



# MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: May 3, 2023

RE: Airport Architect's Report

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

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

**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.

**Parking Lot Repairs: Construction anticipated to commence June 1 or sooner.** *On April 17 an ordinance to appropriate \$9,854,010 for was introduced by the Assembly. The ordinance will be before the Assembly on May 8 for appropriation and bid award, contingent on receipt of a Federal Aviation Administration (FAA) CARES grant amendment, which is expected. Secon (contractor) and DOWL (consultant) should receive Notice-to-Proceed shortly thereafter. Secon, DOWL, and JNU are coordinating closely in preparation to hit the ground running and reduce the impact of the work on operations, JNU stakeholders, and the traveling public.*

*With assistance from Secon, JNU has put flashing-light signs on Shell Simmons and Yandukin approaching the airport to advise the public of parking changes in late May. In March JNU posted signs at the entrances to the long and short term lots informing the public that long term parking will be closing May 31 and that temporary long term parking will be provided. JNU staff will provide the public with more information as it becomes available.*

*During construction Republic/REEF will be operating the temporary long term parking on the airfield north of the terminal, near FedEx, as well as short term parking that will move within the existing parking lots in response to the progress of construction. Temporary long term parking will open in mid-May, with close to 200 spaces. There will be a 14-day limit (rather than the normal 30 days). During construction there will be no 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 in 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: *Contract award anticipated.*** *The outgoing bag belt repairs/replacement bid was introduced by the CBJ Assembly on April 17 as part of the same ordinance as the parking lot repairs. The ordinance will be before the Assembly on May 8 for appropriation and bid award, contingent on receipt of an FAA CARES grant amendment, which is expected. The amount of the appropriation and amendment is \$1,419,716. The apparent low bidder, Robson Handling Systems, provided a schedule of 24-26 weeks—or about six months—from contract award to final completion. This 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 anticipated.*** *JNU staff and consultants Jensen Yorba Wall and Respec are finalizing the bid package to advertise. The cost estimate at 95% design was \$3.2M, of which the PBB itself was estimated at \$1.9M. The cost estimate at 65% design was \$3.4M, 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 summer of 2024 in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.*

**Terminal Furnishings: *Order anticipated.*** *JNU has finalized an order with Arconas under a cooperative purchasing agreement for \$427,025 in terminal seating, which will fully furnish the departure lounge, 135 lounge and additional airport spaces. The quote includes freight; installation to be by JNU staff. In November 2022, the Board authorized a budget of \$450,000. JNU expects a Purchase Order from CBJ Purchasing shortly; upon receipt, the Airport will make the 1/3 down payment and receive a delivery schedule. Installation is expected in the fall.*

**Alaska Seaplanes Building:** *Dawson continues work, mostly within the building. On April 7 they poured footings for the passenger and bag belt connections to the JNU terminal north wall. 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.

**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 on the original drawings, and there is no evidence that the tank was ever replaced.