



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: March 1, 2023

RE: Airport Architect's Report

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

Bagwell Mechanical Repairs: Schmolck has completed most of the work. They will schedule training for JNU and airline staff before the ToxAlert system is made fully operational and the work is substantially complete.

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 received unsigned 100% documents on March 1 for final review. JNU will advertise for bids approximately March 8 and open them approximately March 29, with bids presented to the Board at the April 13 meeting, and to the City & Borough of Juneau (CBJ) Assembly at their April 17 meeting, Assembly approval to follow at their May 8 meeting, with construction starting June 1.*

Greg Smith of CBJ Contracts said that the most recent bid received for a civil project (similar to the parking lots) was over twice the Engineer's Estimate. He is concerned that CBJ may be at the limit of the local contracting market's ability to take on new projects for 2023 construction. Consequently, JNU staff have directed DOWL to remove most of the rental car lot work from the Base Bid and make it an Additive Alternate. 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 will remain in the Base Bid. Informal conversations suggest limited bidder interest.

The Airport Manager met with the City Manager and Director of Engineering and Public Works regarding CBJ projects requiring a Project Labor Agreement (PLA). A PLA is not recommended for the parking lots project.

JNU staff directed DOWL to consult with Doug Murray of Respec regarding replacing the heated sidewalk, as DOWL is not familiar with the existing system. Mr. Murray designed the existing system and oversaw its installation.

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. 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 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.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *JNU has received and staff are reviewing the 95% documents. We have not yet received the 95% cost estimate. 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 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 project advertised for bid on Tuesday, February 7, and bids will be opened on Tuesday, March 7. Two general contractors have registered with CBJ Contracts. One equipment supplier, Robson Handling Technology, attended the pre-bid conference and site visit and asked intelligent and helpful questions. An addendum to the Board Agenda is expected prior to March 9 Board meeting to award, pending protest period.

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: *Staff recommends that flooring replacement not be pursued at this time; staff recommends a thorough cleaning, as the room is extremely dirty. The Board approved \$20K budget might have been adequate for an uncomplicated project, but is inadequate to address the extenuating circumstances, including: 1) a demolished wall curb was never completely ground down along the bagwell wall, and this area has never had flooring. The area would need to be properly prepped, which would be very dusty work in a fully occupied space; 2) the existing bag belt layout has not changed significantly in 15 years, despite continuous increasing enplanements. The system needs to be reconsidered with the help of TSA; such reconsideration was explored in 2022, but is a multi-year process; and 3) one of TSA's existing scanners does not work, and may need replacement.*

Terminal Furnishings: *JNU staff has requested that each of the two manufacturers provide Buy American compliance documentation for approval by the Federal Aviation Administration (FAA) per federal funding requirements. Provided both manufacturers get FAA Buy American approval and the CBJ Assembly approves the appropriation of the furnishing's funds at its March meeting, purchase orders will be opened for each manufacturer and ordering will proceed.*

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 is within the \$450K budget. Staff was ready to proceed with purchase orders, but was informed by the City Finance Department that, 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. Installation of the furnishings is now projected to occur in the fall.

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 installed the roof membrane. Due to cold and recent snow, there has been little recent activity on site. 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: *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. We expect Nortech to start work immediately, and to provide their schedule as soon as they have Notice to Proceed.*

JNU may support Nortech's Site Assessment work 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.

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.

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.