MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: April 5, 2023

RE: Airport Architect's Report

Updates since last report in italics.

Bagwell Mechanical Repairs: *Substantial Completion occurred on March 17. Training for JNU staff on the ToxAlert system controls is scheduled for April 12. After staff training, Building Maintenance staff will instruct airline personnel as to the functioning of the system, and then the system will be made fully operational.*

Sand/Chemical Back-up Electric Boiler: *The temporary boiler is no longer be needed and will be 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.

Parking Lot Repairs: *On April 4 one bid was received:*

Bidder	*Base Bid*	*Alternate No. 1*	*Total Amount*
Colaska dba SECON	*$7,997,405.00*	*$287,046.00*	*$8,284,451.00*
Engineer's Estimate	*$6,684,079.00*	*$321,489.00*	*$7,005,568.00*

The bid includes an Alternate for some work in the rental car lot, which was directed by JNU staff in an effort to reduce the potential cost of the total project. The storm drain line from the main parking lots through the airfield, the severe potholes at the entrance from Shell Simmons to the rental car lot, and access control for the rental car lot remain in the Base Bid. This bid award and additional funding request is set to go to the Board, as presented earlier in the agenda.

Secon and several electrical subcontractors attended the pre-bid meeting and site visit. At the meeting JNU staff made very clear that the project is driven by three factors: 1) CARES funds must be entirely paid out by April 2024; 2) winter and the closure of the batch plant, in conjunction with administrative approvals before award will severely limit the time available for construction; and 3) JNU must remain fully functional throughout the project. Given those constraints, staff strongly encouraged those present to consider six or seven day weeks, long days, night work, and other measures to expedite the work.

At 95% the cost estimate was $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 included 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. There were still loose ends (e.g., lighting, heated sidewalk repair) that were not reflected in the estimate. The accelerated schedule and drainage improvements will likely affect the cost of design.

JNU has posted signs at the entrances to the long and short term lots informing the public that long term parking will be closing May 31 and that temporary long term parking will be provided. JNU staff will provide the public with more information as it becomes available.

During construction Republic/REEF will be operating the temporary long term parking on the airfield north of the terminal, near FedEx. There is not enough space to provide as much temporary long term parking as we currently have. We need the spaces to turn over, so JNU and Republic/REEF propose a 14 day limit (rather than the normal 30 days) for the temporary long term parking. During construction there will be no weekly rate; just the daily rate of $16/day for long term parking.

In February the Airport Manager met with the City Manager and Director of Engineering and Public Works regarding City & Borough of Juneau (CBJ) and determined that a Project Labor Agreement (PLA) was not required for the parking lots project.

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 that 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.

Outgoing Baggage Belt Repair/Replacement:
JNU staff submitted an updated request for a development addendum for the Bag Belt Repairs to the Federal Aviation Administration (FAA). The apparent low bidder, Robson Handling Systems, provided a schedule of 24-26 weeks—or about six months—from contract award to final completion. This puts installation in our off season (fall 2023 through winter 2023-2024), exact timing to be determined by pending FAA and CBJ Assembly action. Staff will coordinate the installation schedule with Transportation Security Administration (TSA), Alaska Airlines and Delta Air Lines. Robson's bid of $1,275,000, was accepted by the Board on March 9. 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. This project is now pending FAA CARES grant amendment.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Installation is scheduled for late summer of 2024 in close coordination with the Remain over Night/Airport Operations Area (RON/AOA) project.* JNU has received and staff are reviewing the 95% documents. The cost estimate at 65% design was $3.4M, of which the PBB itself was estimated at $1.9M. This is double what we would have thought, but we are working with the consultant towards 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 *down to 8-10 weeks—earlier it was* 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.

Terminal Furnishings: *JNU has been working closely with Arconas to finalize our order for terminal seating, as Arconas will be changing their price list in May. The total will be within our $450K budget.*

Herman Miller cannot comply with the Buy American requirements imposed by CARES funding, so JNU will purchase all furnishings from Arconas (the other manufacturer, who does comply with Buy American). Seating will fully furnish the departure lounge, 135 lounge and additional airport spaces per the new layout plan.

Per CBJ Finance Department, due to the size of the expenditure, the funding for these furnishings needs to go through the CBJ Assembly Capital Improvement Project (CIP) appropriation process, rather than through the operating budget, as would've been possible with a lesser purchase amount. The FAA stated that the furnishings are an eligible CIP expense under CARES, however the Buy American rules apply. This also means that the electrical charging components are not a part of the procurement since they cannot meet Buy American. Installation of the furnishings is now projected to occur in the fall. JNU will buy through a cooperative purchasing agreement so we do not need to bid the furnishings. Cooperative purchasing agreements 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 installed the roof and enclosed the structural frame with building wrap, which keeps the rain out and allows them to heat the space. On April 6 or 7 they plan to pour footings for the passenger and bag belt connections to the JNU terminal north wall. 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.

Old Shop Underground Storage Tank (UST) Replacement: *Nortech plans to submit Design Development in the next few days. The site assessment to determine the likely extent of below grade contamination is scheduled for April 6.* JNU will support Nortech's Site Assessment work by pot-holing (digging pits with an excavator to determine the extent of oil contamination) in-house. JNU rents an excavator annually for airfield spring clean-up.

Tank removal and replacement is scheduled for 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.

Per JNU Airport Board direction at their February meeting, CBJ is contracting with Nortech for design and bid phase services for $47,150 per Nortech's proposal. 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.

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.