



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: January 3, 2024
RE: Airport Architect's Report

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

Parking Lots Improvements: In early October, Contractual Substantial Completion was extended from October 15 to December 1. Substantial Completion was reached on November 14, 2023. *One light fixture remains to be installed, most of the other loose ends are wrapped up. In early December Contractual **Final Completion was extended from December 30 (30 days after Substantial Completion) to January 30, on account of closeout paperwork and one light fixture that has not arrived. Postponement of Final Completion will not adversely affect project closeout or use of CARES funds.***

At the December 14 meeting the Board approved an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed \$600,000, funding provided by Airport CARES funding. The final total of all change orders is \$460,745.

Republic is operating both long- and short-term parking with payment kiosks in front of the terminal.

Additional security cameras for the parking lots will be a future project.

During the course of this 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: *Due to scheduling issues with their electrical subcontractor, Robson revised their installation schedule from mid to late January to **mid to late February**. The container with the equipment has been delivered to the airport. JNU 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: Dawson's most recent schedule shows the PBB arriving in Juneau on May 21 and the installation being Substantially Complete by June 7, 2024. The work will take place in close coordination with TSA, Alaska Airlines, Delta Air Lines, and the Main Ramp project.

JNU Buried Tank Removal & Replacement (formerly Old Shop UST): *On December 19, Alaska Fuel Systems Inc. received Notice to Proceed.* Substantial Completion is scheduled for February 29, 2024.

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.

Terminal Furnishings: *Alaska Electric has received a Notice to Proceed with running additional power from the bagwell to the Departure Lounge so that charging stations can be installed. Work is expected to be complete by the end of January. Funds remaining from the furnishing budget will pay for a few charging stations.*

Because the charging units do not qualify under Buy American, JNU will continue to buy them in small quantities as funds allow. There are a total of 376 seats in the Departure Lounge. To fully power the Lounge per the seating layout would require 208 power stations costing approximately \$1000 each.

Alaska Seaplanes Building: *Alaska Seaplanes Building is Substantially Complete, and Seaplanes is using it.* The buildings are separated by grilles in the terminal wall and fire doors in Seaplanes' wall. Landscaping on JNU property along Shell Simmons and installation of the Service Animal Relief Area fence at the north end of the terminal will be completed in spring 2024.

Alaska Seaplanes submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. Staff responded with comments but have not yet received a response.

NorthStar Trekking Addition: *The Contractor is finishing exterior siding and trim and sheet rocking the interior.* 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: *At the December 20 Finance Committee meeting, the Committee instructed staff to **proceed with advertising the project for bid** as designed by Morris Engineering and Modern Mechanical, estimated cost of approximately \$490,000, based on the 95%*

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documents. The mechanical estimate is \$334,733; the electrical estimate is \$125,971, and minor architectural work is estimated at \$10-30K. When bids are received, the Board may decide to 1) accept the bid; 2) reduce the scope to a portable boiler at an estimated \$175K; or 3) continue to lease a boiler unit at \$40K/year. See Unfinished Business.

The Board approved total project budget is \$175,000, of which \$44,835 has already been contracted for design, and \$99,700 to Secon to trench and lay conduit between the buildings. The current available budget after design and trenching is \$30,463.

JNU staff investigated the purchase of a new, temporary oil-fired boiler comparable to the one we have been renting for the past several years. Harri Plumbing, from whom JNU is currently renting a portable boiler, said that the lead time would be about four months. Harri's believes that "a budget of \$165,000 would cover the procurement and assembly of a portable heating trailer, fuel tank and hoses similar to what we are using now but with approximately 300 MBH capacity."

In October, Secon and Chatham 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 was paved and the conduit terminated at each end of the trench. Spare power and data conduits--for any future purpose--were laid in the completed trench.

JNU is again renting Harri Plumbing's temporary boiler, pending completion of this project.

Bagwell Mechanical Repairs: *A couple of minor closeout items remain, including the paper copy of the Operations & Maintenance manual and the consultant's (RESPEC's) final invoice. RESPEC's work was time and materials, and there will be \$5K-10K that they won't use under their contract.*