



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 2, 2023

RE: Airport Architect's Report

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

Parking Lot Repairs: *Work proceeds. The employee lot is paved, striped, and occupied as of August 3. Secon continues work in the short-term parking and ground transportation areas; **completion of these is expected over the next month.** Due to delays in receipt of materials, Secon has also begun the work that they can do in the portion of the long-term lot no longer needed for employee parking. Temporary lighting is being provided for the temporary short-term lot and for the employee lot due to material delays.*

Short-term parking has moved temporarily to the long-term lot, and short-term lot payment has transitioned to pre-pay kiosks just outside the terminal entrance. Ground transportation is picking up in the taxi staging area and along the west side of Shell Simmons by Alaska Seaplanes' new building.

Secon Substantially Completed the airfield work on June 28, although they ***will be returning to the airfield in September to install an oil/grit separator*** that has a lead time of several months.

Last, Secon will reconstruct the long-term parking lot (***completion anticipated in early October***). Long-term parking will then transition from the temporary lot on the airfield by FedEx back to the long-term lot. That transition should be complete by the beginning of November—just in time for winter. JNU staff have been working closely with Secon, DOWL (engineering consultants), Republic/REEF parking, and stakeholders to minimize the inevitable disruption of a major improvement to airport parking. Staff appreciate the patience of all during the process.

The short-term parking rate remains 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.

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 was addressed. Temporary long-term parking has close to 200 spaces, which are not all full. 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.

Seccon has accelerated their schedule and currently projects *finishing work in early October*. This is one month before Contractual Substantial Completion.

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: City & Borough of Juneau (CBJ) Contracts issued Notice to Proceed (NTP), and Robson submitted a tentative schedule with *installation in mid-to-late January*. 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: *Bids were opened on July 19. Two bids were received – 1) Dawson Construction for \$1,705,705 and 2) Island Construction for \$1,914,000, both well below the cost estimate at 95% design of \$3.02M.* As of April, the estimated lead time on the PBB was 40 weeks. When the contract is awarded, the schedule will be updated. The work will take place in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.

Terminal Furnishings: *The furnishings are expected in Juneau in mid-to-late October.* JNU staff placed the terminal furniture order in early May with Arconas, a Canadian commercial furniture company specializing in transportation grade furnishings that meet FAA's Buy American compliance with a Type 3 Waiver. This order includes beam seating units (sling-backs) and benches. They will be assembled by JNU personnel.

Alaska Seaplanes Building: *Dawson has begun removing siding from the terminal north wall to construct the two connections (passenger and bag belt) between the terminal and Alaska Seaplanes building. JNU staff are closely monitoring the work. Dawson is installing exterior siding and continues to work on the interior.* Alaska Seaplanes has submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. JNU staff are reviewing the ATIR.

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

NorthStar Trekking Addition: *Staff recommended to the Airport Manager that NorthStar's Airfield Tenant Improvement Request (ATIR) for their new Tour Center be approved. Alaska Commercial Contractors has completed the foundation and is placing fill under the slab. The new building is next to but structurally separate from NorthStar's hangar building on Lot 6A, occupying a portion of their existing parking area.*

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: *JNU staff comments on the Design Development documents were sent to the consultants on July 28.*

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: JNU is awaiting the Notice of Completion (NOC) and final invoice from Schmolck. Greg Smith, CBJ Engineering Contracts Administrator was informed by the State of Alaska Department of Labor (DOL) that they have wage and hour compliance issues with the project. Strictly speaking, this is between DOL and Schmolck, however, JNU cannot approve payment of the final invoice without the NOC, which will be issued when the compliance issues are resolved. The final payment will be for \$13,297; the contract was for \$195,400.00.