



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: September 6, 2023
RE: Airport Architect's Report

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

Parking Lot Repairs: *Taxi and ground transportation pick-up and staging was paved on September 5, and work proceeds on sidewalks in that area. Short term parking moved into a completed portion of the long-term lot on August 29, and will move into permanent short-term parking as soon as it is ready. Secon is removing existing fill, placing new light pole bases, subbase and base courses in the west end of the long-term lot. Employees and rental cars now occupy their permanent lots.*

In the next month we will be approaching Substantial Completion, at which point JNU will fully occupy all parking lots. 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.

Temporary lighting is being provided for the rental car lot, the temporary short-term lot, and the employee lot due to delays in receipt of the permanent light poles. Poles are currently expected in mid-late September.

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.

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.

Short-term payment is by 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.

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.

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, *but JNU staff, DOWL, and Secon have been working closely to keep changes to a minimum. However, this is a civil project, where most items (asphalt, base course, sub-base, excavation, etc.) are paid by installed quantity, which will not be known until actual quantities are reconciled with the those in the bid documents at the end of the project. At this point DOWL anticipates that quantity reconciliation will increase the contract total, although it is still unclear as to by how much. The Board will likely 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.

During the course of the project, it has become increasingly clear that there are design, utility, and paving issues that will need to be addressed in a future reconstruction of Shell Simmons and Yandukin.

Outgoing Baggage Belt Repair/Replacement: *Robson is submitting Requests for Information (RFIs) as they begin their work. 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: This is in the process of being awarded to Dawson. 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: *Furnishings were delivered on September 5 and are stored in the Snow Removal Equipment Building (SREB). Furnishings were to come in two shipments, so there may be more to come. Staff will begin assembling and installing the units over the next few months. 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.*

Alaska Seaplanes Building: *Dawson has enclosed, roofed, and sided the passenger connection, and is working on the baggage connection. JNU staff are closely monitoring the work. Dawson continues work on the building's exterior and 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: *Alaska Commercial Contractors has the walls up and roof beams on. 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: *The project requires trenching across the apron between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. As trenching cannot be done in the winter, and this project will not be awarded before winter, staff are investigating options to include the trenching in another project. The temporary boiler will be needed again this winter. 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.*

JNU Buried Tank Removal & Replacement (formerly Old Shop UST): *Staff received the 95% documents and are reviewing them in preparation for bidding. The 95% construction cost estimate and Nortech's proposals for construction phase services bring the project total to approximately \$254,950. At the February meeting the Board approved a total of \$47,150 for design and bid documents and a design phase site assessment from Nortech. This did not include construction or construction phase consultant services, as the construction cost was unknown as was the extent of site contamination.*

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.

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. In June, CBJ Engineering Contracts Administrator Greg Smith 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.