of the interior and exterior lighting in this portion of the terminal is either being done manually or is being left on 24/7. JNU intends to accept this proposal pending receipt of the signed RFP from Dawson Construction.

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 24, 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, and the new light poles and fixtures will be installed in September of this year.



As of July 24, the new passenger boarding bridge (PBB) at gate 5 is being used daily by Delta Air Lines and by Alaska Airlines. The new PBB at gate 4 and the existing PBB at Gate 2 are being used daily by Alaska Airlines. The PBB at Gate 3 has been removed by Alaska Airlines / Roger Hickel and the Gate 3 apron (Phase 5 work area) remains closed to all aircraft. The new RON (gate 6) remains available and is being used on an as-needed basis.

The temporary pedestrian corridor remains in place to guide/contain passengers between the Terminal's Gate 6 ground-loading door and the new RON. JNU's mobile boarding ramp and Alaska Airlines air-stair unit remain staged to facilitate ground loading operations.

SECON is currently working on milling the existing asphalt paving in the Phase 5 (Gate 3) area in preparation for the subsequent regrading and re-paving work. Work in this area includes the installation of new storm drain catch basins and culverts. The timing of the work in the Phase 5 work area has been coordinated with Alaska Airlines / Roger Hickel who are also now working on the replacement of the Gate 3

PBB. SECON's current schedule calls for the new paving and new lead-in / gate markings work in the Phase 5 work area to be completed on August 5. At that time, the Gate 3 apron will be used by Alaska Airlines for ground boarding.

Upon the completion of the work in the Phase 5 (Gate 3) work area, SECON will then 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.

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 resume use of the Gate 2 PBB and 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 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.

While the work continues in the Phase 5 (Gate 3) work area, the primary project impacts to tenants (Alaska Airlines, Delta Air Lines, Alaska Seaplanes and U.S. Customs and Border Protection) remain as follows:

- Alaska Airlines will continue to utilize the PBBs at Gate 2, Gate 4 and Gate 5. If needed, Alaska may continue to ground load at the new RON.
- Delta Air Lines will continue to utilize the new PBB at Gate 5. If needed, Delta may continue to ground load at the new RON.
- Alaska Seaplanes will continue to stage their flight operations on the north end of the 135 apron, using the new (permanent) aircraft parking boxes.
- U.S. Customs and Border Protection will continue to utilize the Aero Services ramp for their apron operations. They will return to the 135 apron as soon as SECON completes work in the Phase 9 and Phase 11 work areas.

At the writing of this report, JNU, DOWL and SECON are finalizing Construction Notice #18 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 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 ay 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 has issued RFP 08 – Patch Asphalt to SECON. This RFP asked for a proposal to mill and re-pave four small areas (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 has not yet received SECON's proposal for this work.

JNU/DOWL has issued RFP 09 – Light Pole Bollards to SECON. This RFP asked for 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 and five (5) bollards around the new electrical panels / disconnects at the Gate 5 PBB. The initial engineer's estimate for this work is \$44,660. The FAA has provided an initial determination that this work WILL be AIP eligible. JNU has not yet received SECON's proposal for this work.

JNU/DOWL has issued RFP 10 – Conduit Removal in 135 Apron to SECON. This RFP asked for 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. The initial engineer's estimate for this work is \$6,600. The FAA has not yet provided a determination as to whether this work will be AIP eligible or not.

JNU/DOWL has issued RFP 11 – Conduit Repair to SECON. This RFP asked SECON for a proposal to install a patch to seal a crack that was found in an old existing cementitious conduit that was encountered within the Phase 5 work area. The initial engineer's estimate for this work is \$550. The FAA has not yet provided a determination as to whether this work will be AIP eligible or not.

JNU/DOWL has issued RFP 12 – Vault Drain Repair. This RFP asked SECON for a proposal to re-route an existing 6-inch vault drainpipe and extend it to daylight into the infield. The initial engineer's estimate for this work is \$3,720. 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 13 – 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): JNU has submitted the design grant application and HDR Engineering's revised fee proposal to the FAA for approval. 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: Dawson Construction has reported that a representative from Carlisle SynTec Systems inspected the roof installation during the first week of July 2024, and that a small list of recommended corrections was generated from this inspection. Dawson Construction is currently working on these corrections. This work has not yet been completed and continues to be done at no cost to JNU. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty for this new installation. Dawson Construction has indicated that they do not yet know whether Carlisle will want to conduct a re-inspection or if they will accept photos of the new work in lieu of re-inspection.

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