JUNEAU INTERNATIONAL AIRPORT
CITY & BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

ATTACHMENT #1

TO: Jeannie Johnson,
JNU Manager

DATE: November 13, 2009

FROM: Catherine Fritz, AIA
JNU Architect

FILE: 1382.16
1182.16

RE: Snow Removal Equipment Bldg Update
Terminal Renovation Project Update

Snow Removal Equipment Building: Discussions have resumed with FAA to reach an agreed upon scope of the project. This will allow design to continue. See attached memo.

Terminal Renovation: Construction over the past month has included:

- Steel erection and welding continued, with the Ph. I work now nearly complete.
- Mechanical duct work and piping in the existing building began, and work has been busy in the Pump Room work where the geothermal pipes come into the building.
- Exterior wall insulation on the new addition is nearly complete.
- Preparation began for windows in the new addition.
- Removal of old siding system on the existing East wall began.
- Asbestos abatement was completed.
- Interior wall construction, including electrical and plumbing rough-in, continues.
- Installation of plumbing and electrical lines through existing building continues.
- Escalator arrived and is being stored in the new building; installation is scheduled for March.

Staff assisted JCVB in moving and storing their displays and brochures. Staff also relocated the hotel call board and pay phones to clear the East wall area for construction. We've identified art pieces that need to be removed for construction. Commercial advertising that will be impacted by construction has also been identified and is being scheduled for removal in Jan-March.

The artists submitted a scaled model of the proposed bird sculpture and have engaged the Art Panel members and project staff in collaborative design discussions. The sculpture will be constructed this winter and ready to hang by May.

Snow Removal Equipment Building
Juneau International Airport
Summary Report: Prepared November 3, 2009
By Catherine Fritz, JNU Airport Architect

1. Summary of Current Facilities:

a. Building was originally constructed in 1950's to house Airfield Rescue & Fire Fighting vehicles. Glacier Fire station was constructed in 1970's; airfield equipment maintenance then moved into the vacant space. A modest addition for staff offices and essential support spaces was made in 2000.
b. Existing 5,200 s.f. building does not provide sufficient indoor storage and service areas for the airfield equipment fleet. Up to a maximum of thirteen pieces of airfield equipment can be compacted into the indoor space if the maintenance bay is not in use. The total number of FAA-eligible equipment for indoor storage and service is more than thirty. The lack of indoor space requires that only the most essential first response equipment be readied indoors, and that safety clearances be ignored. Brooms, blades, sweepers, and many pieces of heavy equipment are left unprotected outdoors on a regular basis.
c. Facility does not meet OSHA requirements or meet operational needs for tasks that must be performed (e.g., welding, painting, parts replacement, and equipment repairs). Repeated OSHA violations due to facility inadequacy have been documented.
d. Facility does not meet Americans with Disabilities Act (ADA) and does not meet code requirements for ventilation, mixed genders, etc.
e. Sand and urea are stored in a dilapidated building that is located remotely from the maintenance facility and the urea mixing facility.
f. Existing building is severely under-sized for needs and has structural limitations for potential additions.
g. Current building site is restricted for potential addition and problematic for other airfield ground operations, especially access to the runway and taxiways.
h. Inadequate facilities for collecting waste after cleaning equipment violates the airport's Storm Water Pollution Prevention Plan.

2. Operational impacts from lack of adequate facility:

a. Greater wear and tear on equipment due to number of hours engines run without being actively used on the airfield.
b. Higher fuel costs on equipment that must have engines running to avoid freeze-up and be available for use at short notice.
c. Higher costs of parts and lubricants due to foul weather exposure.
d. Increased staffing cost to de-ice and shovel snow away from equipment that is stored outdoors.
e. Documented safety concerns inside the existing building due to lack of safe work areas, clearances for dangerous equipment, etc.
f. Documented safety concerns and accidents caused from working on equipment outside in foul weather.
g. Inability to follow manufacturer's recommendations for caring for equipment electronics due to outdoor exposure.
h. Safety concerns for equipment access to airfield due to multiple conflicting uses between aircraft and vehicles.
i. Inefficiencies in staffing due to remote location of sand/urea and difficulties of working in foul weather.

3. Summary of New SREB Facility Site:

a. Clear and efficient access to runway and taxiways.
b. Fill provided from dredging in Runaway Safety Area project (E09-186).
c. Site is currently scheduled for dredged fill in Spring 2009.
d. Value of placed fill = approximately $300,000 (this component is part of unit price total).
e. Horizontal geothermal loops for the facility will be laid in RSA project (bid value = $629,000).
f. Limited drainage structures in RSA contract = approximately $500,000.
g. Site will be ready for building construction by mid Summer 2010.
h. Design is complete through Schematic Design. Funding is currently in place to complete all design and produce construction documents.
i. Airfield Lighting Improvements component has 95% complete construction documents.

4. New SREB Facility (Construction Cost as of Schematic Design):

a.	Snow Removal Equipment Building =	60,600 s.f.	$15.7 million
b.	Sand & Urea Building =	22,500 s.f.	$ 6.2 million
c.	Fueling Station =	3,200 s.f.	$ .4 million
d.	Outdoor Covered Storage Area =	4,700 s.f.	$ .3 million
e.	Site Prep including paving, utilities, drainage =		$ 4.5 million
f.	Airfield Lighting Controls =		$ 2.2 million
	total est. construction =		**$ 29.3 million**

5. Total Estimated Project Costs:

a.	Construction =	$29.3 million
b.	Construction Contingency (change orders) =	$ 2.9 million
c.	Admin (Design Reviews, Bidding. Permits, CA, etc.) =	$ .8 million
d.	Inspection & Consultant Services during Construction =	$ 1.2 million
e.	Shop Equipment (not in bid docs), furniture, etc. =	$ .3 million
f.	Project Contingency =	$ .5 million
	total est. project cost =	**$35.0 million**