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MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: October 5, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *Harri Plumbing's contract has been extended for an additional 30 days (to November 5, 2022 for Substantial Completion and December 5 for Final Completion). Pump installation is scheduled for October 10 through 24.*

Bagwell Mechanical Repairs: *Demolition of defunct equipment and ductwork is scheduled for October 11 through 17.* ***Installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.***

Sand/Chemical Back-up Electric Boiler: *Morris Engineering has determined where to draw power from SREB for the Sand/Chemical electric boiler, with no impact on SREB's current operations and minimal impact on the SREB future addition. Design is 95% completed, except minor architectural design. ECI Alaska (architect for SREB and Sand/Chemical Building) has agreed to provide the architectural support, and will be under contract shortly. The temporary boiler has been installed and is operating.*

Parking Lot Repairs: *DOWL is under contract for design and bidding.* They completed their Phase 1 (Site Investigation and Concept Development) work and presented it to the Board at the July 14 meeting. DOWL has since updated the scope for the Proposed Plan and estimated costs for the work as presented earlier in the agenda; with requested concurrence to proceed with the updated scope and costs. Construction will span two seasons—2023 and 2024, as it would be too disruptive to attempt all the work in one season. Parking logistics including options for temporary employee parking during construction are part of the scope.

JNU is considering an automated parking system (no manned booth in the parking lot) which would be supported by a parking concessionaire. Given current technology, this is viable; many entry and exit options are supported, including ticket, phone number, credit card, proximity card, barcode, and Bluetooth. Exit machines have touch screens to walk patrons through the process, print receipts on demand, and have Voice over Internet Protocol (VOIP) intercoms and pinhole cameras. Systems can be remotely monitored, and all machines will be ADA compliant. JNU staff asked Republic/REEF about payment options; they said, "At most of our airports with automated credit

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cards and cash acceptance we are seeing about 12 % of our transactions as cash and the remaining 88% as credit cards. Juneau is right at this percentage also. At Anchorage, where we only accept cash at in-terminal payment stations, and only accept credit cards at the exits, the percent of cash revenue is only 1% with 99% of revenue being paid via credit cards."

With Board concurrence, JNU will pursue an automated system. Additionally, JNU will pursue funding for roadway improvements to Shell Simmons and Yandukin from other sources. One possibility is the Alaska Department of Transportation Administered Community Transportation Program. A future parking garage and the east terminal expansion are farther out.

Gate 5 Passenger Boarding Bridge Replacement: Jensen Yorba Wall Architects and their RESPEC aviation planners are working with JNU, Delta Air Lines, and Alaska Airlines to determine needs and evaluate options. *We have had one stakeholder meeting and will schedule another shortly. There are several viable PBB options. The CBJ Assembly previously appropriated the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant for design.*

Outgoing Baggage Belt Repair/Replacement*:*
The Transportation Security Administration's (TSA) planning team evaluated the Airport's peak bag load to determine if the system needs to be upgraded in accordance with TSA's Planning Guidelines and Design Standards, ver. 7.0, released October 8, 2020. *The peak baggage load alone does not justify TSA replacement of their screening equipment. JNU staff will work with local TSA and airline staff to determine the best way forward.* Considering the system as a totality in light of the most current TSA guidance may be a more appropriate solution than piecemeal replacement of about half of the individual baggage handling belt units.

Jensen Yorba Wall provided 100% bid documents on June 3 to replace about half of the individual units on a one-for-one basis. Current information as to manufacturers' lead times suggests that from bid to installation would be approximately one year. Regardless of the route taken (system replacement or one-for-one replacement), staff will coordinate the installation schedule with TSA, Alaska Airlines, Delta Air Lines, and JNU staff.

Terminal Hazmat Report: *Hazmat sampling is scheduled for October 6.* Dahlberg Design has a contract to review documentation, sample and test as required to provide a written record of hazmat materials in the remaining portions of the terminal building that have not been renovated since hazardous materials were routinely used in building construction. This contract does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project.

TSA Bag Screening Flooring Replacement: NO CHANGE. After receiving the Terminal Hazmat Report (see preceding project) which will include the flooring in the TSA Bag Screening area, options will be scoped within the Board approved $20K budget.

Terminal Furnishings:
Wood benches have been bought and are being installed on both sides inside the main entrance. JNU has contacted manufacturers of beam lounges (the black and silver sling backs) and asked for

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estimates. JNU is also in the process of re-upholstering the soft lounge furnishings, as the upholstery was severely degraded by cleaning chemicals used during Covid.

Alaska Seaplanes Building
On behalf of Alaska Seaplanes, Jensen Yorba Wall (architect for Alaska Seaplanes) has submitted a Tenant Improvement Request to JNU. This is under review. Dawson has submitted a foundation permit application to the CBJ Permit Center, and FAA Form 4760-1 Notice of Proposed Construction or Alternations to the FAA for both construction (crane work) and the complete building. The FAA review time is 45 days. Alaska Seaplanes plans a ceremonial groundbreaking on Wednesday, October 26 at 10 a.m.

Old Shop Underground Storage Tank: NEW PROJECT
JNU's Old Shop Building – constructed in 1962 –has an underground storage tank (UST) feeding the oil-fired boiler which heats the building. Both the UST and the boiler were shown on the original drawings, and there is no evidence that the tank has ever been replaced. According to records, it is a 1200 gallon UST which is being filled regularly and does not appear to be actively leaking, as there has been no evidence of water in the tank.

The total cost to remove and replace the tank is unclear, as it is unknown whether there is soil contamination. It is suspected that there is some contamination. The preliminary estimated cost range is $80K - $120K to remove the existing tank and some associated contamination, and provide a new above-ground fuel tank of approximately 550 gallons in the same location. A 550 gallon tank will occupy about half a parking space.