

Ted Stevens Anchorage International Airport: Concourse A and B Remodel **FY2008 Request: \$1,800,000**
Reference No: AMD 40306

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Anchorage Areawide **Contact:** John Torgerson
House District: Anchorage Areawide (HD 17-32) **Contact Phone:** (907)269-0724
Estimated Project Dates: 07/01/2007 - 06/30/2012
Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

This is a new FY2008 Capital Budget Request. It was decided to complete the Airport Improvement Program (AIP) portion of the Terminal Rehabilitation project all in the first phase to simplify the contracting procedures related to federal procurement. This funding is for the remodel of Concourses A and B to bring them up to standards for seismic and other codes as well as bring consistency with design concepts incorporated into Concourse C. Create a consolidated facilities center for the Airport to reduce expenses and increase efficiency. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>Total</u>
Fed Rcpts	\$1,800,000						\$1,800,000
Total:	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$72,310,000; FY2006 - \$73,190,000.

Project Description/Justification:

This project consists of several component improvements: Landside; Architectural; Interior; Structural; Mechanical; Electrical; Security and Telecommunications; Airside; and Baggage Handling System.

Landside Improvements: All or some of these improvements will be incorporated into the design of the project, depending on costs. Standing water on the upper ramp is a constant problem. More drains and regrading portions of the ramp may be completed to allow the water to drain away from the ramp. The sealant between the terminal building face and the concrete sidewalks on both levels is disintegrated. The project will replace the sealant during replacement of the outside building medium. The lower level of the ramp has a leaking storm drain. The project may replace the storm drainpipe and complete replacement of the outside insulation. The project will look at fixing a leaking water pipe in the irrigation system to landscaping beds on the lower level.

Architectural Improvements: The goals of the architectural component are to create larger baggage claim areas, increase ticket lobby circulation, widen concourse circulation corridor, create larger departure lounges, resolve the congestion at the Arrival Hall, provide additional space for Transportation Security Administration for screening, create more efficient screening space, provide intuitive way-finding, improve day-lighting of major space, optimize concession space, add tour bag storage, add conference rooms and increase the area for public storage.

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Interior Design Improvements: Varied lighting levels will be incorporated. There will be some decorative fixtures. The ceilings will be varied and receive differential materials and treatments. There will be a featured accent color and warmer color palette. New finishes will be added to the hard surfaces and some porcelain tiles with aquamarine glass is proposed for restrooms.

Structural Improvements: All component building sections for the A and B Concourse were analyzed for seismic needs both for vertical and lateral loads. Each section has individual needs such as to thicken the upper level angled shear walls or strengthen the metal roof deck. Other improvements include, but are not limited to, installing steel plate along the floor beams, upgrade joists and joist connections on each grid line, replace low roof beams, and upgrade trusses.

Mechanical Improvements: All existing systems will be upgraded, if necessary. Design temperatures shall be 72 degrees F inside in winter and 75 degrees F in summer. Design ventilation rates vary from 6 Air Changes per Hour to 10 depending upon location. Design ventilation noise criteria are NC-40 for public areas and NC-35 for offices.

Electrical Improvements: Several major pieces of electrical equipment will have to be relocated as a part of the project. Additionally, energy monitoring will be installed along with new standby generation equipment. The Concourse C fire detection and alarm system will be expanded to provide full integration of all areas within the A and B Concourses.

Security and Telecommunications Improvement: Improvements include, but are not limited to, upgrading the existing access control system, expanding the video surveillance, limit doors with ingress and egress to and from restriction and secured areas, provide support space for future implementation of screening needs.

Airside Civil Improvements: The project will modify the apron/gate configuration for larger aircraft in Concourse B. It will extend the loading bridges on B. Pavement and storm drainage improvements will be made as well as utilities.

Baggage Handling System Improvements: Several concepts are proposed for upgrading the baggage handling system.