



AIRPORT BOARD AGENDA

June 08, 2023 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNLd2p1OFI3TnY3NUpKa3BRQmFidzO9>

or Dial: 1-833-548-0276,

Meeting ID: 828 5699 5400, Passcode: 697369

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962

BY 3:00 PM ON JUNE 7, 2023

- A. CALL TO ORDER
- B. ROLL CALL
- C. APPROVAL OF MINUTES: May 11, 2023
- D. APPROVAL OF AGENDA
- E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- F. UNFINISHED BUSINESS

1. **TEMSCO Helicopters Request for Wastewater Tie-in (Attachment #1).** This is a continuation from the May 11, 2023, Airport Board meeting in which the Board tabled it pending further information and discussion. TEMSCO has formally requested to have wastewater extended to their lease lots. When the Airport developed the Northeast Development Area (NEDA), the plan was to bring utilities in and allow TEMSCO to stub-in. The work on the NEDA would be extensive over a very flat area, and this area has yet to be developed. TEMSCO has been on septic which is now failing. Cost and permitting to continue with a septic drain field is prohibitive; continuing as they are is untenable and unsanitary. TEMSCO has received quotes for tying into the City wastewater at the Honsinger Pond development area. This is a shorter distance and is still on Airport property. TEMSCO requests assistance with the on-airport tie-in to the City system. They would still be required to pay for the stub-in to their building and inspection costs. Additional information is attached. Eric Main, TEMSCO, will be available at the time of the Board meeting for further questions or information. Staff supports assisting TEMSCO with cost of tie-in to the City wastewater system.

Attached is back up information for TEMSCO's request:

Coogan Construction Contract

Admiralty Bid

2019 Septic Pumping Invoices

2022 Septic pumping Invoices

2023 septic pumping Invoices

Respec Engineering Costs

Sewer Stub Installation to Connect to Honsinger Pond Development Property

Board Discussion: *Discuss approval to assist with the on-Airport costs of wastewater tie-in or allow rent credits for TEMSCO to pay for this system upfront. TEMSCO is requesting a decision as soon as possible due to septic back-up.*

G. NEW BUSINESS

2. **CARES Funding for Ramp CIP Match.** The Airport has received updated costs for the 121/135/Remain Overnight (RON) ramps projects (see Project Manager Report for more detail). This is much higher than originally programmed and approximately \$300K of additional matching funds are required for the entire project. More importantly, there were rumblings that unspent/unappropriated Federal Aviation Administration (FAA) CARES funds could be returned to the FAA despite the actual grant sunset date. The Airport wants to make sure that the money is appropriated and used timely. Additionally, there is a June 1, 2023, deadline to put in CARES grant development amendments for FFY23 or wait until after October 1, 2023, at which time it may be too late. Staff submitted an application on the last day (May 31) to request a CARES grant amendment for \$312,500 of CARES money to be used for the ramp project match. Knowing that this needs to be drawn down by April 27, 2024, a reasonable amount representing total project costs that could be spent by that date was estimated (fall paving, mobilization and materials ordered) at \$5M, representing a local 6.25% match of \$312,500. Staff requests that the Board support this decision and approve the use of \$312,500 in CARES funding as a partial match for the Ramp project. The FAA has since informed the Airport that a grant amendment is not required for the project match and the money could simply be used for this purpose. Additional CARES money could be used for the project design match as well.

Board Motion: *"Approve the use of \$312,500 in CARES funding as partial project match for the Ramp CIP project."*

3. **135 Ramp Operations and Layout (Attachment #2).** In recent discussions with DOWL, Alaska Seaplanes and United States Customs and Border Protection (USCBP), there are questions on the safety of the Vehicle Service Road (VSR) in-use near passenger loading operations, as well as the location of the USCBP parking space on the Part 135 Ramp. After some stalemate discussions, it is recommended that the Operations Committee convene to consider the best operations and layout with all parties. While this information is needed for the ramp project design to go to bid, it was decided that this could go to bid as currently designed and changes could be made to a contract via amendment. Kent Craford, Alaska Seaplanes, requests that the Airport Board weigh into the discussions (see Attachment #2). *Staff recommends that the Operations Committee meet to discuss the 135 ramp including VSR and USCBP parking.*

4. **Airport Manager's Report**

5. **Airport Projects Report - Ke Mell**

6. **Airport Projects Report - Mike Greene**

H. CORRESPONDENCE**I. COMMITTEE REPORTS**

7. Finance Committee
8. Operations Committee

J. ASSEMBLY LIAISON**K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS****L. BOARD MEMBER COMMENTS****M. ANNOUNCEMENTS****N. NEXT MEETING DATE: July 13, 2023, 6:00 p.m., Alaska Room/Zoom****O. EXECUTIVE SESSION**

P. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

This Contract, hereinafter "the Contract," is between Survey Point Holdings Inc (Ak Entity 89199d) PO 7975 Ketchikan AK 99901, TH Inc (Ak Entity 44581D) PO 8080 Ketchikan AK 99901, Temsco Helicopters Inc (Ak Entity 4227D) PO 5057 Ketchikan AK 99901 9801, Tel-907-789-9501 all severally and individually (hereinafter "Owner") and Coogan Construction Company PO 34499 Juneau AK 99803 tel-907-780-6000 fax-907-780-6001 (Ak Contractor License CONG1475) (hereinafter "Contractor") effective as of the date fully-executed below for the following project: New Sewer Service and Pump at Temsco Helicopter Terminal Juneau Airport. Owner and Contractor agree as follows:

1-Work The term "Work" means the construction services Contractor will provide under the Contract. Work includes all labor, materials, equipment, and services consisting of that described in this Contract and drawings with specifications prepared by RESPEC 9109 Mendenhall Mall Rd Ste 4 Juneau AK 99801 tel-907-780-6060 labeled "Temsco Helicopters Inc Sanitary Sewer Improvements" dated February 15, 2023, which include pages C100, C200, C201, C300 and C301.

2-Contract Time The time for Contractor to substantially complete the Work is 120 calendar days and is considered the Contract Time. The start of Contract Time shall be agreed upon based on Coogan's construction schedule (work to be done in 2023). Material procurement shall commence the date the Contract is signed by both parties. If Contractor is delayed at any time in progress of the Work by changes ordered by Owner, or by circumstances beyond Contractor's control, the Contract Time shall be subject to equitable adjustment. Contractor shall submit a construction schedule to Owner within 7-days of signing the Contract.

3-Contract Sum and Payment Contract Sum is: One-Hundred-Sixty-Four-Thousand-Seven-Hundred Dollars (\$164,700). Owner will prepay Contractor 50% of the Contract Sum the day work commences. The balance of the Contract Sum will be paid in monthly progress payments according to the percentage of completion of the Work for which Contractor will invoice Owner on the first of every month (Monthly payments). Based on the Owner's observations and evaluations of Contractor's Applications/Invoices for Payment, the Owner will review and pay the amounts due to Contractor by the 20th of each month without retainage. Payments due and unpaid under the Contract shall bear interest from the date payment is due at 8% per annum.

4-Contractor Responsibilities Contractor acknowledges having visited the site and became familiar with conditions of the Work, and hereby assumes control over, and responsibility for, construction means, methods, procedures and safety for undertaking the Work. Owner will have neither control over, nor responsibility for, these items since they are the Contractor's responsibility. Contractor shall enforce strict discipline and good order among its employees and others involved in the Contract Work. Contractor warrants materials furnished under the Contract will be new and of good quality, and the Work will be free from defects. Contractor shall pay taxes that are legally required. Contractor shall promptly review, approve in writing and submit to the Owner, Shop Drawings, Product Data, Samples and similar submittals extraneous to the Contract. Contractor shall keep the premises and surrounding area free from accumulation of debris and trash related to the Work. At the completion of the Work, Contractor shall remove its tools, construction equipment, machinery and surplus material; and shall properly dispose of waste materials.

5-Owner Responsibilities Owner Responsibilities The Owner will provide administration of the Contract and visit the site at intervals appropriate to the stage of construction to become generally familiar with the progress and quality of the Work. The Owner has authority to reject Work that does not conform to the Contract. The Owner will promptly review and approve or take appropriate action upon Contractor's submittals, but only for the limited purpose of checking for conformance with the Contract. If requested by Contractor, Owner shall furnish all necessary information regarding the site and the Work. Owner shall obtain and pay for necessary permits, approvals, easements, assessments and charges. If Contractor defaults or neglects to carry out the Work in accordance with the Contract and fails after 7-days written notice from Owner to promptly correct such default or neglect, Owner may, without prejudice to other remedies, correct such deficiencies. In such case, the Contract Sum shall be adjusted to deduct the cost of correction from payments due Contractor. Costs caused by delays or by improperly timed activities or defective construction shall be borne by the responsible party.

6-Insurance Contractor shall provide general liability and other insurance with the same coverage and limits as follows: same as required on Borough of Juneau public works contracts. Contractor will not provide Builder's Risk insurance (typically covering existing structure, new work, and stored materials); these risks will be covered by Owner's property insurance. Owner shall provide property insurance to cover the value of Owner's property, including Work provided under the Contract. Contractor is entitled to receive an increase in the Contract Sum equal to the insurance proceeds related to a loss for damage to the Work covered by Owner's property insurance. Each party shall provide certificates of insurance showing their respective coverages prior to commencement of the Work.

7-Changes This Contract may be amended or modified only in writing. Owner, without invalidating the Contract, may order changes in the Work within the general scope of the Contract consisting of additions, deletions or other revisions, the Contract Sum and Contract Time being adjusted accordingly in writing. If Owner and Contractor cannot agree to a change in the Contract Sum, Owner shall pay Contractor its actual cost-plus reasonable overhead and profit. If concealed or unknown physical conditions are

Eric Main

From: Andrew Campbell <admiraltyak@gmail.com>
Sent: Friday, April 21, 2023 8:57 AM
To: Eric Main
Subject: Temsco Sewer Improvements

[External] Received from outside the organization.

Please do not click links or open attachments if you do not recognize the sender.

Good Morning Eric,

Admiralty Construction's lump sum price for the Temsco Sewer Improvements project is \$240,000. This price includes all work shown on the Respec drawings dated 2/15/23 that you provided. If you would like us to proceed it will take a few weeks to get the pipe and fittings and about two months to get the pump station. The duration of the work would be approximately three weeks.

Permits, inspections, bonding, and insurance above CBJ standard limits are excluded. We would request 20% of the payment in advance to cover the materials and the remainder within 30 days of completion.

Please let me know if you have any questions and thank you for requesting this quote.

Regards,

Andrew Campbell
President
Admiralty Construction Inc.
PO Box 240169
Douglas, AK 99824-0169
Office (907)780-3555
Fax (907)780-3556
Cell (907)321-2265
admiraltyak@gmail.com

ATTACHMENT #1

Section F, Item 1.

Report Selections:		Vendor: JUNSS	From date: 01/01/19
Open Items? Yes		Invoice: ALL	To date: 12/31/19
History? Yes		Purchase order: ALL	Sort Invoices by: Newest to oldest
Remarks? Yes		Job: ALL	
Status: ALL			

TEMSCO HELICOPTERS, INC.

Vendor Activity Details Report

Vendor: JUNSS
Name: JUNEAU SEPTIC SERVICE
Address: 10670 GLACIER HWY
 JUNEAU, AK 99801

Phone:
Primary contact:
Last payment: 02/13/23
Balance: 0.00
Retention: 0.00
Current due: 0.00

E-Mail: juneausepticservices@gcl.net

History										
Seq	Invoice / Credit Memo	Type	Job	Invoice Date	Purchase Order	Payment #	Check Number	Check Date	Payment Amount	Remarks
1	1227			11/04/19		1	78602	11/07/19	1,008.00	JNU SEPTIC PUMPING
2	1181			10/07/19		1	78417	10/25/19	1,008.00	JNU SEPTIC PUMPING
3	1142			09/16/19		1	78328	10/04/19	1,008.00	JNU SEPTIC PUMPING
4	1130			09/09/19		1	78232	09/16/19	1,008.00	JNU SEPTIC PUMPING
5	1123			09/02/19		1	78232	09/16/19	1,008.00	JNU SEPTIC PUMPING
6	1101			08/28/19		1	78158	08/30/19	1,008.00	JNU SEPTIC PUMPING
7	1082			08/18/19		1	78158	08/30/19	1,008.00	JNU COMMERCIAL PUMPING
8	1071			08/12/19		1	78066	08/21/19	1,008.00	JNU PUMPING
9	1026			07/15/19		1	77870	07/23/19	1,008.00	JNU SEPTIC PUMPING
10	1009			07/01/19		1	77762	07/10/19	1,008.00	JNU PUMPING
11	970			06/16/19		1	77762	07/10/19	1,209.60	JNU COM PUMPING SEPTIC TANK
12	923			05/30/19		1	77528	05/31/19	1,008.00	PUMP SEWER
13	924			05/30/19		1	77528	05/31/19	1,008.00	PUMPING
14	866			04/18/19		1	77345	05/08/19	2,016.00	JNU SEPTIC PUMPING
15	786			02/20/19		1	76963	03/08/19	2,217.60	JNU WASTE
Total payment:									17,539.20	

ATTACHMENT #1

Section F, Item 1.

Report Selections:			Vendor: JUNSS	From date: 01/01/22
Open items?	Yes		Invoice: ALL	To date: 12/31/22
History?	Yes		Purchase order: ALL	Sort Invoices by: Newest to oldest
Remarks?	Yes		Job: ALL	
Status:	ALL			

TEMSCO HELICOPTERS, INC.

Vendor Activity Details Report

Vendor: JUNSS
Name: JUNEAU SEPTIC SERVICE
Address: 10670 GLACIER HWY
 JUNEAU, AK 99801

Phone:
Primary contact:
Last payment: 02/13/23
Balance: 0.00
Retention: 0.00
Current due: 0.00

E-Mail: juneausepticservices@gci.net

History										
Seq	Invoice / Credit Memo	Type	Job	Invoice Date	Purchase Order	Payment #	Check Number	Check Date	Payment Amount	Remarks
1	2374	I		09/10/22		1	83214	09/23/22	1,912.68	JNU SEPTIC PUMPING
2	2332	I		08/17/22		1	83012	08/18/22	863.94	JNU SEPTIC PUMPING
3	2216	I		06/23/22		1	82685	06/24/22	1,213.50	JNU SEPTIC PUMPING
4	2222	I		06/23/22		1	82685	06/24/22	880.00	JNU SEPTIC PUMPING
5	2162	I		04/22/22		1	82421	05/10/22	1,187.55	JNU SEPTIC PUMP
Total payment:									6,057.67	

ATTACHMENT #1

Section F, Item 1.

Vendor code JUNSS JUNEAU SEPTIC SERVICE

Search

Check#	Check date	Invoice/credit	Type	Invoice d...	Paid amount	Pay#	Job
84515	06/01/23	2555	Invoice	05/18/23	1,108.80	1	
84515	06/01/23	2592	Invoice	05/29/23	554.40	1	
83882	02/13/23	2469	Invoice	01/25/23	903.21	1	



November 21, 2022

Sent via Email

Eric Main
Juneau Flight Operations Manager
Temsco Helicopters, Inc.
1650 Maplesden Way
Juneau, Alaska 99801

Re: Fee Proposal – Temsco Helicopters, Juneau
Topographic Surveying & Civil Engineering Services for
Sanitary Sewer Lift Station & Force Main Design

Dear Mr. Main,

Per your request, RESPEC is pleased to submit this fee proposal for providing topographic surveying and civil engineering design services for the design of a new sanitary sewer lift station and sewer force main that will discharge into CBJ's wastewater collection system. Bicknell Inc. has developed the Honsinger Subdivision Phase I to include a 2" HDPE pressure sewer service, which we plan to utilize for Temsco's project. The new sewer lift station and force main service line are proposed to replace an existing onsite wastewater treatment system that is nearing the end of its useful life. Below is our anticipated scope of work, estimated fees, and schedule of work completion for your consideration.

Scope of Work

RESPEC's anticipated scope of work per previous email and phone conversations includes:

- 1.e Perform a topographic field survey to accurately map existing site features within the project limits, including the existing onsite wastewater treatment system and other underground utilities that may exist. The topographic survey will be utilized as a basis for the civil engineering design task.e
- 2.e Civil engineering design work to include performing all necessary calculations and preparing construction ready drawings for a new sewer lift station and force main to replace an existing failing onsite wastewater treatment system. The design will assume that the new force main will connect to an existing sewer service stub-out that was constructed as part of the recent Honsinger Pond Subdivision development.e
- 3.e RESPEC will submit the plans to CBJ Engineering Department for approval.e
- 4.e Final deliverables will include signed construction ready drawings in 11x17 and/or 22x34e PDF format.e

Anchorage | Fairbanks | Juneau | Palmer | Soldotna
9109 Mendenhall Mall Road, Suite 4, Juneau, Alaska 99801
907.780.6060
www.respec.com

Mr. Main
November 21, 2022
Page 2 of 2

Estimate of Fees

Work Task Description	Amount
Topographic Field Survey & Mapping	\$7,018
Civil Engineering Sanitary Sewer Lift Station & Force Main Design	\$8,538
Lump Sum Fee Total =	\$15,556
Lump Sum Fee Total With 5% CBJ Sales Tax =	\$16,334

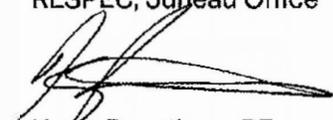
Additional professional services work that is requested or added to the contract will be billed on a separate time and materials basis or negotiated separately. RESPEC will keep you apprised of budget and scope status throughout the performance of this work and alert you of any non-scope items that may impact the budget. This fee proposal assumes Temsco will pay any CBJ permit fees.

Schedule

The topographic survey and civil engineering design work discussed above could be completed within four weeks after a Notice-to-Proceed is received by RESPEC.

We appreciate the opportunity to submit this fee proposal. By signing below, you agree to the above conditions and this document will be considered by RESPEC as a Notice-To-Proceed. Should you have any questions or require modifications to the proposed scope of services, please do not hesitate to contact us at your convenience.

Sincerely,
RESPEC, Juneau Office


Kevin Puustinen, PE
Civil Engineer

Approved By:  Date: 11/22/2022

Anchorage | Fairbanks | Juneau | Palmer | Soldotna
9109 Mendenhall Mall Road, Suite 4, Juneau, Alaska 99801
907.780.6060
www.respec.com

ATTACHMENT #1

Section F, Item 1.

INVOICE

Bicknell, Inc
 P O Box 33517
 Juneau, AK 99803

Date	Invoice #
4/28/2023	2023-052

Bill To
Temsco Helicopters 1650 Maplesden Way Juneau, AK 99801

P.O. No.	Terms	Project
Sewer Service		

Quantity	Description	Rate	Amount
1	2" force main sewer service NOT A SALE	51,200.00 0.00%	51,200.00 0.00
		Total	\$51,200.00

Pam Chapin

From: Kent Craford <kentcraford@hotmail.com>
Sent: Friday, June 2, 2023 11:46 AM
To: Airport Board
Cc: Patty Wahto; Carl Ramseth; Alaska Seaplanes Safety; Phil Adams; scott@islandairx.com; Mike Stedman
Subject: Petition for closure of 135 Ramp VSR

Members of the Juneau Airport Board:

On behalf of Alaska Seaplanes, our employees and the traveling public, I am writing to petition the board for closure of the North-South Vehicle Service Road (VSR) running through the Part 135 ramp pedestrian thoroughfare.

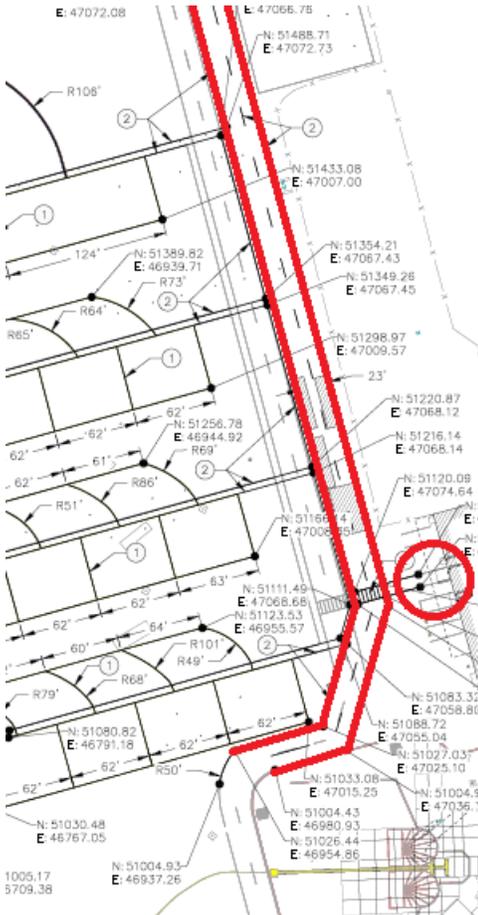
As you can see from the rendering below (for reference, I have outlined the VSR in red, and circled Gate 1 in red), the VSR cuts between the terminal and the Part 135 aircraft staging area. Based on available data, we estimate over 100,000 pedestrian movements between these two locations annually. That number is set to increase with the opening of Alaska Seaplanes' new cargo facility. This is the only location on the airfield where very large numbers of the traveling public must regularly cross a vehicle service road. And yet, despite this fact, traffic on this VSR has only increased in recent years, to the point where we are now sounding an alarm about the number of vehicle-pedestrian conflicts.

If it were only Part 135 ramp users increasing vehicle traffic, it would be one thing. But, it is obvious to anyone who watches the VSR for more than an hour, that a great deal of the traffic is among users with no nexus whatsoever to the 135 ramp, who are simply getting from the south side to the north side of the airfield, and who have alternative routes, but nonetheless choose to drive right through the middle of a busy pedestrian thoroughfare. These users may be going from cargo to the terminal, from the FBO to the terminal, or from the terminal to lunch off-airport. We see it all. They don't need to be there. They have other routes. But they take the shortcut, right through a bunch of pedestrians. Why? Because it's expedient. Again, they have other routes.

It is no longer justifiable to prioritize vehicle driver convenience over pedestrian safety. The airport has, by design, created an accident waiting to happen. It's time to close this VSR to non-135 ramp users. They have other routes.

We have had constructive conversations with the Airport Manager, as recently as this morning. She has suggested referring this matter to the Operations Committee, a move we endorse. And while some partial measures may be available as mitigations to this unsustainable safety risk, there is a simple fix—prohibiting non-135 users from transiting the 135 area. They have other routes. And while those routes may be slightly longer, it is well established that you have to drive so slow to watch for pedestrians on the 135 ramp that it actually takes more time... So the long way is actually shorter, and safer. They have other routes.

We urge the board to redesign this area with pedestrian safety as the paramount concern, and vehicle driver convenience and expediency a distantly subordinate consideration. We look forward to working with you on this matter.



Sincerely,

Kent Craford
Co-owner & President
[Alaska Seaplanes](#)
8907 Yandukin Dr.
Juneau, AK 99801 M:
503.961.4191



[Join our Team!](#)

AIRPORT MANAGER'S REPORT – June 8, 2023

a. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #3). NO CHANGE since last month. The Airport Fund Balance page reflects updates to the FY23/24 budgets and reflects what has been submitted to the Assembly and approved by the Board. The FY24 shortage of \$118,700 will be covered with CARES funding. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until reimbursed by the FAA grant.

b. CARES/CRRSAA/ARG Fund Balance (Attachment #4). The breakdown of CARES/CRRSAA/ARPA (or ARG) funds used and proposed is updated on Attachment #4. After updates, and pending Board approval of the \$312,500 CARES funds for the ramp project match, the Airport is looking at just under \$1.5M available in CARES funding.

Staff sees a time-crunch on any project use of these funds. With Congress voting on the debt limit bill, some unspent federal funds will be pulled back by the FAA. After consulting with FAA Airport's Division, our current grants are not subject to this so long as all grant amendments have been issued. There is also a hiatus on further CARES amendments for project development grants from June 1 through October 1, 2023; no further projects will be considered for an amendment using CARES funding.

This means that the remaining \$1.5M (est.) will only be available for operational use, debt service/bonds and current project match funds (those items not requiring a grant amendment).

Further discussion at the Board meeting if the Board wants to pursue any further use of operational funding, bond interest payment, or project match (so long as the draw down occurs prior to April 27, 2024).

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

- **NO CHANGE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. On April 25, the Airport had another meeting with ADOT and DOWL to discuss the Airport's in-depth concerns for approach corridors and future need during a recent public comment period. This includes east and west proposed alternatives. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. The language would add MALSR equipment to the list of allowable lighting equipment and allow the transfer of this to

the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final Senate and House approval.

- **NO CHANGE** - *Title 49 (Jordan Creek) Variance Request*. Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the variance request on November 22, 2022. Staff was told to work with the Community Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.
- **NO CHANGE** – *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project is on hold due to construction requirements for the larger equipment.
- **NO CHANGE** - *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They perform weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.
- **NO CHANGE** - *United Parcel Service (UPS) Package Bin Theft*. Staff continues to work with UPS on the outgoing drop-boxes that fill/overflow to avoid theft of packages.
- **NO CHANGE** – *Alaska Department of Natural Resources (DNR) Land Conveyance/Easement*. During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final DNR review. Airport staff and DNR expect that the final review and recording will be soon. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.
- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.
- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.
- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

- **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.

- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT #3

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	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

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

**Terminal bonds have been sold; all funding is in place; temp forward funded \$675K to be credited once Controller's completes transfer back to acct

ATTACHMENT #3

NET REVENUES v EXPENSES
 Juneau International Airport
 For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024	-
Operations Revenues (a)	\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,592,400	\$0
O&M Expenses (b)	(\$7,941,600)	(\$8,376,776)	(\$9,045,200)	(\$9,203,100)	(\$8,919,500)	(\$9,711,100)	\$0
Operations Surplus (Deficit)	(\$1,838,000)	(\$2,453,789)	(\$1,785,200)	(\$1,611,200)	(\$1,421,500)	(\$118,700)	\$0
Non-Operational Expenses							
Other (c)	\$0	\$0	\$0	(\$2,340,400)	\$0	\$0	\$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	-
Total	(\$662,625)	(\$662,600)	\$0	(\$3,000,775)	\$0	(\$657,125)	\$0
Non-Operational Revenues							
Airport fund balance applied	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COVID-19 relief grants drawn							
CARES	\$0	\$0	\$0	\$0	\$0	\$775,825	\$0
CRRSA	-	1,559,564	-	1,764,887	-	-	-
ARPA	-	1,559,564	-	2,847,088	-	-	-
Total (d)	\$0	\$3,119,128	\$0	\$4,611,975	\$0	\$775,825	\$0
Net Surplus (Deficit)	(\$2,500,625)	\$2,739	(\$1,785,200)	\$0	(\$1,421,500)	\$0	\$0
3-month Operating Reserve:	(\$1,985,400)	(\$2,094,194)	(\$2,261,300)	(\$2,300,775)	(\$2,229,875)	(\$2,427,775)	\$0

Note 1: **Rent Abatements:** Revenue not collected due to Abatements (approx. \$1.25m) is not factored into the Budget Revenue line (a) for Adopted, Revised, Projected budgets, but is reflected in Actuals for FY22. i.e. budget lines for FY23 & FY24 are shown "whole" so that rates and fees can be accurately derived.

Note 2: **Board-Approved CARES Expenditures:** \$2,340,400 of Board-approved, grant-funded, expenditures are projected for FY23. These expenses are not included in the O&M expense line (b), so that they do not inflate the FY23 deficit for Rates and Fees calculations. The grant-funded expenses are shown on the Non-Operational Expenses line, Other (c).

Note 3: **Non-Operational Revenues, Total (d):** The CARES/CRSSA/ARPA grant draw for FY23 is projected at \$4.6M; this includes the operational deficit \$1.6M, GO Bond debt service \$660K, and Board-approved projects \$2.3M.

(a) See Attachment 1 for summary and Attachment 4 for detail by account.

(b) See Attachment 1 for summary and Attachment 3 for detail by account.

(c) Other includes: capital expenditures, transfer of sales tax to Airport fund, and transfers between Airport operations and

CIP projects, and other changes in restrictions of fund balance. At year end, the audited financial statements are not on a cash basis but on accrual--The Airport budgets/reports are revenues & expenditures – which are cash basis.

ATTACHMENT #4

<u>Type of Expense</u>	<u>Description</u>	<u>Amount</u>	<u>Fiscal Year</u>	<u>Final OR In Progress</u>
	CARES grant Award	21,736,343		
	CRSSA grant Award	3,324,451		
	ARPA grant Award	5,430,992		
	TOTAL GRANTS:	30,491,786		
Ops Deficit	FY20 Operational Expenses	(727,145)	2020	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,427,111)	2021	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,453,789)	2022	Final
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	2023	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(1,611,200)	2023	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	2024	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	2024	In Progress
Debt Service	FY21 Airport GO Bond debt service	(602,375)	2021	Final
Debt Service	FY22 Airport GO Bond debt service	(662,625)	2022	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	2023	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,000)	2024	In Progress
Project - Match	Ramp Project Match	(312,500)	2023	pending
Project	TWY Regulator Upgrade (appropriated)	(203,028)	2023	In Progress
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	2023	In Progress
Project	Parking Lot Design (max) - Estimate	(767,783)	2023	In Progress
Project	Terminal Ceiling	(350,000)	2023	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	2023	In Progress
Project	Terminal Seating	(450,000)	2023	In Progress
Project	SREB Circulation Pump Upgrade *May 22 bids	(165,000)	2023	In Progress
Project	Sand/Chem bldg Back-up Boiler TBB July 2022	(175,000)	2023	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	2023	In Progress
Project	SREB Wash Bay Protection	(49,925)	2023	In Progress
Project	NWDA Electrical Upgrades	(296,400)	2023	In Progress
Project	Float Pond Electrical Upgrades	(190,000)	2023	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	2023	In Progress
Project	Old Shop UST remove/replace/cleanup	(147,150)	2023	In Progress
Project	Forklift vehicle	(48,715)	2023	Final
Project	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	(238,400)	2023	In Progress
Project	Man Lift	(20,000)	2025	In Progress
		1,446,271		



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: May 31, 2023
RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Parking Lot Repairs: *JNU received the FAA CARES grant amendment on May 15. Secon's construction contract was awarded on May 30, and DOWL's contract amendment for construction phase services took effect on May 12. JNU looks forward to Secon's schedule, which will drive public outreach as the work progresses.*

The temporary long-term parking lot is operating on the airfield north of Alaska Seaplanes' new building, near FedEx. Staff reports that this is going well; people are paying in advance as they are supposed to, and JNU has only had one complaint, which is being addressed.

Short-term parking will move within the existing parking lots in response to the progress of construction. Temporary long-term parking has close to 200 spaces. There is a 14-day limit (rather than the normal 30 days). During construction there will be no long-term weekly rate; just the daily rate of \$16/day. Parking will be pre-paid at payment kiosks in the temporary long-term lot, or by application. Short-term parking will be pre-paid at payment kiosks on either side of the main entrance to the terminal. The short-term rate will remain unchanged. Republic will have employees on hand to assist customers with making payments, to direct them to available parking and to patrol to ensure payment.

Funds approved to date do not include any construction contingency (to cover unanticipated changes during construction). Any project of this size will have changes during construction, so it is possible that during construction the Board will be asked to approve additional CARES funds to that end. CARES funds must be expended by late April 2024.

The project is being coordinated with the solicitation for an automated parking lot payment system. Additional security cameras will be a future project.

Outgoing Baggage Belt Repair/Replacement: *JNU received the FAA CARES grant amendment on May 15 and the contract was awarded on May 30 to Robson Handling Systems. In April Robson had provided a tentative schedule of 24-26 weeks—or about six months—from contract award to final completion. This will be updated by Robson. The April schedule puts installation in our off season (winter 2023-2024). Staff will coordinate the installation schedule with Transportation Security Administration (TSA), Alaska Airlines and Delta Air Lines. CARES funds must be expended by late April 2024. A future project will work with TSA through their planning and design process to upgrade the system as a whole.*

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Bid advertisement is anticipated June 8; CBJ Contracts is finalizing the bid package. The cost estimate at 95% design was \$3.2M, of which the PBB itself was estimated at \$1.9M. The estimated lead time on the PBB is 40 weeks; installation is scheduled for late spring/early summer of 2024 in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.*

Terminal Furnishings: *A Purchase Order has been issued to Arconas and first payment (1/3 of the total of \$427,025) has been made for the terminal seating, which will fully furnish the departure lounge, 135 lounge and additional airport spaces. Staff are awaiting the delivery schedule; installation to be by JNU staff, probably in the fall.*

Alaska Seaplanes Building: *On Memorial Day Southeast Earthmovers connected the storm drain from the AK Seaplanes' lots to the catch basin in the grassy area under the Rental Car Return/Ground Transportation Staging ONLY/PERMIT REQUIRED sign on the west side of Shell Simmons.*

In April, Dawson removed a bit of siding to tie the floor of the pedestrian connection into the foundation of the terminal's north wall. The wall itself has not been opened. Dawson will give JNU staff advance notice. JNU staff are closely monitoring the connections to the terminal building.

Alaska Seaplanes has submitted their Tenant Improvement Request (TIR) for the entire building; JNU staff are reviewing. In October 2022 JNU has approved the TIR for foundations only. Drainage is being closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.

Sand/Chemical Back-up Electric Boiler: NO CHANGE The temporary boiler is no longer needed and has been removed. ECI Alaska (architect for Snow Removal Equipment Building (SREB) and Sand/ Chemical Building) is providing architectural support; JNU staff are reviewing architectural progress drawings. Design is 95% completed, except the minor architectural support.

Old Shop Underground Storage Tank (UST) Replacement: NO CHANGE. Staff are reviewing the Design Development documents. On April 6, under Nortech's supervision, "Three test pits were excavated to the north, east and west of the buried tank, within approximately five to ten feet of the tank. The test pits were dug to the water level, which was 4.5-5.5 feet below the ground surface at the time. No signs of an oil release from the buried tank were noted through field screening and visual observations, and laboratory samples will be sent to confirm." The reduced uncertainty re potential contamination will favorably affect the cost estimate, which we have not yet received.

Per CBJ Contracting requirements, consultant services under term contract cannot exceed \$50,000 in a single project authorization. As Nortech's design and bid phase services total \$47,150, JNU may end up with a different consultant providing construction phase services.

JNU's Old Shop Building (constructed in 1962) has an UST feeding the oil-fired boiler which heats the building. Both the UST and the boiler were shown in the original drawings, and there is no evidence that the tank was ever replaced.

Bagwell Mechanical Repairs: Building Maintenance staff instructed airline personnel as to the functioning of the system, and the ToxAlert system has been fully operational since April 12. Staff will approve the contractor's and consultant's final invoices upon receipt.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: June 2, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: Dawson Construction performed more work on the terminal project punch list in May. They continued to work on the flooring on the second floor and on painting the exterior air intake hoods. Dawson Construction still has project punch-list items, work items required by the original construction contract, and work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders to complete. JNU continues to work with Dawson to finalize these outstanding work items.

The primary focus on the project continues to be the modifications needed to bring the glass guardrail assembly around the second floor through-floor opening into code compliance. The current version of this assembly is a modified version of the original design (taller glass panels), and the resulting assembly does not meet the lateral resistance required by IBC Section 1607.8.1. The project design team has submitted a proposal from Capital Office Supply to furnish and install a full-height (floor-to-ceiling) glass assembly as a replacement for the existing glass guardrail. This proposal appears to be incomplete and is under review by JNU.

Look Ahead to Upcoming Activity. The Contractor's schedule for June calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing Dedicated Outside Air System (DOAS-1); modifications to the Lumicor panels at the main stairs; the installation of the glass guardrail assembly around the second floor light-well; and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems.

Terminal Fire Alarm Upgrade: This project is now substantially complete, and the Contractor's remaining work items include Owner training and the submission of the project as-built documents and the Operating & Maintenance (O&M) manuals.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design. In May, DOWL continued working on the development of the work phasing plans based on input received from JNU and from input provided by tenants and stakeholders. DOWL also worked on finalizing the storm drain system layout and the further development of the project technical specifications and the Construction Safety Phasing Plan (CSPP). DOWL also worked on the development of the project construction cost estimate.

The work phasing plan has been expanded and now divides the project (RON, 121 ramp work and 135 ramp) work into 12 work phases with associated sub-phases to minimize disruption to aircraft movement and tenant operations. These 12 work phases are to be addressed within the 2023, 2024, 2025 and 2026 summer construction seasons.

Per this phasing plan, the development of the new RON (PHASE 1A, PHASE 1B and PHASE 1C) is the only construction work that is to be started in the summer/fall 2023. The rehabilitation of the Gate 5 portion of the 121 Apron (PHASE 3A, PHASE 3B), as well as the rehabilitation of the asphalt paving immediately adjacent to the terminal (PHASE 2A, PHASE 2B), are to take place in the summer of 2024.

The rehabilitation of the Gate 3 and Gate 4 portion of the 121 Apron (PHASE 5A, PHASE 5B and PHASE 4) represents work that remains to be coordinated and scheduled with Alaska Airlines replacement of the passenger boarding bridges at these gates.

The estimated construction cost of the project base bid is \$12.3M. This estimated cost excludes JNU Administration costs or Construction Administration and Inspection (CA&I) fees. The addition of these items brings the estimated base bid project cost to \$14.5M.

The project currently includes two additive bid alternates; the work within the 135 Apron (PHASE 8, PHASE 9, PHASE 10 and PHASE 11) will be addressed as BID ADDITIVE No. 1. The estimated cost for this work is \$3.5M. The work to expand the cargo hardstand (PHASE 7C) will be addressed as BID ADDITIVE No. 2. This work remains to be coordinated with Alaska Airlines with respect to scope and schedule. Costs associated with BID ADDITIVE No. 2 will be reimbursed by Alaska Airlines.

DOWL is planning on submitting the 100% set of project bid/design documents to JNU on Monday June 12, 2023. The project is currently scheduled to be released for a competitive bid on Monday June 19, 2023, with the bid opening on Wednesday July 19, 2023. The award of the construction contract is scheduled to occur in late July/early August 2023.

JNU will soon be issuing an RFP to DOWL to provide CA services during the construction phases of this project.

Sand/Chemical Building – Roof Warranty: No change since last report. A representative from Carlisle SynTec Systems performed a follow-up inspection of the Sand/Chemical roof installation on September 30, 2022. The 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. Dawson Construction currently plans on addressing the additional seaming work as soon as possible, weather permitting. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty for this new installation.

Sand/Chemical Building - Commissioning: No change since last report. JNU has advised RESPEC (formerly PDC Engineers) that the work to replace pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) has been completed, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical system.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON has completed the asphalt paving work on the south access road and has completed work on paving the nine utility trench crossings in the pond access road. SECON is currently working on completing the last few work items on this project. Limited Construction Administration and Inspection services continue to be provided by PND Engineers, who are the engineers of record for this project.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. JNU continues to work with SECON, DOWL and Morris Engineering Group to finalize the last two Request for Proposals (RFP's) and to wrap up the remaining project punch-list work items.

JNU has asked DOWL to review SECON's proposal, in the amount of \$55,676.21, for **RFP 027REV1 – EXISTING ALRV & EXISTING GENERATOR**. This RFP was issued to address a number of work items, including work associated with the creation of the dual-ALRV installation. DOWL has been asked to review RFP 027R1 and to identify any work items that have been completed that have not yet been incorporated into the contract by Change Order.

JNU has also asked DOWL to review SECON's proposal, in the amount of \$148,614.98, for **RFP 029 – ADDITIONAL ALRV WORK**. This RFP was issued to address the work intended to finalize the temporary dual-ALRV installation into a permanent dual-ALRV installation. JNU has asked DOWL to provide a breakdown of SECON's RFP 029 proposal to identify what each work item is worth. DOWL has also been asked to prioritize the work tasks in terms of most needed to least needed. With this information, JNU can better evaluate how (or if) we should proceed.

Gate K (Crest Street) Culvert at Jordan Creek: The Federal Aviation Administration CARES grant has been received and is now fully executed. CBJ Contracts will be working on a Notice to Proceed for SECON.

The original project schedule called for construction to begin in the early spring of 2023, with the contract set up to allow the Contractor a total of 140 calendar days to complete all work. The work to remove and replace the culvert is still anticipated to require 40 days, but at this time, the anticipated work start date is unknown. During the 40 day work period, the airfield access over Jordan Creek at the Gate K culvert will be closed. Gate K will remain open for use, and a detour will be provided per the Safety Plan.

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 approved for CARES funding by the Board earlier this year.

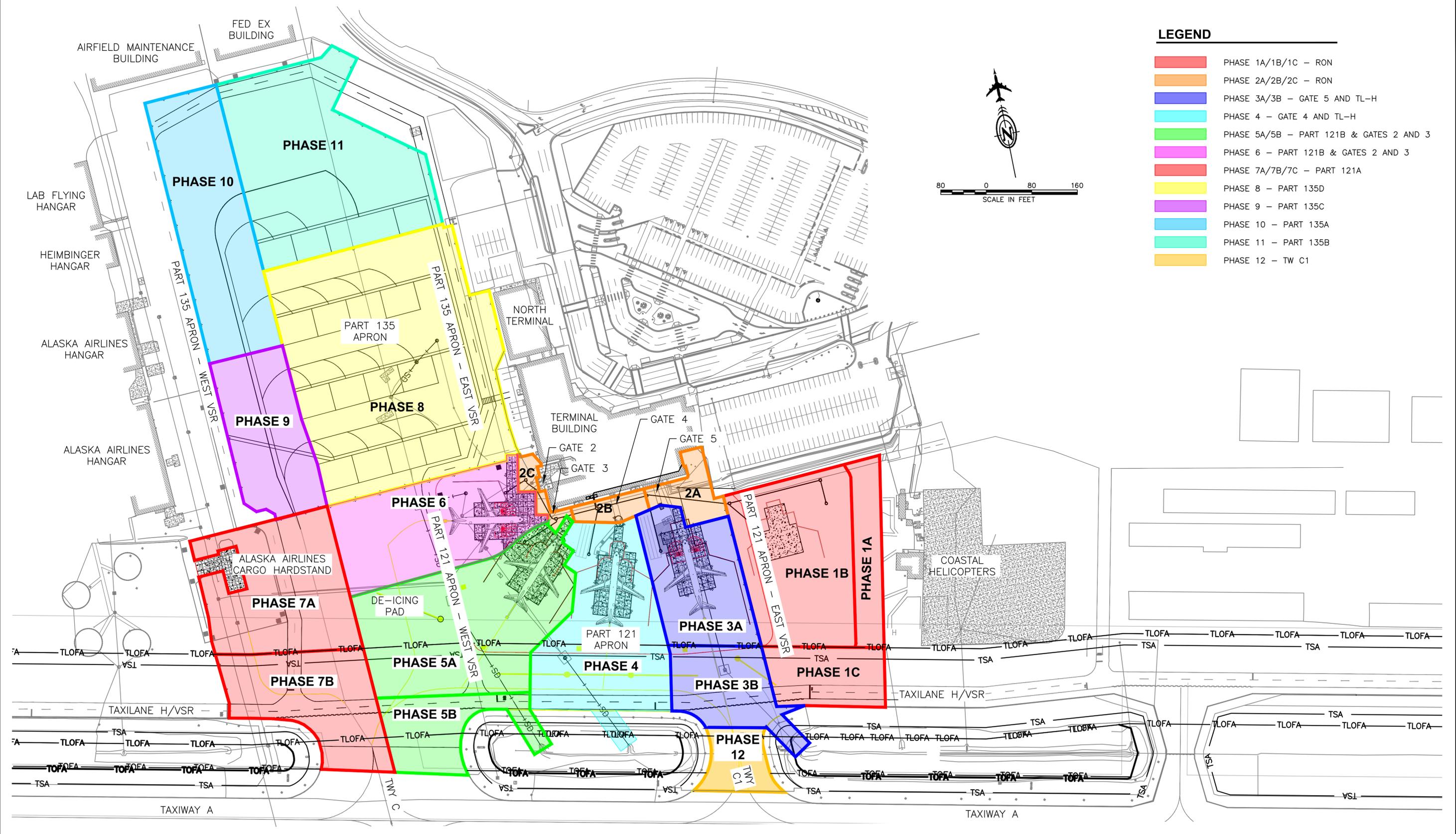
Upgraded Power to the Northwest Development Area (NWDA): No change since last report. AEL&P is currently gearing up for the 2023 summer work season, and will soon resume work to extend new 12.5 KW 3-phase electrical service into the NWDA. This work will complete the upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA. AEL&P has not yet provided a schedule for this work.

Power Extension to the Float Pond: AEL&P has completed work on extending primary power along the north side of the float pond access road to provide service to the primary commercial tenants that have floats at the northwest side of the pond. This work included the installation of underground conduit and conductors and four step-down transformers to provide 110V-220V 60-amp service to the primary commercial tenant gangways. This project is now complete.

SREB Wash Bay Water Protection: Dawson Construction has completed work on patching and painting the water damaged gypsum board on the walls and ceiling of the Wash Bay; on the preparation (caulk to seal) and re-painting of the interior face of the exterior vertical lift door; and the installation of splash curtains and plastic panel ceiling splash protection within the wash bay. This project is now complete.

End of Report

File: C:\dowl_pw\0403841\SC-AV-GSPP-15109.dwg
Script File:
Plot Date:
Designed By: R. STEPHENS
Checked By: W. HOLDEN
Drawn By: K. PYLEAT
DOWL File No. 232-89



- LEGEND**
- PHASE 1A/1B/1C – RON
 - PHASE 2A/2B/2C – RON
 - PHASE 3A/3B – GATE 5 AND TL-H
 - PHASE 4 – GATE 4 AND TL-H
 - PHASE 5A/5B – PART 121B & GATES 2 AND 3
 - PHASE 6 – PART 121B & GATES 2 AND 3
 - PHASE 7A/7B/7C – PART 121A
 - PHASE 8 – PART 135D
 - PHASE 9 – PART 135C
 - PHASE 10 – PART 135A
 - PHASE 11 – PART 135B
 - PHASE 12 – TW C1

BY	DATE	REVISIONS

SCALE	
HORZ.	SCALE
VERT.	SEE GRAPHIC
W.O. NO.	2023.15109.01
FILE NO.	



PLAN PREPARED BY:

 AECL848
 WWW.DOWL.COM
 9085 Glacier Highway, Suite 102
 Juneau, Alaska 99801
 907-780-3533
 DATE: 6/5/23



JUNEAU INTERNATIONAL AIRPORT
 JUNEAU, ALASKA
 REHABILITATE PART 121/135 APRON & RON PARKING APRON
 CBJ CONTRACT NO. BE23-243 / FAA AIP NO. 3-02-0133-_____
 CONSTRUCTION SAFETY & PHASING PLAN
 CONSTRUCTION PHASING OVERVIEW

SHEET
C3.0
 OF
69