



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: July 5, 2023

RE: Airport Architect's Report

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

Parking Lot Repairs: *It's been an eventful month. Secon started work in the rental car lot with asphalt removal and trenching for new lighting on June 12, and on the airfield, laying the new main storm drain line on June 14. JNU staff and Secon closely coordinated with Coastal Helicopters to minimize the impact on Coastal Helicopter's operations. Secon has Substantially Completed the airfield work, although they will be returning in September to install an oil/grit separator that has a lead time of several months. Secon has completed most of the work in the rental car lot; all that remains is paving and concrete work at the east end of the lot and striping the entire lot. Secon replaced a section of the main water line serving Capital City Fire & Rescue and the hangars of Coastal, Ward Air, and AK Seaplanes east of the terminal on the night of June 29. Work that was anticipated to take 4 hours took 10 hours, as the existing ductile iron water main was gently curved and the water line bypass (which was fabricated straight based on available drawings) required considerable effort to install. **JNU expects Secon to complete work in the rental car and employee lots and move to the short-term parking and ground transportation staging areas in the next month.***

Rental cars and employees are parking in the former long-term lot, with few difficulties. Each rental car company has their own parking area, which are separate from the employee parking area.

Secon has accelerated their schedule and currently projects finishing work in early October. This is one month before Contractual Substantial Completion. JNU and Republic/REEF parking have been cooperating with Secon to facilitate the acceleration.

With completion of taxi staging and short-term parking (about the end of August), those functions will return to new parking lots in the same areas in which they were previously located. This will enable the rental cars to move back into their lot east of the terminal. On completion of the employee parking area (in July) employees will move back into their lot.

Last, Secon will reconstruct the long-term parking lot (completion anticipated in early October). Long-term parking will begin transitioning 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. 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 parking will move within the existing parking lots in response to the progress of construction. Short-term parking will be pre-paid at payment kiosks on either side of the main entrance to the terminal. The short-term rate will remain unchanged. Republic will have employees on hand to assist customers with making payments, to direct them to available parking and to patrol to ensure payment.

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 has been 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, so it is possible that during construction the Board will 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.

Outgoing Baggage Belt Repair/Replacement: *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: ***Bids will be opened on July 19.** There is interest from several potential bidders.* The project was advertised for bids on June 8. The cost estimate at 95% design was \$3.2M, of which the PBB itself was estimated at \$1.9M. The estimated lead time on the PBB is 40 weeks; installation is scheduled for late spring/early summer of 2024 in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.

Terminal Furnishings: *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, and **the furnishings are expected in Juneau in mid-to-late October.** It*

will be assembled by JNU personnel and installed in the terminal to accommodate Christmas holiday travelers.

Alaska Seaplanes Building: *Dawson continues work. They are installing the exterior siding and continue to work on the interior. AK Seaplanes has submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. JNU staff are reviewing the ATIR.*

In April, Dawson removed a bit of siding to tie the floor of the pedestrian connection into the foundation of the terminal's north wall. The wall itself has not been opened. Dawson will give JNU staff advance notice. JNU staff are closely monitoring the connections to the terminal building.

Alaska Seaplanes has submitted their Tenant Improvement Request (TIR) for the entire building; JNU staff are reviewing. In October 2022 JNU has approved the TIR for foundations only. Drainage is being closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.

NorthStar Trekking Addition: NorthStar has submitted an ATIR to JNU and drawings to JNU and the CBJ Permit Center for a new Tour Center next to but structurally separate from their hangar building on Lot 6A. The new building will occupy a portion of their existing parking area. *JNU staff have reviewed the ATIR. NorthStar has received a building permit.*

Sand/Chemical Back-up Electric Boiler: NO CHANGE The temporary boiler is no longer needed and has been removed. 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.

Old Shop Underground Storage Tank (UST) Replacement: NO CHANGE. Staff are reviewing the Design Development documents. 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.

Per CBJ Contracting requirements, consultant services under term contract cannot exceed \$50,000 in a single project authorization. As Nortech's design and bid phase services total \$47,150, JNU may end up with a different consultant providing construction phase services.

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. Greg Smith, CBJ Engineering Contracts Administrator 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.