



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: July 7, 2022

RE: Airport Architect's Report

Updates since last report in italics.

2022 Airfield Civil Repairs: *The work is complete and Arete Construction's invoice has been approved. The culvert was repaired on June 20; the curb and storm drain grate on Alex Holden Way were completed on June 9. Insurance will not reimburse the \$21,827 cost of the repairs, as the damage was caused by human activity, NOT by the storm itself. (If the airfield crew had not cleared the drains and the resulting flooding had caused damage, the damage would have been covered by insurance, even if the damage were many times the cost of the repairs.)* The project had two components, repair of a crushed culvert end under Taxiway A between Taxiways B1 and B2, and replacement of 50 feet of curb and a storm drain inlet at the south end of Alex Holden Drive.

Snow Removal Equipment Building (SREB) Pump Replacement: *Harri Plumbing is under contract. The pumps have been submitted and approved, but the specified Variable Frequency Drives (VFDs) that control the pumps have a 50-52 week lead time, which would put Substantial Completion in mid-summer 2023 and force JNU to heat the SREB with the electric boiler all next winter. Harri Plumbing is investigating a VFD alternative configuration that would allow installation and Substantial Completion this fall. RESPEC (formerly PDC Engineers) is under contract for construction phase services (including commissioning) for a total additional fee of \$10,355.*

Bagwell Mechanical Repairs: *We received one responsive bid from Schmolck Mechanical for \$195,400. This is significantly more than the construction cost estimate of \$123K that RESPEC provided on May 10, 2022. All of the reasons cited by RESPEC in their May estimate remain true, but in the current bidding climate it proved difficult to judge the magnitude of their effects on construction cost. RESPEC recommends a 20% construction contingency, which would bring the construction phase total to \$234,480 ($\$195,400 \times 1.2$) or approximately \$235,000. This represents an increase in construction cost of \$185,000 ($\$235,000 - \$50,000$ previously approved by the Board.) RESPEC's engineering contract for the project includes construction phase services. At the May Airport Board meeting, the consultant's construction cost estimate was \$122,948, significantly more than had been previously estimated. Reasons for the increase include:*

1. The project is now a separate project rather than a change order to the terminal project.
2. The work requires 7-8 different subcontractors who will be mobilizing and demobilizing for a relatively small amount of on-site work. Several of the subcontractors are from out of town and will incur travel costs.

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3. The bid environment is poor and there are uncertainties in material procurement. Labor rates and equipment and material costs have increased since May 2021.
4. The May 2021 estimate was completed prior to design. Minor plumbing and sprinkler work was added due to actual site conditions found during design. Although the scope added is minor (a couple pipe reroutes and demo) it adds (3) subcontractors to the project; plumber, sprinkler fitter, insulator.
5. Direct digital controls interconnection to existing JNU Building Automation System was added as requested by JNU to assist with maintenance.
6. Separately from the gas detection system, the normal building ventilation in the bagwell does not meet current codes; two small exhaust fans were added to correct the deficiency.

Outgoing Baggage Belt Repair/Replacement: *In response to a question from Alaska Airlines, JNU is looking into the replacement of the entire system in accordance with TSA's Planning Guidelines and Design Standards, ver. 7.0, released October 8, 2020. Considering the system as a totality in light of the most current TSA guidance may be a more appropriate solution than piecemeal replacement of about half of the individual baggage handling belt units. Jensen Yorba Wall provided 100% bid documents on June 3 to replace on a one-for-one basis about half of the individual units. Current information as to manufacturers' lead times suggests that with the one-to-one replacement, the Airport would be looking at summer 2023 installation. We will coordinate the installation schedule with TSA (Transportation Safety Administration), Alaska Airlines, Delta Air Lines, and Airport staff.*

Parking Lot Repairs: *DOWL has completed their Phase I (Site Investigation and Concept Development) work and will be presenting their work to the Board at the July 14 meeting.*

Gate 5 Passenger Boarding Bridge Replacement: *Jensen Yorba Wall Architects is preparing a fee proposal and scope per our request. We expect to present it to the Board at a special meeting later in July. If the Board approves, the funding request will go to the City & Borough of Juneau (CBJ) Assembly. We expect Notice-to-Proceed to be issued in late September. The Federal Aviation Administration (FAA) has agreed that we may sole-source the design services, but required an independent estimate of consultant fees for the work. The fee estimate was completed June 14 by JNU; fees were estimated at \$185,000. JNU received no consultant proposals on May 11 in response to our Request for Proposals (RFP) for design services. JNU has received the Categorical Exclusion (CATEX) Determination for environmental from the FAA.*

Sand/Chemical Back-up Electric Boiler: *Morris Engineering is under contract for design for \$49,835, with construction documents due July 31. Due to boiler lead times, we expect installation in early spring 2023. This will require renting the temporary boiler from Harri Plumbing again this coming winter.*

TSA Bag Screening Flooring Replacement: *After receiving the Terminal Hazmat Report (see following project) which will include the flooring in the TSA Bag Screening area, options will be scoped within the Board approved \$20K budget.*

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Terminal Hazmat Report: *CBJ Contracts will request letters of interest to review documentation, sample and test as required to provide a written record of hazmat materials in the remaining portions of the terminal building that have not been renovated since hazardous materials were routinely used in building construction. This does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project.*

Terminal Furnishings: *Per Patty's direction, Kris Ritter and I are coordinating our work to make the best use of the existing terminal furnishings and purchase more as appropriate, starting with more slings/beam lounges (silver frames w/black seats). A cost estimate will be prepared based on cooperative purchasing agreements and needed quantities. The nearly complete terminal renovation expands public areas, necessitating additional furnishings, as well as repair/replacement of severely worn existing furnishings. The Board approved the use of up to \$100K of CARES funding at the May 2022 Board meeting for these furnishings.*