



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: January 4, 2023

RE: Airport Architect's Report

Updates since last report in italics.

Snow Removal Equipment Building (SREB) Pump Replacement: *All work is complete. Final Completion is pending final approval of the O&M manual.* This project allows commissioning of the SREB heating system.

Bagwell Mechanical Repairs: Demolition and some electrical is complete. *JNU has requested an update to the schedule submitted in August 2022.* At that time equipment installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.

Sand/Chemical Back-up Electric Boiler: NO CHANGE. ECI Alaska (architect for 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. The temporary boiler is installed and operating.

Parking Lot Repairs: *Staff and Republic/REEF are considering alternative areas for parking during construction. DOWL has submitted 50% design and is working towards 95%, due January 11. At 50% the cost is approximately \$7.3M, including construction, consultant services during construction, JNU administrative costs and permitting. The estimate does not include additional security cameras, but does include identifying camera locations and providing power and data conduits to those locations. We anticipate that JNU will contract separately for the cameras, which would expand our existing system. The estimate includes a slightly expanded scope, in the form of drainage improvements downstream from the parking lots; one would replace the culvert crossing under Yandukin to the northeast, the other would replace and relocate the culvert that drains the parking lots toward the airfield. These would ensure that we are not feeding new drain lines into compromised existing lines.*

JNU staff have identified a bid alternate: fencing on the Yandukin side of the parking to deter casual pedestrian traffic across Yandukin and through the parking lots. This is not a large alternate—on the order of \$200K—which could easily be done later, if necessary. The fencing was requested by the Deputy Airport Manager on account of security concerns in the parking lot. The alternate is included in the estimated cost at 50%.

DOWL's work is being coordinated with the solicitation for an automated parking lot payment system. Drainage design is being closely coordinated with Alaska Seaplanes' new terminal and the Main Ramp Rehabilitation project. CARES funds must be expended by late April 2024, consequently construction must happen in 2023, not 2024 as previously anticipated.

Gate 5 Passenger Boarding Bridge (PBB) Replacement:

The design team continues work toward a spring 2023 bid for spring/early summer 2024 installation, closely coordinated with the Main Ramp Rehabilitation Project. The estimated lead time on the PBB is one year.

The recommended PBB layout will accommodate all anticipated models of the Airbus and Boeing 737 as well as the smaller Embraer and Bombardier. It will not accommodate ATR42, but—coming from Whitehorse—those passengers will need to clear Customs and Border Protection (CBP), so disembarking onto the apron at Gate 2A is easier than using a PBB and having to be escorted through the Departure Lounge and terminal to CBP. Demolition of the existing and installation of the new PBB will occur in 2024 and be closely coordinated with the Main Ramp Rehabilitation project.

Outgoing Baggage Belt Repair/Replacement: NO CHANGE. CARES funds must be expended by late April 2024. That time frame allows JNU to bid the piecemeal replacement of components that has been bid-ready for several months, but that is not enough time for a TSA planning and design process to upgrade the system as a whole, therefore JNU will move forward to bid the replacement of components.

Jensen Yorba Wall provided 100% bid documents on June 3 to replace about half of the individual units on a one-for-one basis. Current information as to manufacturers' lead times suggests that from bid to installation would be approximately one year. Regardless of the route taken (system replacement or one-for-one replacement), staff will coordinate the installation schedule with TSA, Alaska Airlines and Delta Air Lines.

Terminal Hazmat Report: NO CHANGE. JNU is awaiting the final lab report. Unofficially, the results show no lead or asbestos in the terminal. Hazmat sampling took place on October 6 in portions of the terminal building that have not been renovated since hazardous materials were routinely used in building construction. This contract does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project.

TSA Bag Screening Flooring Replacement: NO CHANGE. After receiving the Terminal Hazmat Report (see preceding project) which will include the flooring in the TSA Bag Screening area, options will be scoped within the Board approved \$20K budget.

Terminal Furnishings: *JNU staff has finalized seating layouts and selected products from two seating manufacturers for use in the departure lounge, 135 lounge and additional airport spaces. Staff continues to work closely with the two suppliers for final quotes; CBJ has cooperative purchasing agreements with both, significantly reducing furniture costs from list prices. The soft*

lounge furnishings (brown furniture) in the departure lounge will be moved to pre-screening seating areas, and replaced in the departure lounge with beam-seating (sling-backs), which will increase the seating capacity from 250 seats to 366 seats. The new furniture will provide additional seating flexibility, and offer increased seating with convenience power units.

Alaska Seaplanes Building: *Dawson is pouring the foundations. On December 19 the JNU Design Review Board met, reviewed, and accepted Alaska Seaplanes' Design Review submittal. Alaska Seaplanes has submitted and—with JNU approval – CBJ is reviewing Alaska Seaplanes' building permit submittal package for the entire building. JNU is awaiting submission of Alaska Seaplanes Tenant Improvement Request (TIR) for the entire building. JNU has approved the TIR for foundations only. Drainage will be closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.*

Old Shop Underground Storage Tank (UST) Replacement: *JNU received a proposal from Nortech that was significantly higher than expected. JNU and CBJ Contracts are considering next steps. This is scheduled for spring/summer construction. The total cost to remove and replace the tank is unclear, as it is unknown whether there is soil contamination. It is suspected that there is some contamination. A 550 gallon tank in the same location will occupy about half a parking space.*

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 on the original drawings, and there is no evidence that the tank has ever been replaced. According to records, it is a 1,200 gallon UST which is being filled regularly and does not appear to be actively leaking, as there has been no evidence of water in the tank.

Community Transportation Program application: NO CHANGE. In October, JNU submitted a Preliminary Intake Application through the State of Alaska Department of Transportation and Public Facilities for funding through the Community Transportation Program (CTP) and Transportation Alternatives Program (TAP) for roadway improvements to Shell Simmons and Yandukin. Staff will be reaching out to the community for letters of support.