



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 30, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *A minor code issue which had delayed electrical Substantial Completion has been resolved; we expect electrical Substantial Completion shortly.* The pumps have been installed, and Testing and Balancing is complete. Mechanical Substantial Completion was on Tuesday, November 8. *Completion of this project will allow Commissioning of the SREB heating system.*

Bagwell Mechanical Repairs: NO CHANGE. 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) is providing architectural support; *JNU staff are reviewing architectural progress drawings.* Design is 95% completed, except the minor architectural support. The temporary boiler is installed and operating.

Parking Lot Repairs: *CARES funds must be expended by late April 2024, consequently construction must happen in 2023, not 2024 as previously anticipated. Staff are discussing with REEF/Republic strategies to reduce the impact of construction in a single season. Staff and Republic/REEF are considering alternative areas for parking, and running a shuttle between those areas and the terminal.* Design is underway 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.

In October, JNU 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. Staff will be reaching out to the community for letters of support.

Gate 5 Passenger Boarding Bridge (PBB) Replacement:

The design team continues work towards a spring 2023 bid for spring/early summer 2024 installation, closely coordinated with the Main Ramp Rehabilitation Project. The estimated lead time on the PBB is one year.

The recommended PBB layout will accommodate all anticipated models of the Airbus and Boeing 737 as well as the smaller Embraer and Bombardier. It will not accommodate ATR42, but—coming from Whitehorse—those passengers will need to clear Customs and Border Protection (CBP), so disembarking onto the apron at Gate 2A is easier than using a PBB and having to be escorted through the Departure Lounge and terminal to CBP. Demolition of the existing and installation of the new PBB will occur in 2024 and be closely coordinated with the Main Ramp Rehabilitation project.

Outgoing Baggage Belt Repair/Replacement: *CARES funds must be expended by late April 2024. That time frame allows JNU to bid the piecemeal replacement of components that has been bid-ready for several months, but that is not enough time for a TSA planning and design process to upgrade the system as a whole, therefore JNU will move forward to bid the replacement of components.*

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: *JNU is awaiting the final lab report. Unofficially, the results show no lead or asbestos in the terminal. Hazmat sampling took place 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 staff are refining the furniture order based on the budget, manufacturers' cost estimates, and the Terminal's furnishing needs. JNU is pursuing cooperative purchasing agreements which enable significant cost reductions from list prices. Wood benches were purchased and installed inside the main entrance on both sides. 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: *Alaska Seaplanes broke ground for construction on November 18. They have partially excavated the foundation trench, but as of November 30 Dawson stopped work due to frozen ground. JNU continues staff review of Alaska Seaplanes' drawings submitted for the entire 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.

Old Shop Underground Storage Tank (UST) Replacement: *Nortech has been selected to design and provide construction oversight for the tank replacement. JNU is awaiting a proposal for their services. The tentative schedule is for preliminary design due 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.