



# MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 2, 2022

RE: Airport Architect's Report

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

**Snow Removal Equipment Building (SREB) Pump Replacement:** *The pumps have been installed: **Substantial Completion is expected the week of November 7.***

**Bagwell Mechanical Repairs:** *Demolition is complete. Some new conduit has been installed in anticipation of the new equipment. Actual equipment installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.*

**Sand/Chemical Back-up Electric Boiler:** *ECI Alaska (architect for SREB and Sand/Chemical Building) has agreed to provide the architectural support, and will be under contract shortly. They anticipate the work being completed within a month. Design is 95% completed, except the minor architectural support. The temporary boiler is installed and operating.*

**Parking Lot Repairs:** *Design is beginning and will be coordinated with the solicitation for an automated parking lot payment system. Some drainage elements will need to be coordinated with Alaska Seaplanes' new terminal and the Main Ramp Rehabilitation project. 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 has submitted a Preliminary Intake Application through the State of Alaska Department of Transportation and Public Facilities for funding through the Community Transportation Program (CTP) and Transportation Alternatives Program (TAP) for roadway improvements to Shell Simmons and Yandukin.*

**Gate 5 Passenger Boarding Bridge (PBB) Replacement:** *Jensen Yorba Wall Architects and their RESPEC aviation planners have submitted their recommendations. Staff are reviewing. Demolition of the existing and installation of the new PBB will be closely coordinated with the Main Ramp Rehabilitation project.*

**Outgoing Baggage Belt Repair/Replacement:** *JNU staff are investigating options based on metrics other than simply peak bag load.* 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 and Delta Air Lines.

**Terminal Hazmat Report:** *We are awaiting the lab results from hazmat sampling completed on October 6* in 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:**

*JNU is pursuing cooperative purchasing agreements which enable significant cost reductions from list prices.* JNU has contacted manufacturers of beam lounges (the black and silver sling backs) and asked for estimates. Wood benches have been purchased and installed on both sides inside the main entrance. 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 October 26 Alaska Seaplanes ceremonially broke ground for their new terminal building. JNU has approved their Tenant Improvement Request (TIR) for foundations only. Alaska Seaplanes will submit a separate TIR to complete the building. Drainage will be closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.*

Dawson has submitted a foundation permit application to the City & Borough of Juneau (CBJ) Permit Center, and Federal Aviation Administration (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. *CBJ Permit Center and the FAA are reviewing their respective applications.*

**Old Shop Underground Storage Tank (UST) Replacement:** *CBJ Contracts has asked qualified consultants interested in providing design and construction oversight to respond by November 7. JNU staff have suggested that preliminary design be due by December 15 and bid documents by February 1, 2023 for spring/summer construction.* 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. A 550 gallon tank in the same location will occupy about half a parking space.

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 on the original drawings, and there is no evidence that the tank has ever been replaced. According to records, it is a 1,200 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.