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COMMISSION

AGENDA MEMORANDUM Item No. 8c

ACTION ITEM Date of Meeting August 9, 2022

DATE: July 29, 2022

TO: Stephen P. Metruck, Executive Director

FROM: Keri Stephens, Director, AV Facilities & Capital Programs

Eileen Francisco, Director, Aviation Project Management Group

SUBJECT: Departures Drive Drainage Improvement (CIP #C801036)

Amount of this request: \$730,000

Total estimated project cost: \$1,280,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to utilize Port crews and small works contracts to complete the Departures Drive Drainage project at Seattle-Tacoma International Airport (SEA). This authorization is for \$730,000 for a total estimated project cost of \$1,280,000.

EXECUTIVE SUMMARY

This project rehabilitates a portion of the departures drive storm drainage system and existing bridge expansion joint seal. The storm drainage system has failed along the south end of the departures drive. An existing catch basin and associated drainage pipe is plugged and has been paved over. Stormwater currently ponds at this location, leaks through the structure, deteriorates the departure drive structure and discharges onto rental car customers waiting on the arrivals curbside below. The project will replace the existing storm drainage facilities, expansion joint seal, and complete minor paving.

JUSTIFICATION

This project will support the Century Agenda goal to advance this region as a leading tourism destination and business gateway by meeting the region's air transportation needs through improving vital facilities and infrastructure in a sustainable and cost-effective manner. This project will improve customer service for rental car customers and reduce ongoing maintenance due to stormwater leaking from the departures drive onto the arrivals curbside.

Template revised January 10, 2019.

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Diversity in Contracting

The project is utilizing an existing Indefinite Delivery / Indefinite Quantity (IDIQ) contract to provide design support services. The contract has an overall requirement for 10% WMBE participation. Port Construction Services (PCS) will complete the construction portion and will work with the Diversity in Contracting (DC) department to outreach to the WMBE community of any small works opportunities.

DETAILS

The project is located at the south end of the departures drive. However, construction will impact both the arrivals and departures drives.

This project was originally scoped to replace three existing expansion joints on the departures drive. However, it became apparent that there was scope overlap with two adjacent projects: C800862 Terminal Security Enhancements and C801204 SEA Gateway. After coordinating with the two adjacent projects the scope of work for this project was reduced resulting in \$600,000 in savings. It was also identified that this project's scope of work, the drainage piping, needed to be completed prior to Terminal Security Enhancements' installation of security bollards along the arrivals curbside that is planned to start this fall.

Additionally, the project carried additional contingency related to potholing work necessary to proof the conceptual design. This work has now been conducted, the conceptual design was proven, and the additional contingency has been removed from the project.

Scope of Work

This project will correct a failure of the existing storm drainage facilities at the south end of the departures drive.

- (1) Remove and replace an existing catch basin on the departures drive.
- (2) Install new storm drainage piping under the departures drive, down an existing column

and across the arrivals drive to an existing catch basin.

(3) Replace one existing expansion joint seal on the departures drive.

(4) Repave the existing departures drive shoulder and reseal the structure joint to direct stormwater flow into the new catch basin.

(5) Remove and replace a small section of existing storm drainage pipe that has deformed.

Schedule

Construction start 2022 Quarter 3

In-use date 2022 Quarter 4

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Cost Breakdown This Request Total Project

Design \$0 \$550,000

Construction \$730,000 \$730,000

Total \$730,000 \$1,280,000

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Remove and replace all concrete traffic barriers (spandrels) and reconstruct the existing stormwater drainage system to replicate the existing system that is integral to the structure. This option includes replacing three local expansion joints.

Cost Implications: \$7,710,000

Pros:

(1) Provides long-term repair of inoperable stormwater drainage system.

(2) Improves customer safety and satisfaction.

Cons:

(1) Most costly alternative.

(2) New stormwater drainage system will continue to be integral to the drive structure which is difficult to access and maintain.

(3) Construction will result in significant impacts to both departures and arrivals curbsides.

This is not the recommended alternative.

Alternative 2 – Install new storm drainage infrastructure that is external to the departures drive, replace existing expansion joint seal, and repave the departures drive shoulder and reseal the structure joint.

Cost Implications: \$1,280,000

Pros:

(1) Provides long-term repair of inoperable stormwater drainage system.

(2) Improves rental car customer safety and satisfaction.

Cons:

(1) The new stormwater drainage system will be external and attached underneath the bridge deck. It will not be as aesthetically pleasing or hidden as the original internal drainage system.

This is the recommended alternative.

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FINANCIAL IMPLICATIONS

Cost Estimate/Authorization Summary Capital Expense Total

COST ESTIMATE

Original estimate \$600,000 \$0 \$600,000

Previous changes \$1,880,000 \$0 \$1,880,000

Current change (\$625,000) \$25,000 (\$600,000)

Revised estimate \$1,255,000 \$25,000 \$1,280,000

AUTHORIZATION

Previous authorizations \$550,000 \$0 \$550,000

Current request for authorization \$705,000 \$25,000 \$730,000

Total authorizations, including this request \$1,255,000 \$25,000 \$1,280,000

Remaining amount to be authorized \$0 \$0 \$0

Annual Budget Status and Source of Funds

This project, CIP C801036, was included in the 2022-2026 capital budget and plan of finance with a budget of \$1,880,000. A budget of \$625,000 was transferred to the Aeronautical Reserve CIP (C800753) resulting in zero net change to the Aviation capital budget. The funding source will be 2021 revenue bond and the Airport Development Fund (ADF).

Financial Analysis and Summary

Project cost for analysis \$1,280,000

Business Unit (BU) Roadways

Effect on business performance NOI after depreciation will increase due to inclusion of (NOI after depreciation) capital (and operating) costs in airline rate base

IRR/NPV (if relevant) N/A

CPE Impact Less than \$.01 in 2023

Future Revenues and Expenses (Total cost of ownership)

This project will not have a significant impact on Aviation Maintenance annual operating and maintenance (O&M) costs. The storm drain will replace an existing system that is no longer functioning.

ATTACHMENTS TO THIS REQUEST

(1) Vicinity Map

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

July 27, 2021 – The Commission authorized design.

Template revised June 27, 2019 (Diversity in Contracting).