

ATTACHMENT #2

From: Dennis Bedford <Dennis.Bedford@juneau.org>

Date: August 3, 2022 at 9:06:33 PM AKDT

To: Jerry Kvasnikoff <Jerry.Kvasnikoff@juneau.org>

Cc: Al Clough <Al.Clough@juneau.org>, Patty Wahto <Patty.Wahto@jnuairport.com>, Mike Greene <Mike.Greene@jnuairport.com>

Subject: Fw: Block M flooding

I'm fine with committee assignments. I thought I sent this message out to Jerry K., Patty, and Mike Greene several days ago. I was going to forward it to Al and tried to send it to Eve, but she's apparently not in the system yet. When I pulled it up, it showed as not sent???

I have questions:

- 1) I'd like to get this thing moving-with the retirement of Jerry Godkin creating a vacancy, can the operations committee meet and make recommendations as a body of two?
- 2) The CBJ would have issued a building permit for the Block M hangars. Does this permit address drainage, and what is the standard used?
- 3) My research indicates that general industry standard for proper drainage in areas covered by asphalt is 1-2% (1/8" to 1/4" per foot). Is the standard used by CBJ when issuing building permits inadequate for large areas such as the airport?
- 4) Does the airport need to set a stricter standard? Is this addressed in the airport master plan?
- 5) Was the Block M hangar constructed in accordance with the permit as issued?
- 6) Did subsequent development in the area render the original drainage plan inadequate?
- 7) It looks to me like the drainage in the taxilane to the north of Block M isn't all that great either. It seems to me like we should survey the whole area before we formulate a plan.
- 8) To my untrained eye viewing the drainage analysis plot provided by DOWL, it appears that the slope(s) of the area immediately north of the Block M hangars (the taxilane between Block M and Block L), is/are comparable to or less than those on the south side of Block M. Yet we have received fewer complaints from the north side of Block M and none that I am aware of from Block L. The area north of Block M is drained by multiple large grate type drains while the area to the south has only one long trench type drain. The area south of Block J (west side, between Aero Services and the CAP) is drained by a similar trench drain. Last winter during a period of heavy rain and snow melt-off, I observed this drain to be completely overwhelmed. Could it be that trench drains aren't up to the demands of Juneau weather conditions?

Dennis