



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: April 3, 2024
RE: Airport Architect's Report

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

Parking Lots Improvements: The Federal Aviation Administration (FAA) has approved the Preliminary Closeout Report. *The Final Closeout Report will be submitted shortly.* There are a couple of minor warranty items (hydroseeding and painting small areas) that Secon will complete this spring, but in general the project is complete.

Additional security cameras for the parking lots will be a future project.

During the course of this project, it became increasingly clear that there are design, utility, and paving issues that will need to be addressed in a future reconstruction of Shell Simmons and Yandukin.

Outgoing Baggage Belt Repair/Replacement: *The project is complete. Substantial Completion was March 15, and Final Completion was March 27. Closeout paperwork has been completed, and both the contractor (Robson) and the consultant (Jensen Yorba Wall) have been paid.*

A future project will work with Transportation Security Administration (TSA) through their planning and design process to upgrade the system as a whole.

JNU Buried Tank (UST) Removal & Replacement (formerly Old Shop UST): *Lab testing confirmed field sampling; all contaminated soil was removed. Closeout paperwork has been completed, and the final report has been submitted to the Alaska Department of Environmental Conservation. The contractor (Alaska Fuel Systems) has been paid, and the consultant's (Nortech's) invoice is expected shortly.*

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Demolition of Gate 5 PBB is complete, and Dawson has demobilized from the site. Dawson does not anticipate returning to the site until June 18, when the new PBB arrives. Alaska Electric, Dawson's electrical subcontractor, will begin work in the terminal several weeks before the PBB arrives, but that is not expected to affect operations on the ramp.*

TK Airport, manufacturer of the new PBB, informed the contractor, Dawson Construction, that delivery of the new PBB will be delayed from May 21 to June 17, with Substantial Completion now scheduled for June 29. The new PBB will not be in service when Delta's summer flights begin on June 7. *Until Gate 5 PBB is installed, Delta will use the Remain Over Night (RON) aircraft parking space just east of Gate; access will be via the Gate 6 stairs.* The work will take place in close coordination with TSA, Alaska Airlines, Delta Air Lines, and the Main Ramp Project.

Snow Removal Equipment Buildings (SREB) Commissioning: The ground-source heat pump system serving the SREB is finally operational and ready for commissioning. This will be done by Respec, in coordination with JNU staff and Meridian Systems. *Commissioning is scheduled for the week of April 29.*

Sand/Chemical Back-up Electric Boiler: *At the March 14 meeting, the Board approved an increase of \$19,015 to the project budget for additional architectural and electrical consultant fees to provide bid documents acceptable to CBJ Contracts. Contracts was asked to modify the consultant contracts accordingly but is unable to do so while remaining in compliance with CBJ procurement regulations. Modification Request and special approval would be required by the CBJ to increase the threshold of the term contract (\$50K) as well as the letter of agreement (\$5K) and justification for not going out for an RFP originally. Since the total construction cost for this project has escalated and no funding source has been identified, Staff is putting this project on hold for now. The FAA has determined that the costs are not Airport Improvement Program eligible.*

The original design of the Sand/Chemical building relied exclusively on the heat pump system shared with the Snow Removal Equipment Building (SREB) to heat the Sand/Chemical building. This was not designed with a redundant system. The Board approved \$175K to design and install a back-up boiler system, which was thought to be fairly straight-forward.

Morris Engineering and Modern Mechanical provided a fee proposal under a City & Borough of Juneau (CBJ) consultant term contract (\$50K per project maximum) for the electrical and mechanical design and construction phase services. Staff would provide architectural drawings—sealed and signed if necessary, and any minor construction phase architectural services required—for JNU. Due to time commitments of other projects, staff was unable to provide the architectural work, so ECI (original architect for the Sand/Chemical building) was asked to provide minimal unsigned architectural work—essentially drafting—at a cost of \$5,000. *In fact, drafting to date has only required \$2,125, leaving the balance of the \$5,000 available for use during bidding and construction.*

During design, it became clear that the Sand/Chemical building did not have adequate electrical capacity to support a back-up boiler; the capacity would need to come from the SREB. But the SREB would still need to have future electrical capacity for a planned expansion. Morris Engineering and Modern Mechanical were granted a contract amendment for \$16,000 to analyze the matter. Additional conduits between the SREB and Sand/Chemical would be needed and were added to the project. By fall 2023, JNU had not received final design documents from the consultants, but the design of the trenching and conduits was complete, so staff moved forward on

this work to ensure CARES funds would cover this work. The conduits were installed by SECON in October 2023 for \$99,700.

The work that remains to be bid and constructed has three components: 1) Mechanical: installation of the new electric boiler; 2) Electrical: provision of power to the new boiler from the main electrical panel in SREB; and 3) Architectural: minor modifications required by the new boiler. The design documents were sent to CBJ Contracts for advertising. CBJ Contracts accepted the mechanical design documents but will not advertise the project without modifications to the architectural and electrical design documents as submitted.

CBJ Contracts requires signed and sealed drawings and a cost estimate for each of the three disciplines: 1) Mechanical: complete - signed and sealed drawings and a cost estimate are complete; 2) Electrical: signed and sealed drawings and a cost estimate are in hand, however, CBJ Contracts is concerned that the drawings may confuse potential bidders and asked that the drawings be revised to minimize potential graphic confusion on the part of bidders; 3) Architectural: drawings are not signed or sealed and no cost estimate received (staff was originally going to do this in-house).

Architectural: ECI submitted a fee proposal of \$4,380 to sign and seal the architectural drawings, and \$1,980 for a professional cost estimate of the architectural work, for a total fee of \$6,360.

Electrical: Morris Engineering submitted a fee proposal of \$17,120 to revise the electrical drawings per request of CBJ Contracts.

The additional Architecture and Electrical costs to provide bid documents acceptable to CBJ Contracts are \$23,480.

Initially the Board approved a total project budget of \$175,000, of which \$70,835 has already been contracted for design, and \$99,700 contracted to Secon to trench and lay conduit between the buildings. The current available budget after previously contracted design and trenching is \$4,465. The additional work for \$23,480, less \$4,465 remaining from original design contract leaves a balance of \$19,015. This is only design and bid documents, not construction.

Based on the 95% documents, the Engineer's construction cost estimate is approximately \$490,000. The mechanical estimate is \$334,733; the electrical estimate is \$125,971, plus architectural estimated at \$30K; total construction cost now approximately \$980K.

At their January 11, 2024, meeting the Board directed that the project be advertised for bids. When bids are received, the Board will decide whether to proceed with the project. The Board may decide to 1) accept the bid; 2) reduce the scope to a portable boiler at an estimated \$175K; or 3) continue to lease a boiler unit at \$40K/year.

JNU staff investigated the purchase of a new, temporary oil-fired boiler comparable to the one we have been renting for the past several years. Harri Plumbing, from whom JNU is currently renting a portable boiler, said that the lead time would be about four months. Harri's believes that "a budget

of \$165,000 would cover the procurement and assembly of a portable heating trailer, fuel tank and hoses similar to what we are using now but with approximately 300 MBH capacity.”

In October 2023, Secon and Chatham trenched between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. The trench was paved, and the conduit terminated at each end of the trench. Spare power and data conduits--for any future purpose--were laid in the completed trench.

JNU is again renting Harri Plumbing's temporary boiler, pending completion of this project.

Alaska Seaplanes Building: *(No change)* Landscaping of JNU property along Shell Simmons and installation of the Service Animal Relief Area fence at the north end of the terminal will be completed in spring 2024.

Alaska Seaplanes submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. Staff responded with comments but have not yet received a response.