



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: February 2, 2023

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *The contractor's final invoice has been approved; JNU is awaiting the consultant's final invoice. All work is complete. This project allows commissioning of the SREB heating system.*

Bagwell Mechanical Repairs: *Much of the sheet metal work is complete. Schmolck confirmed their August 2022 schedule, anticipating Substantial Completion on March 5.*

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: *JNU has received and staff are reviewing the 95% documents. At 95% the cost estimate is \$8.1M including construction, consultant services during construction, JNU administrative costs and permitting. At 50% the cost was approximately \$7.3M. Key drivers of the increase include drainage improvements as directed by the Board at their January meeting, and recent inflation-driven increases, notably in the cost of oil used to make paving asphalt. Due to the accelerated schedule, there are still loose ends (e.g., lighting, heated sidewalk repair) that are not reflected in the estimate. The accelerated schedule and drainage improvements will likely affect the cost of design.*

Estimates do not include additional security cameras, but the bid documents do identify camera locations and provide power and data conduits to those locations. We anticipate that JNU will contract separately for the cameras, which would expand our existing system.

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 occur in 2023.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *JNU has received and staff are reviewing the Design Development documents. The cost estimate at 50% design is expected shortly. 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:

The bid documents have been sent to City & Borough of Juneau (CBJ) Contracts. Current information as to manufacturers' lead times suggests that from bid to installation would be approximately one year. 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. 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 is moving forward to bid the replacement of components.

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 received quotes from the two furniture manufacturers for the seating units required to furnish the departure lounge, 135 lounge and additional airport spaces per the new layout plan. The total of the two quotes was under the \$450K budget. Staff was ready to proceed with opening purchase orders for each of these orders, but was informed by the City Finance Department that the funding for these furnishings were now to go through the CBJ Assembly appropriation process and must be capitalized and go through a CIP process. This changes how the Airport procures; not through the budget, but as a CIP. The FAA stated that it is an eligible CIP expense under CARES, however the Buy American rules apply. The Airport is awaiting CBJ Assembly approval as well as looking at the manufacturers on the government cooperative agreement. Unfortunately, because of this delay, these quotes will likely need revising when the Airport is authorized to place the order which may reduce the number of seating to fall within budget. Installation of the furnishings is now projected to begin in mid-summer.*

CBJ has cooperative purchasing agreements with both manufacturers, 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 has completed the foundations and is now erecting steel for their new building. They are beginning work on the foundations of the two tunnels connecting their building to the JNU terminal's north wall. Dawson received the building permit for the entire building on January 10, but Alaska Seaplanes has not yet submitted their Tenant Improvement Request (TIR) for the entire building; JNU staff will work with Alaska Seaplanes on this. 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: *At JNU request, Nortech has revised their proposal to better meet our needs. The proposal includes an optional Site Assessment to delineate the extent of the contaminated area and estimate the potential cost of remediation before bidding the work. The Site Assessment "is expected to include one day of field exploration through excavation of test pits with a local contractor. All soil will be returned to the test pit in the approximate depth that it was excavated." JNU may be able to slightly reduce the cost of the Site Assessment by pot-holing (renting an excavator and digging pits to determine the extent of oil contamination) in-house rather than having the consultant hire a contractor.*

At the October meeting the Board approved \$20,000 for design of the tank replacement. The cost of Nortech's design scope, including site reconnaissance, design, construction documents, and support during bidding is \$31,824. The Site Assessment is \$15,326. Together the total is \$47,150. This does not include construction phase services, or the cost of the contractor's bid. Per CBJ Contracting requirements, consultant services under term contract cannot exceed \$50,000 in a single project authorization. Consequently, JNU may end up with a different consultant providing construction phase services.

Our options are limited:

- 1) JNU can leave in place and continue to use the existing 60 year old tank. This is not recommended.*
- 2) JNU can replace the existing tank with an above ground tank without removing the existing tank. This is not recommended.*
- 3) JNU can increase the amount approved amount by \$27,150K to \$47,150K.*
- 4) JNU can ask CBJ Contracts to approach the other consultant who provided a proposal.*
- 5) JNU can set a maximum amount we are willing to spend on design for this project and ask CBJ Contracts to re-solicit consultant proposals.*

Options 3) and 4) do not guarantee a lower price, and both will add weeks to the project schedule. JNU staff are of the professional opinion that it is essential to complete the work this summer. See Unfinished Business request for additional funding for design (option 3).

The work 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, or the extent thereof. Some contamination is suspected. 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 for Shell Simmons/Yandukin Upgrades:

JNU did not submit an application to the State of Alaska Department of Transportation and Public Facilities (ADOT) for funding through the Community Transportation Program (CTP). CBJ is allowed to submit two projects to ADOT under the CTP but chose to submit only one, so as to leave the second slot open for JNU. After meeting with ADOT's South Coast Transportation Planners the chief unresolved question was where JNU would come up with \$400K - \$900K for the required 9.03% to 20% local match for a project with a currently estimated project budget of \$4.5M on very short notice. The project budget was developed with help from DOWL engineers, but is based solely on a brief verbal description. 9.03% is the minimum required match, however, increasing the match improves the ranking of the application, thereby increasing the likelihood of receiving a grant. The application deadline is the end of February. Applications are on a three year cycle, however, Katie Koester, CBJ Engineering and Public Works Director, is unsure whether there will be another opportunity as "in the past ADOT has been reluctant to take on the program." JNU staff will work towards submitting an application in 2026, as well as look for other funding opportunities.

In October, JNU submitted a Preliminary Intake Application through the ADOT for funding through the CTP and Transportation Alternatives Program (TAP) for roadway improvements to Shell Simmons and Yandukin.