



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 3, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *Harri Plumbing is confirming the availability of components that would allow installation of alternative variable frequency drives (VFDs) to substitute for those specified. The alternatives are already in Juneau (Harri Plumbing will absorb the cost and use them on another project if they are not approved for this project). The specified pumps will be here shortly. Providing the details can be resolved, we should have substantial completion this fall. We will need to extend Harri's contract—which anticipated substantial completion on August 7, 2022—but we will do that when we confirm the details for the VFDs. The specified 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.*

Bagwell Mechanical Repairs: *In July the Board approved award to Schmolck for \$195,400 from CARES funding. Schmolck received their contract on August 3 and we expect submittals shortly. Substantial completion is scheduled for early March 2023.*

Sand/Chemical Back-up Electric Boiler: *Design is underway. Unfortunately, it has become apparent that tapping the SREB for electricity to power the Sand/Chemical back-up boiler is neither straightforward nor easy. When SREB was built not all of the functions JNU wanted to house there were eligible for Airport Improvement Program (AIP) funding, and JNU did not have the additional resources required for the non-AIP funded work, so the non-AIP funded work was laid out at the conceptual level but neither designed nor built, pending future funding. SREB's electrical capacity was intended to accommodate the future addition, so we had anticipated that it could also accommodate the Sand/Chemical back-up electric boiler. That has proved overly optimistic. As Mike Greene, SREB Project Manager, said, "The original SREB/Sand Chemical designs and expansion plan did not anticipate the need to introduce a back-up electric boiler in the Sand Chemical building."*

Mark Morris of Morris Engineering said, "Every option I look at to power the Sand Chemical Building boiler will impact the future addition because there is not enough capacity in either the heating panel or the switchboard to feed both the Sand Chemical Building Electric boiler AND heat for the addition or (an electrical) feeder for the addition." Therefore, he submitted and JNU has accepted a proposal for \$16,000 for Morris Engineering to provide a study to determine the heat

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load of the future addition and the power load based upon a rough floor plan by the City & Borough of Juneau (CBJ) with information on what equipment will be inside. Shane Hooten, Modern Mechanical (Morris Engineering's mechanical subconsultant) will estimate the heating load and let staff know the power need for additional heat pump(s) or electric boilers in the SREB. The power usage of the building based will be determined upon the CBJ provided room descriptions and specific equipment intended to be used in the building. Recommendations will be made on how the addition will be fed with options. Once the CBJ has decided on those options, staff will pick another source of power for the Sand Chemical Building that doesn't interfere with the future addition power source.

CBJ Contracts is in the process of requesting authorization to increase Morris Engineering's design contract beyond the \$50K upper limit for work under consultant term contract. The contract will need to be extended as required by the additional work. Morris Engineering has asked for one week to do the work after receiving Notice to Proceed.

The original contract with Morris Engineering for design was for \$49,835, with construction documents due July 31. Due to boiler lead times, we expected installation in early spring 2023. This will require renting the temporary boiler from Harri Plumbing again this coming winter.

Parking Lot Repairs: *We expect a proposal shortly from DOWL for their Phase II work. DOWL has completed their Phase I (Site Investigation and Concept Development) work and presented it to the Board at the July 14 meeting.*

Gate 5 Passenger Boarding Bridge Replacement: *Jensen Yorba Wall Architects has signed a contract for \$47,964 for planning only, with deliverables due September 29, 2022; this allows them to start work until the Board and CBJ Assembly approve the Federal Aviation Administration (FAA) AIP grant for design (see New Business). There are currently local match funds in the account to begin the planning until the AIP grant is appropriated. The remaining design work will be issued a Notice-to-Proceed upon grant appropriation. JNU has received the Categorical Exclusion (CATEX) Determination for environmental from the FAA.*

Outgoing Baggage Belt Repair/Replacement:

A meeting with Bob Carter of Transportation Security Administration's (TSA) Anchorage office and TSA's planning team is scheduled for August 9 to begin evaluating our existing baggage handling system. 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 summer 2022 bid of the one-to-one replacement, the Airport would be looking at summer 2023 installation.

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Regardless of the route we take (system replacement or one-for-one replacement) we will coordinate the installation schedule with TSA, Alaska Airlines, Delta Air Lines, and Airport staff.

Terminal Hazmat Report: *Dahlberg Design has a contract 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 contract does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project. Sampling is expected to begin in mid-August.*

TSA Bag Screening Flooring Replacement: 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: *Work continues.* 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.

Alaska Seaplanes Building

I am working with Corey Wall of Jensen Yorba Wall (architect for Alaska Seaplanes) on the building layout.