



# MEMORANDUM

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TO: Patty Wahto, Airport Manager  
FROM: Ke Mell, Airport Architect  
DATE: October 4, 2023  
RE: Airport Architect's Report

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

**Parking Lot Repairs:** *All asphalt paving and nearly all concrete work is complete. Secon has released the short-term parking lot to JNU for use, and Republic is operating it. **Soon JNU expects the release of the taxi and ground transportation pick-up and staging area and the long-term parking lot. Long-term parking will then transition from the temporary lot on the airfield by FedEx back to the long-term lot. The payment kiosks for long-term parking will be moved to the front of the terminal, as with short term. As parking in the temporary long-term lot is capped at two weeks duration, it will take approximately that length of time to clear the lot.***

**Substantial Completion is expected before the end of October, although it has not yet been scheduled.**

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 and fixtures are currently expected in late October and will be installed immediately.**

*The oil/grit separators were installed at the east end of the employee lot on September 25 and on the airfield by Coastal Helicopters on September 26. The asphalt on the airfield was patched on September 28.*

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 those in the bid documents at the end of the project. At this point, DOWL anticipates that quantity reconciliation will increase the contract total *by at least \$600K; **final quantities have not yet been received. Quantity reconciliations on civil projects are typically 10-15% of contract value. Secon's current contract is for \$8.28M, of which \$600K is 7%.*** The Board will likely be asked to approve additional CARES funds to that end. CARES funds must be expended by late April 2024.

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 temporary long-term parking lot is operating on the airfield north of Alaska Seaplanes' new building, near FedEx. JNU has only had one complaint, which was addressed. Temporary long-term parking has close to 200 spaces. 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.

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 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 has begun to turn in submittals.* Robson has submitted a tentative schedule with installation in **mid-to-late January**. Staff will coordinate the installation schedule with Transportation Security Administration (TSA) and Alaska Airlines. 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:** *Dawson has received Limited Notice to Proceed and is sending in submittals. Staff expect full Notice to Proceed shortly, pending receipt of additional paperwork from the PBB manufacturer. In early August the estimated lead time for the PBB was 9 to 16 months. When the shop drawings are approved and the order is placed, we will have a firm schedule. Preparation of shop drawings may take two to three months.* 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 stored in the Snow Removal Equipment Building (SREB). *Assembly has progressed extremely well, with over ¾ of the units completed and installed in the Departure Lounge. Staff anticipate completing the assembly by mid-October.* Seating removed from the departure lounge will be moved to other locations in the terminal. *After assembly of seating with backs, staff will assemble and install new benches to replace worn-out upholstered benches and temporary benches on the first floor.*

**Alaska Seaplanes Building:** *The baggage belt has been installed but will not operate until Alaska Seaplanes occupies their building, anticipated later this month. The connections between the buildings are mostly complete, with details like parapet flashings still outstanding. JNU staff are closely monitoring the work. Dawson continues to 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. Staff have responded with comments but have not yet received a response.*

Alaska Seaplanes 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 is installing the roof under a bubble. The framing is up and walls are sheathed, but no doors, windows, or siding have been installed yet. 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:** *JNU has returned comments on the 95% set to the consultants. The project requires trenching and installation of buried conduits 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, JNU has accepted a proposal from Secon (through the parking lots project) to do the work this fall for \$99,700. **Secon expects to complete the work in October.** This work was not included in the original scope of work, as it was initially hoped that sufficient electrical capacity would be available at Sand/Chemical building. During design, an analysis of electrical capacity determined that additional capacity would be needed. While expensive, the work needs to be done to accommodate the boiler and prior to the Spring CARES funding expiration. DOWL concurred that the price is reasonable under the circumstances (working in October, expedited ordering of materials, etc.).*

The temporary boiler will be needed again this winter; *the contract has been negotiated.*

**JNU Buried Tank Removal & Replacement** (formerly Old Shop UST): *Staff are awaiting the 100% documents from Nortech. As winter approaches and the project has not yet been bid, **the work will be winter construction**, and may require ground thawing blankets for installation of the concrete pad under the new tank and for removal of the old tank. Potential additional costs for winter work have not yet been determined.*

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 a buried fuel tank feeding the oil-fired boiler which heats the building. Both the buried tank 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 \$13,297; the contract was for \$195,400.00.