



# MEMORANDUM

---

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 1, 2023

RE: Airport Architect's Report

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

**Parking Lot Repairs:** *The light poles are up! The rest of the work is winding down. Today Secon released the permanent long-term lot; **Republic will advise when they are ready to accept parking in it. Long-term parking will then transition back from the temporary lot on the airfield by FedEx.** Republic has moved one of their long-term parking pre-pay kiosks to the front of the terminal. **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.** All asphalt paving and nearly all concrete work is complete. All parking and ground transportation areas have now been released for JNU use. Republic is operating short-term parking with payment kiosks in front of the terminal.*

Contractual Substantial Completion has been extended from November 1 to December 1. The choice was between many loose ends at Substantial and many fewer; staff chose the latter. Postponement of Substantial Completion will not adversely affect project closeout or use of CARES funds.

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 \$700K is 8.5%. 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.

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 turning in submittals which are being reviewed. 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. 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:** In early October Dawson said, "We have been told (by the PBB manufacturer) that the PBB should be able to make it to Juneau in mid-to late-May." Dawson has received full Notice to Proceed and is sending in submittals, which are being reviewed by consultants. 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:** *The departure lounge has been entirely furnished with new seating by Arconas. New hardwood benches have been assembled and placed on the first floor, near the front entrance and baggage claim. Seating removed from the departure lounge has been moved to other locations in the terminal. The soft, brown lounge seating has been concentrated in the 2<sup>nd</sup> floor lounge over the main entrance overlooking Shell Simmons.*

**Alaska Seaplanes Building:** Dawson has brought the passenger connection tunnel through the terminal north wall, but there is a construction wall preventing direct access. Alaska Seaplanes expects to take occupancy this month. 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:** *The building is enclosed, roofed, and awaiting siding. Interior walls are being framed. The building is structurally separate from NorthStar's hangar building on Lot 6A and occupies a portion of their former parking area.*

**Sand/Chemical Back-up Electric Boiler:** *Secon and Chatham have trenched between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. The trench has been paved. A small amount of concrete remains to be poured at each end of the trench. The remainder of the project (electrical conduit and wire in SREB and Sand/Chem, the boiler itself, and minor architectural work can be done during the winter.*

*JNU has again contracted w/Harri Plumbing for their temporary boiler, pending completion of this project.*

**JNU Buried Tank Removal & Replacement** (formerly Old Shop UST): *CBJ Contracts advertised the project on October 28, the pre-bid is scheduled for Friday, November 1, and bids will be opened on Thursday, November 16. To facilitate the work, JNU has contracted with Secon under the parking lots project to pour the concrete slab for the new tank. The work is underway and should be complete the next few days. The new above-ground tank can be installed on its slab when the ground is frozen, although removal of the old buried tank may **be winter work**, and may require ground thawing blankets. The revised cost estimate is slightly reduced from \$148,439 to \$145,358, which does not include a winter work premium if the ground should be frozen when the old, buried tank is being removed. 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.