

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, APRIL 9, 2019
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of March 12, 2019

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

VII. NEW BUSINESS

A. AKOSH Purchases for Mitigation/in-Lieu of Fines. Staff proposes to purchase a Toro Workman GTX2 utility vehicle (quad vehicle) for Terminal Maintenance staff to use to take garbage to the relocated compactor; it has 800lb on-board cargo capacity, plus 1,000lb towing capability. At approximately \$19,000, this vehicle will satisfy over half of the recent AKOSH penalty--without a vehicle, the disposal routine could become unmanageable. Staff is also researching tow-behind trailers, so that an entire trash disposal can be done in one run. Funding will be from Fleet Reserve.

Staff is also researching tow-behind FOD mats in the \$10K range as well as First-aid/defibrillator stations for the new sand/chemical facility that would total the costs of the in-lieu of fines.

Board Motion: *“Approve the purchase of the Toro Workman GTX2, estimated at \$19,000 for in-lieu of Alaska Occupational Safety and Health penalty; funding provided through the Airport’s Fleet Reserve.”*

B. Passenger Facility Charge 9 (PFC9) Appropriation. Appropriation of PFC9 collections is being done year-by-year, so that it can approximate the actual cash flow. The calendar year (CY) 2019 appropriation includes some residual amounts from fiscal year (FY) 18 and FY19 collections, as well as the anticipated FY20 collections. Total CY2019 appropriation is \$1,150,367, to these CIPs:

Rehabilitate Runway:	\$713,745
Terminal Reconstruction:	\$214,634
Taxiway A, E, D-1	\$200,000
Sand/Chemical/Fuel Facility Construction:	\$ 21,988

The Runway Rehab and Sand/Chemical funds will reimburse the forward-funding (from Terminal CIP, Fund Bal, and revolving CIPs) used on these projects.

Board Motion: *“Approve the appropriation of Passenger Facility Charge #9 collections in the amount of \$1,150,367 to Airport Capital Improvement Projects as follows: Rehabilitate Runway \$713,745, Terminal Reconstruction \$214,634, Taxiway A, E, D-1 \$200,000, and Sand/Chemical/Fuel Facility Construction \$21,988; and forward to the Assembly for appropriation.”*

C. Capital Improvement Program (CIP) Funds Transfer to Terminal Project. As staff works on the funding matrix for the Terminal Reconstruction project with the City Finance Department, the Airport has some preliminary work that has to be done prior to demolition, and before the project is out for bid. New electrical service (AEL&P) must be brought in from the east to serve the terminal; a reimbursable services agreement with the Federal Aviation Administration (FAA) must be funded to relocate Air Traffic Control (ATC) equipment; and preparations must be made for phasing the temporary office/relocation of tenants, as well as relocation of the terminal back-up generator and electrical panels. The cost of these activities is estimated at \$1.5M. With \$214,634 coming from the PFC9 appropriation above, \$1,285,759 is still needed. Staff proposes the following two transfers to fully fund these activities:

1. Staff requests Airport Board approval to use the CIP Revolving account (\$722,000 available) in the amount of \$675,000 to partially forward fund this preliminary work until the general obligation bonds are packaged/sold in August 2019, whereupon the funds can be reimbursed.

Board Motion: *“Approve the transfer of \$675,000 from the Airport Capital Improvement Revolving account to the Terminal Reconstruction project, to be reimbursed upon bond appropriation, anticipated in August 2019.”*

2. In FY15, Sales Tax funds in the amount \$610,759 were transferred from the Terminal project to the Runway project to match an FAA construction grant, with the explicit intent to repay upon appropriation of replacement funding to the Runway project. The 2019 PFC9 appropriation (item B.) includes those replacement funds (a portion of the \$713,745 PFC appropriation, above). The Terminal project can be reimbursed through a Transfer.

Board Motion: *“Approve the repayment of the Terminal Reconstruction project through a transfer of \$610,759 from the Runway Rehabilitation CIP, upon appropriation of the 2019 PFC9 funds.”*

D. Airport Manager’s Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balances (Attachment #1). Attached are the monthly AFB and CIP balances. The latest balances reflect the transfer/use of \$675,000 of forward-funding from the CIP Revolving account to the Terminal Reconstruction Project, discussed above.

2. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineer Project Reports:

- FAA Compliance Land Use/Financial Letter (January 2019). The Airport has not had a response back from the FAA. Staff will continue to work on the compliance items and bring items back to the Board for updates or action as necessary.
- Staff is looking at paving the Recycled Asphalt Pavement (RAP) area between the east end terminal and Coastal Helicopters. This is the only unpaved section in that area. This area has been an on-going problem for Foreign Object Debris (FOD) for both the helicopter operations and air carrier jet operations. This will be exacerbated once temporary Taxiway H is used during the Taxiway A rehabilitation. The FAA will not fund this paving. Staff is looking at a supplemental agreement and hope to have information by the May Board meeting.
- The Airport went on record in support of the TSA Law Enforcement Officer (LEO) Reimbursable funding to continue funding efforts. This letter went through Congressman Young's office.
- The Airport, through ACI-NA, also went on record with the FAA to show our support/need to raise the PFC caps. This was discussed during hearings on Capitol Hill.
- State of Alaska Department of Environmental Conservation (ADEC) has responded to ADEC letter regarding Aqueous Film Forming Foam (AFFF) contamination. Staff hopes to start the initial site testing within the next month and know what next steps, if any, will be needed.
- AKOSH citation mitigation and safety purchases of \$34,000 in-lieu of penalties was approved by AKOSH. The first purchase will be for a quad vehicle (4-wheeler), discussed above if approved by the Board. Staff will continue to advise the Board as other items are procured. Staff is currently getting quotes on a FOD Boss for collecting on the runway, as well as procuring the First-aid stations for the sand/chemical facility.
- Marine Engineers' Beneficial Association (MEBA) union negotiations began March 5, 2019 (3-year contract). Contract negotiations continue.
- The Airport's annual budget presentation to the Assembly Finance Committee is scheduled for 5:30 p.m., Wednesday, April 10, 2019, in the Assembly Chambers.
- Exit Lane System funding has been approved. Staff is working on procurement/bidding of the system. Due to timing, this will be installed after the busy summer season.
- Badging system upgrades are further delayed due to technical infrastructure delays with Millennium Corporation. The Airport will postpone the upgrades until after the busy summer season.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, and the City & Borough of Juneau.
- Project Labor Agreements (PLAs). During a review with the City Manager, Engineering/Public Works Director and Airport Manager, it was determined that both of our upcoming large projects: Taxiway A, E, D-1 project, and the Terminal Reconstruction project will use PLAs.
- Terminal Reconstruction

- Staff and Board Chair Epstein met with Juneau Commission on Sustainability (JCOS) on April 3 to discuss the draft analysis on Leadership in Energy and Environmental Design (LEED) costs and matrix of achievable points. Based on the parameters of the LEED Ordinance, JCOS could not recommend the exemption of LEED for this project, but they will go on record with their deliberations as well as a recommendation for the CBJ to assist with \$135,000 in LEED pre-requisite costs. This matter will go before the Assembly for consideration.
- Community Development Department (CDD) project review and Conditional Use permit passed on the Planning Commission's consent agenda on March 26, 2019. This will now move to the Assembly.
- Call for Artists (CFA) is on the street and submittals are due April 4, 2019. The Art Committee plans to review submittals the week of April 15, dates TBD depending on the number of submittals to review.
- Terminal Design in progress
- FAA equipment relocation; reimbursable agreement with FAA is in review. Pre-construction funding is discussed in Section VII. C., above.
- Gift Shop relocation. A letter has gone out to the Gift Shop concessionaire to give options of reduced space or discontinue operations during construction. The contract with the Gift Shop has been under short-term renewals, knowing that construction would be impacting their operations. The intent was to review the gift shop operations and solicit for a new Request for Proposals (RFP) commensurate with the new terminal.
- U.S. Customs space requirements
- FAA office space requirements
- Temporary relocation and phasing
- Review of leases and contracts affected by construction
- Reconfiguration of lobby space/check-in kiosks for Alaska Airlines
- Bond package for total project with CBJ Finance Director
- PFC9 Amendment for Bond interest (see CIP discussion, above)
- Taxiway A, E and D-1 Construction. The Airport will begin the two-year construction on the rehabilitation/relocate and lighting of Taxiway A, E and D-1. There will be a lot of information and NOTAMs issued. This will cause a lot of congestion on the ramps and require a lot of coordination with contractor, staff, Air Traffic and air carriers. The design documents are 95% design review at this time with the hopes of getting the bids out this summer. Both the Taxiway and Terminal projects will consume a tremendous amount of staff time as construction begins.
- CBJ Title 49 (Jordan Creek Greenbelt) allowance to limb/clean-up around the creek. This goes hand-in-hand with the restoration grant project with Southeast Alaska Watershed Coalition.
- Tenant Insurance reminders continue to be sent out. Several certificates have lapsed in our records.
- Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting discussions with FAA.

Staff submitted permit continuance requests to State and Corps of Engineers to keep current.

- Snow Removal Equipment Acquisition is on-going. The plow/broom combo trucks have arrived and the Airfield crew is familiarizing themselves with the equipment along with the manufacturer representative training.
- Elevator contingency protocol
- Maintenance programs refinement (roofs, heat pump equipment, etc.)
- Staff Training Programs (safety and health) for AKOSH. Staff met with CBJ Safety Officers to see if some of the mandatory training for AKOSH (Fall Protection) will be offered through the CBJ.

3. Airport Project Manager Report (Attachment #2)

4. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Assembly Finance Committee, 5:30 p.m., April 10, 2019, Assembly Chambers

B. Airport Board, 6:00 p.m., May 14, 2019, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1

AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
			(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimbur
			(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimbur
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
					(\$136,000)	*FY19 contribution to balance proposed budget
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$3,210,558					<i>represents usable amount/available fund cash</i>

* varies by budget year

ATTACHMENT #1

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16			(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14			(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15			(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18			(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$675,000)		Terminal Reconstruction Prep/construct desgin forwar fund
	\$47,346				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Capital Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto
Airport Manager

FROM: Mike Greene
JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: April 4, 2019

Project specific summaries of project status and activity are presented below.

Runway Safety Area (RSA) Expansion Phase IIC: The project Contractor (SECON) has remobilized and has resumed work operations in the Northeast Development Area (NEDA). Crews have completed work on the installation of the pre-cast bases for the 36 new aircraft tie-downs, and continue to place, compact and final grade the D-1 base course in the new aircraft tie-down area. Crews are also working to complete the installation of the structural section between the new tie-down area and Taxiway E1 and to remove the obsolete edge lighting on the east side of Taxiway E1. This will allow aircraft to taxi directly off of Taxiway E1 into the new tie-down area. A NOTAM (Notice to Airmen) is currently in place for this work, and an updated NOTAM will be put in place to address temporary edge lighting outages as the old light cans are being isolated and removed.

SECON has re-started their temporary asphalt batch plant and plan to start work on the installation of the 10-inches of asphalt paving within the large NEDA tie-down area on Thursday, May 2. SECON has also returned to the Northwest Development Area (NWDA) to resume work operations. Work to replace Gate E has begun, and JNU will position a gate guard at the temporary gate and detour on a 24/7 basis until the new gate is installed, tested and accepted. The new Gate is scheduled to be complete on Friday, April 26.

SECON will also be resuming work on the removal of the last of the asphalt paving within the work limits and on the removal of the aircraft tie-downs located on the south side of the Block I hangars. This work will begin this week, with work scheduled through to completion on the third week of June.

SECON will also be starting work on the installation of the trench drain and on the replacement asphalt paving along the south side of the Block M hangars during the first week of June. JNU has issued a notification to hangar tenants and to aircraft owners advising them of this upcoming work.

The project remains on track for all work to be Substantially Complete on or before July 30, 2019.

ATTACHMENT #2

Recent modifications to the Runway Safety Area “RSA” Phase 2C scope of work include the following:

A. **RFP No. 008 – Drainage Improvements in Work Area 4B:** The work associated with this RFP will extend the trench drain that is to be installed per the contract so that it extends along the entire south side of the Block M hangars. This drainage improvement work was deemed Airport Improvement Program (AIP) eligible by the Federal Aviation Administration (FAA). Work will also include the replacement of all of the asphalt paving located between the hangar and the trench drain.

B. **RFP No. 009 –NWDA Electrical Revisions:** The work associated with this RFP will revise the electrical feed for the new sump pump at the NWDA aircraft wash-down, and introduce a series of two-inch direct bury conduit runs below the new Northwest (NW) Taxilanes 1, 2 and 3 to facilitate future site lighting development within the NWDA.

C. JNU has also contracted with AEL&P to install a series of four-inch direct bury conduit runs below NW Taxilanes 1, 2 and 3 to facilitate future power and telecommunication development within the NWDA.

D. **RFP No. 011 – NEDA Work Reduction:** The work associated with this RFP eliminates the removal of the existing temporary access road that runs along the south side of the NEDA from the current contract with SECON. This road will be needed to facilitate the completion of the upcoming Taxiway A-D1-E project. This work reduction will eliminate the installation of nearly 15,000 cubic yards of topsoil.

As the engineers of record, DOWL continues to provide construction administration and inspection services for this work.

Float Pond Improvements: The water level within the float plane pond reached the 15.5-foot mark in mid-March, and the pond was re-opened to float plane operations on the afternoon of Friday, March 29. The construction and backfilling around the new cast-in-place concrete valve vault has been completed, and the Contractor, Southeast Earthmovers, has completed work on rehabilitating the flapper gate assembly, on the restoration of the east bank of the Emergency Vehicle Access Road (EVAR) and on the re-installation of the permanent security fencing. Work which remains includes the placement and final grading of the D-1 base course, asphalt paving, installation of the 36-inch valve and actuator, and electrical start-up and testing.

The Substantial Completion inspection occurred on March 29, 2019 and a project punch list has been issued to Southeast Earthmovers.

As the engineers of record, PND Engineers continues to provide construction administration and inspection services for this work.

ATTACHMENT #2

Taxiway A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: PDC Engineers has released the 95% set of design documents for internal review by the design team and for peer review. JNU is conducting a simultaneous over-the-shoulder review of these documents in an attempt to speed up the overall review process. PDC's current document delivery schedule has the design documents reaching the 100% complete stage at the end of June with delivery to JNU on July 1.

The 95% Construction Safety and Phasing Plan (CSPP) has been reviewed and approved by the FAA.

PDC Engineers continues to coordinate directly with JNU and with the FAA on the development of the technical specifications. JNU is currently working on the development of the Division 0 and Division 1 front end specifications.

JNU is currently working with City & Borough of Juneau (CBJ) Engineering on the development of the Request for Proposals (RFP) language that will be used to obtain proposals from qualified consultants to provide limited Contract Administration and Inspection (CA&I) services during the construction phase of the project.

The goal now is to release this project for competitive bid in July 2019.

Ward Air Hangar Expansion: JNU has had no recent involvement in the development/review of the conceptual design for the new hangar that will be located on Lots 15, 16, 17 and 18 of Block K.

Fed-Ex Expansion: JNU has submitted an environmental Categorical Exclusion request to the FAA for this project. The FAA has not yet responded to this request. R&L Leasing, Inc. has submitted a tenant improvement request, which remains under review.

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

Parking Lot Repairs: This last winter was hard on the asphalt paving in the various public parking lots, as well as on the paving within the rental car parking lot. Existing pot-holes have gotten bigger and new pot-holes have appeared. Many areas within these asphalt paving installations are exhibiting "alligating" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.

ATTACHMENT #2

APRIL 1, 2019 - NOTICE OF ON-GOING CONSTRUCTION OPERATIONS:

The following represents the most current schedule for the construction work that is to be completed this spring by SECON-Arete Construction-Ever Electric within the NWDA as part of the continuation of the RSA Phase2C Re-Bid project.

WORK AREA 1 – Development of NW Taxilanes 1, 2 and 3 and Small Aircraft Washdown:

Week of April 8 to April 13:

Wednesday April 10: Set up temporary barricades, put SWPP measures in place, resume asphalt removal operations.

Friday April 13: Start electrical demolition associated with the development of the new taxilanes.

Tuesday April 30: Start work on the placement of sub-base material.

Wednesday May 1: Start work on the placement of D-1 base course.

Wednesday May 22: Start work on asphalt paving.

Thursday May 23: Complete work on asphalt paving.

NOTE: SEE ATTACHED NWDA DEMOLITION PLAN. The asphalt removal and replacement work will impact some of the Block G, Block H and Block I hangar tenants. Access into and out of hangars will be limited or not possible until the work has been completed. The direct taxilane (NW Taxilane 1) to Taxiway B1 will remain closed. Aircraft must continue to use the taxilane by Aero Services to access Taxiway B2.

WORK AREA 2 – Removal of Recycled Asphalt Product (RAP) and Installation of Aircraft Tie-Downs and Asphalt Paving:

Wednesday April 10: Set up temporary barricades, put SWPP measures in place, resume asphalt removal operations.

Monday April 22: Start work on the removal of the existing aircraft tie-downs within the apron on the south side of the Block I hangars.

Monday April 22: Start work on the installation of drainage culvert at the west end of the Block I hangars.

Monday June 10: Start work on the installation of the trench drain on the south side of the Block I hangars.

Saturday June 29: Start work on the placement of sub-base material.

Monday July 1: Start work on the placement of D-1 base course.

Tuesday July 2: Start work on asphalt paving.

Wednesday July 3: Complete work on asphalt paving.

Saturday July 6: Start work on installation of concrete collars on new tie-downs.

Friday July 12: Paint all new markings.

NOTE: SEE ATTACHED NWDA DEMOLITION PLAN. The asphalt removal and replacement work, as well as the drainage improvement work will impact the south facing Block I hangar tenants. Access into and out of hangars will be limited or not possible until the work has been completed. The direct taxilane (NW Taxilane 1) to Taxiway B1 will remain closed. Aircraft must continue to use the taxilane by Aero Services to access Taxiway B2. The use of the apron and aircraft tie-downs on the south side of the Block I hangars will also be affected by the tie-down replacement work and by the asphalt paving work.

ATTACHMENT #2

WORK AREA 3 – Replacement of Gate E:

Work has begun on the construction of a temporary detour that will be used while Gate E is being removed and replaced.

Monday April 15: Start of gate replacement work.

Monday April 22: Gate E work completed.

NOTE: GATE E access and egress will be affected by this work. All traffic will be routed through the detour and temporary gate. The temporary gate will be open and manned with a gate guard between the hours of 7:00 am and 10:00 pm until the end of the day on Sunday April 21. The temporary gate will be closed and locked between the hours of 10:00 pm and 7:00 am during these 7 days. Emergency access or egress may be obtained by coordinating with CBJ Police at 586-0899.

In all work areas, SECON will attempt to maintain the schedules as outlined above and will attempt to work with tenants to maintain access into their hangars. It must be understood that SECON has a job to complete and that they may not be able to comply with every request by tenants to facilitate access into or out of hangars. Tenants are urged to work out alternative aircraft storage and/or tie-down locations as may be needed.

For questions or concerns on the overall RSA Phase 2C project, please contact;

Mike Greene – JNU Airport Project Manager

Ph: 907-586-0453

Cell: 907-321-3804

Mike.Greene@jnuairport.com

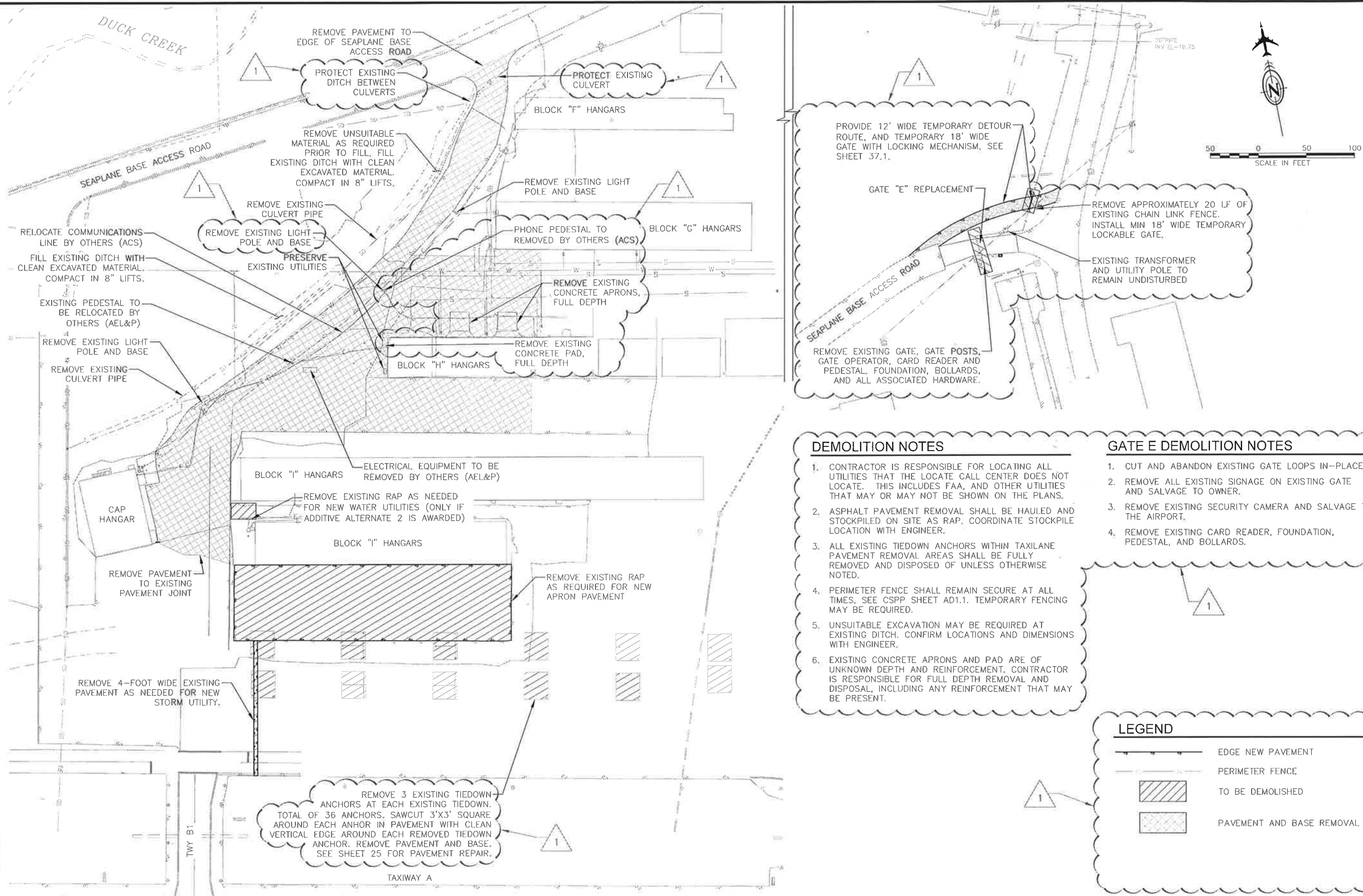
For questions or concerns on day-to-day construction operations, hangar access or work scheduling, please contact;

Maureen Hansen – Project Superintendent – SECON

Ph: 907-780-5154

Cell: 907-723-8312

mhansen@colaska.com



DEMOLITION NOTES

1. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES THAT THE LOCATE CALL CENTER DOES NOT LOCATE. THIS INCLUDES FAA, AND OTHER UTILITIES THAT MAY OR MAY NOT BE SHOWN ON THE PLANS.
2. ASPHALT PAVEMENT REMOVAL SHALL BE HAULED AND STOCKPILED ON SITE AS RAP. COORDINATE STOCKPILE LOCATION WITH ENGINEER.
3. ALL EXISTING TIEDOWN ANCHORS WITHIN TAXILANE PAVEMENT REMOVAL AREAS SHALL BE FULLY REMOVED AND DISPOSED OF UNLESS OTHERWISE NOTED.
4. PERIMETER FENCE SHALL REMAIN SECURE AT ALL TIMES. SEE CSPP SHEET AD1.1. TEMPORARY FENCING MAY BE REQUIRED.
5. UNSUITABLE EXCAVATION MAY BE REQUIRED AT EXISTING DITCH. CONFIRM LOCATIONS AND DIMENSIONS WITH ENGINEER.
6. EXISTING CONCRETE APRONS AND PAD ARE OF UNKNOWN DEPTH AND REINFORCEMENT. CONTRACTOR IS RESPONSIBLE FOR FULL DEPTH REMOVAL AND DISPOSAL, INCLUDING ANY REINFORCEMENT THAT MAY BE PRESENT.

GATE E DEMOLITION NOTES

1. CUT AND ABANDON EXISTING GATE LOOPS IN-PLACE.
2. REMOVE ALL EXISTING SIGNAGE ON EXISTING GATE AND SALVAGE TO OWNER.
3. REMOVE EXISTING SECURITY CAMERA AND SALVAGE TO THE AIRPORT.
4. REMOVE EXISTING CARD READER, FOUNDATION, PEDESTAL, AND BOLLARDS.

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Anchorage Area 278-3121
Statewide 800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted individually.

WH	7/23/18	ADDENDUM NO. 3	SCALE	Wesley A. Holden 9/06/2018 CE 120569 REGISTERED PROFESSIONAL ENGINEER	PLAN PREPARED BY: DOWL #AECL848 5368 Commercial Boulevard Juneau, Alaska 99801 907-780-3533	JUNEAU INTERNATIONAL AIRPORT JUNEAU, ALASKA RSA IMPROVEMENTS - PHASE 2C CONTRACT NO. BE18-213 / AIP NO. 3-02-0103-073-2017 NWDA DEMOLITION PLAN	SHEET
BY	DATE	REVISIONS	HORZ. SCALE VERT. SEE GRAPHIC W.O. NO. 1123.62033.02 FILE NO.				8.1
							46

ATTACHMENT #2

WORK AREA 1 NOTES

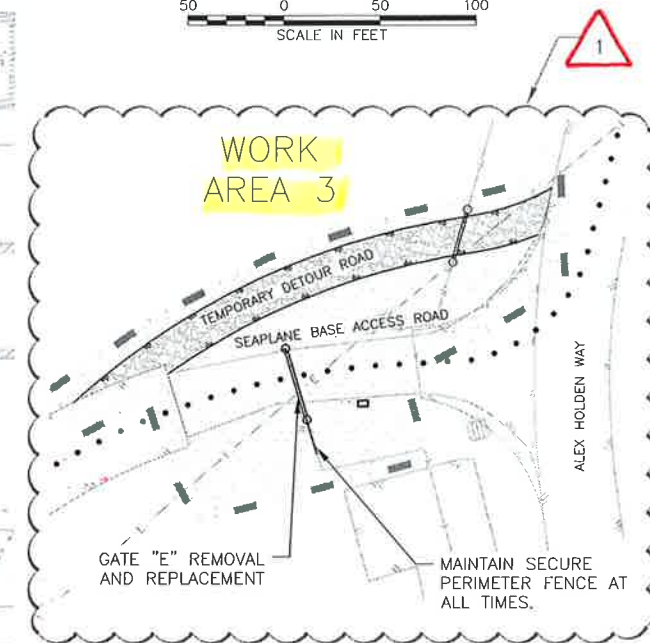
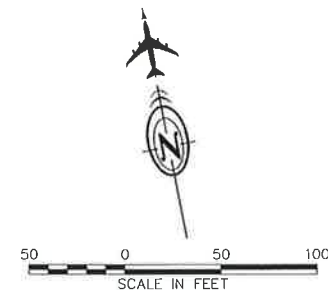
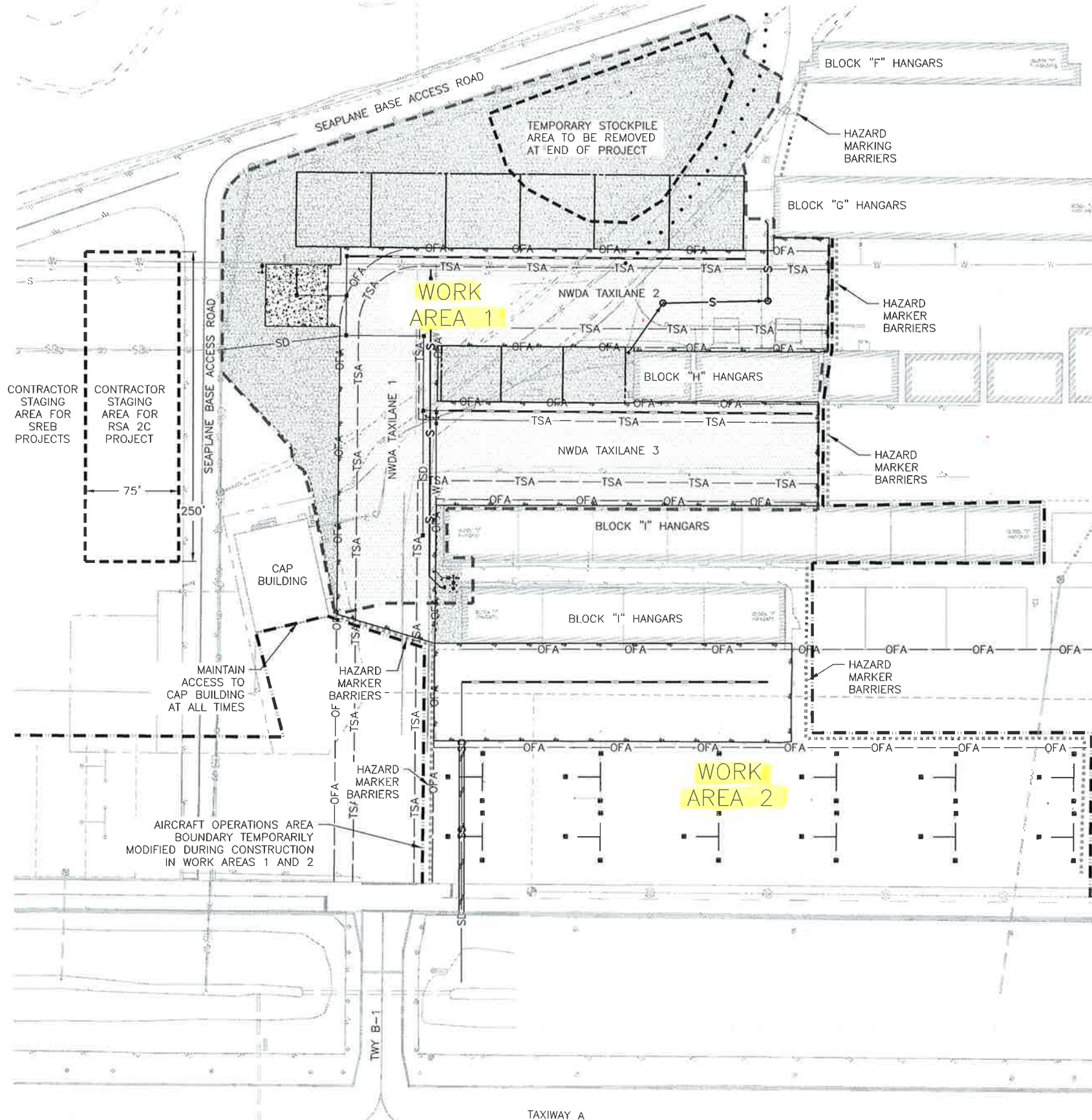
1. THIS WORK AREA IS WITHIN THE AIRCRAFT OPERATIONS AREA, AND INSIDE EXISTING OPERATIONAL AREAS. THE FOLLOWING WORK IS INCLUDED IN WORK AREA 4:
 - A. REMOVE PAVEMENT AND PERFORM DEMOLITION WORK.
 - B. INSTALL NEW STORM DRAIN UTILITIES.
 - C. INSTALL NEW WATER AND SEWER UTILITIES (ADD ALT 1).
 - D. CONSTRUCT AND PAVE NWDA TAXILANES.
 - E. INSTALL RAP.
2. BEFORE BEGINNING WORK IN THIS AREA, THE CONTRACTOR SHALL COMMUNICATE ALL CONSTRUCTION WORK NEEDED WITH THE PROJECT ENGINEER AND ASCO A MINIMUM OF 48 HOURS IN ADVANCE.
3. DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND ASCO OF CHANGED CONDITIONS THAT MIGHT CHANGE A NOTAM. ALL CHANGES TO THE WORK SCHEDULE SHALL BE COMMUNICATED WITH THE PROJECT ENGINEER AND ASCO.
4. THE CONTRACTOR SHALL GIVE THE PROJECT ENGINEER AND ASCO A MINIMUM 5 DAY NOTICE PRIOR TO BEGINNING WORK IN FRONT OF EXISTING HANGAR DOORS.
5. ONCE THE CONTRACTOR HAS COMPLETED ALL TASKS WITHIN THIS WORK AREA, ALL TEMPORARY BARRIERS AND OTHER EQUIPMENT SHALL BE REMOVED FROM THE AREA. ONCE COMPLETED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND ASCO.

WORK AREA 2 NOTES

1. THIS WORK AREA IS WITHIN THE AIRCRAFT OPERATIONS AREA, AND INSIDE EXISTING OPERATIONAL AREAS. THE FOLLOWING WORK IS INCLUDED IN WORK AREA 2:
 - A. REMOVE PAVEMENT AND PERFORM DEMOLITION WORK.
 - B. CONSTRUCT APRON PAVEMENT.
 - C. APPLY PAVEMENT MARKINGS.
2. BEFORE BEGINNING WORK IN THIS AREA, THE CONTRACTOR SHALL COMMUNICATE ALL CONSTRUCTION WORK NEEDED WITH THE PROJECT ENGINEER AND ASCO A MINIMUM OF 48 HOURS IN ADVANCE.
3. DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND ASCO OF CHANGED CONDITIONS THAT MIGHT CHANGE A NOTAM. ALL CHANGES TO THE WORK SCHEDULE SHALL BE COMMUNICATED WITH THE PROJECT ENGINEER AND ASCO.
4. THE CONTRACTOR SHALL GIVE THE PROJECT ENGINEER AND ASCO A MINIMUM 5 DAY NOTICE PRIOR TO BEGINNING WORK IN FRONT OF EXISTING HANGAR DOORS.
5. ONCE THE CONTRACTOR HAS COMPLETED ALL TASKS WITHIN THIS WORK AREA, ALL TEMPORARY BARRIERS AND OTHER EQUIPMENT SHALL BE REMOVED FROM THE AREA. ONCE COMPLETED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND ASCO.

LEGEND

- x-x-x- TEMPORARY FENCING
- HAZARD MARKING BARRIER
- SD PROPOSED STORM DRAIN UTILITY
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- HAUL ROUTE
- AIRCRAFT OPERATIONS AREA BOUNDARY
- WORK AREA 1 BOUNDARY
- WORK AREA 2 BOUNDARY
- WORK AREA 3 BOUNDARY
- TEMPORARY RAP ROAD
- TEMPORARY STOCKPILE BOUNDARY



WORK AREA 3 NOTES

1. THIS WORK AREA IS OUTSIDE THE AIRCRAFT OPERATIONS AREA. THE FOLLOWING WORK IS INCLUDED IN WORK AREA 3:
 - A. REMOVE EXISTING GATE AND ASSOCIATED EQUIPMENT.
 - B. INSTALL NEW GATE AND ASSOCIATED EQUIPMENT.
2. BEFORE BEGINNING WORK IN THIS AREA, COMMUNICATE ALL CONSTRUCTION WORK NEEDED WITH THE ENGINEER AND ASCO A MINIMUM OF 48 HOURS IN ADVANCE.
3. DURING CONSTRUCTION, NOTIFY THE ENGINEER AND ASCO OF CHANGED CONDITIONS THAT MIGHT CHANGE A NOTAM. ALL CHANGES TO THE WORK SCHEDULE SHALL BE COMMUNICATED WITH THE ENGINEER AND ASCO.
4. MAINTAIN A SECURE PERIMETER FENCE AT ALL TIMES. TEMPORARY FENCING SHALL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO ENSURE A CONTINUOUS BARRIER EXISTS IN THE AIRPORT PERIMETER FENCE.
5. ONCE THE CONTRACTOR HAS COMPLETED ALL TASKS WITHIN THIS WORK AREA, ALL TEMPORARY BARRIERS AND OTHER EQUIPMENT SHALL BE REMOVED FROM THE AREA. ONCE COMPLETED, NOTIFY THE PROJECT ENGINEER AND ASCO.

WH	7/23/18	ADDENDUM NO. 3
BY	DATE	REVISIONS

SCALE
HORZ. SCALE
VERT. SEE GRAPHIC
W.O. NO. 1123-62033.02
FILE NO.

PLAN PREPARED BY:
DOWL
#AECL848
5368 Commercial Boulevard
Juneau, Alaska 99801
907-780-3533



JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
RSA IMPROVEMENTS - PHASE 2C
CONTRACT NO. BE18-213 / AIP NO. 3-02-0103-073-2017
CONSTRUCTION SAFETY PHASING PLAN
NWDA CONSTRUCTION PHASING

AD1.1
AD3

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of March 2019 Activity

DATE: April 4, 2019

Sand/Chemical Building & Fueling Station. Foundation work continued through March. The early spring thaw has allowed substantial amounts to foundation and ground work to be completed. Progress meetings are now proceeding on a weekly basis.

Terminal Reconstruction. The LEED certification analysis continued through March, and the Juneau Commission on Sustainability (JCOS) considered the Airport's request to apply the ordinance's exception on March 3, 2019. The motion to support the Airport's request failed, but in a separate motion, JCOS encouraged the CBJ Assembly to provide additional funding to offset some of the costs associated with LEED certification. JNU staff will now work with the City Manager and CBJ Assembly to consider the request to apply the exception.

Design Development phase of the project began in March, and design services also began for a separate electrical construction bid package. The electrical work will also facilitate the Federal Aviation Administration's (FAA) work associated with relocating Air Traffic Control Tower equipment. This construction contract is scheduled to begin bidding in early June. Alaska Electric Light & Power will extend a new service at the east end of the terminal building that will be done alongside the electrical construction contract. These projects will establish new systems for the terminal so that demolition of the old structure can occur without affecting electrical power needs throughout construction.

Maintaining the 70 (federal funding) to 30 (non-federal funding) ratio for the project funding continues to be challenging due to the scope of non-eligible components of the project. During Schematic Design, the Gift Shop (approximately 1,064sf) was located on the ground floor, next to the Part 135 passenger service counters. Removing dedicated space for a gift shop from the program would open up this area for Part 135 Lobby while preserving the long term use of this space for possible future expansion of Part 135 services. It also makes construction of this space eligible for federal funding, which helps to maintain the 70/30 funding ratio. The lease for the gift shop has expired and a new Request for Proposals (RFP) is due. Given the long-term (per Terminal Master Plan) location for a gift shop on the second floor, JNU staff is considering the option of the retail kiosk model that is used in many airports for the new RFP. Such kiosks do not incorporate permanent walls and can be adapted to available spaces.

The Call for Artists (CFA) was advertised throughout March. The Art Panel will begin reviewing proposals on April 15, 2019.

The temporary office plan for staff and tenants affected by upcoming terminal construction continued to be reined in during March, and reviews with affected tenants have begun.

ATTACHMENT #3

Project Closeouts. The Gate 2 Passenger Boarding Bridge and the Airfield Rescue and Fire Fighting (ARFF) Building Modifications projects are currently in closeout phase.

Other projects worked on by architectural projects staff during February included:

- Completed the first round of surplus equipment auctioning. Additional auctions are being scheduled.
- Continued design work for a new secure exit lane system.
- Continued work on the Disadvantaged Business Enterprise (DBE) program.



Sand & Chemical Building, looking northeast