



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 6, 2024

RE: Airport Architect's Report

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

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *(No change)* Jensen Yorba Wall is preparing the final project close out report for the FAA. On this account, their final pay request will likely be in November or December. Dawson has completed all work, and staff have approved their final pay request.

Mendenhall Riverbank Stabilization:

On behalf of JNU, proHNS is in the process of applying for permits for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On *October 21, JNU received the permit.*
3. On August 12, proHNS submitted an application to the State of Alaska Department of Natural Resources for a permit for work below "ordinary high water", in this case the high tide line. Of the permits, this has the longest lead time, possibly as long as 6 or 8 months, pushing the actual construction to the spring/summer of 2025.
4. *On October 23, proHNS submitted an application to the City and Borough of Juneau (CBJ) for a grading permit. The permit will be issued after all other permits are received.*

JNU staff are working with CBJ Contracts to advertise bids for the repair work, with drawings prepared by proHNS engineers. *The bid documents are currently under review by the State of Alaska Department of Military and Veteran's Affairs (DMVA), which is required before bidding.* JNU will seek reimbursement from the Federal Emergency Management Agency (FEMA) and the DMVA for the work.

At the August 21 low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

Master Plan Update: *Michael Baker International (MBI) postponed a planned visit to JNU. The postponement is due to contractual changes requested by MBI and the CBJ legal review of those changes. JNU staff expect contractual matters to be resolved and the site visit and TAC meeting to be rescheduled. When they are here, they will meet w/JNU staff and the Technical Advisory Committee (TAC), tour the facilities and lay the groundwork for their work over the next year.*

Michael Baker International submitted and the FAA approved the scope of work, fee, and schedule for the master plan update. The work will include an update to JNU's 2009 Obstruction Survey as well as the Master Plan. This will push completion of the work to *December 2025*, as the aerial photography for the obstruction survey cannot be completed until *early summer 2025*. Michael Baker's fee for all for work except the obstruction survey is \$505,680, which is more or less in line with expectations. The fee for the obstruction survey is \$405,541.

The current Airport Master Plan will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration Airport Layout Plan, and related Exhibit "A". This update does not look to change the sustainability goals, environmental inventory, nor financial plan.

ADL 107380: Conveyance: During the Runway Safety Area (RSA) project, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit A' will need to be updated by Michael Baker to reflect the conveyance in the airport boundaries. *JNU staff have done everything that needs to be done on our end and await processing of the title report, which has been in the queue for over a year. Andrew Miller, Natural Resource Manager, Non-Competitive Land Conveyance provided an update on October 25. He said, "The title report for ADL 107380 is now at position 41 in the title report queue. I expect it will not be too much longer before the report is assigned to an adjudicator and work begins. The Realty Services Section (RSS) is still working on resolving a back log of title report requests and while they are making progress, it is a long process. I will keep an eye on this one and work with RSS so we can move to draft patent as soon as possible after the title report is completed." Mr. Miller stated, "I would estimate it will be a couple months before they begin work on the title report but there are a lot of variables that will determine the exact timeline."*

Jordan Creek Greenbelt Lighting: *JNU has accepted a proposal from Begenyi Engineering schematic lighting design of two options:*

Option 1: Design using existing Owner provided 30-foot poles and floodlights.

Option 2: Pedestrian scale design compliant with IESNA G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces.

It is likely that Option 1 will be less expensive; Option 2 will be nicer. Begenyi Engineering should be under contract shortly. Staff expect the report, including cost options, in about a month.

In an email to the Airport Manager, Bruce Denton of the Glory Hall Board said "In the past leftover funds from completed CIP projects have been re-allocated to augment projects that are short. Given

that this project is an effort to improve safety of folks who are legitimately using the path to transit between the airport and the adjoining neighborhood, and to deter the use of the path as a hangout or camping spot for vagrants, I would think it warrants the funding needed to do it right. I can't help but think that JPD [Juneau Police Department] and the city manager would support this. I believe this needs to be initiated by the city manager. Does anyone have any idea how much is needed to do it right? I'd be happy to follow up with Katie with an increased funding request.”

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude to do something, but it will likely not be pretty. Staff have had a couple of conversations with Darrell Wetherall, transmission and distribution engineer for Alaska Electric Light & Power (AEL&P), as to where to draw power. He said AEL&P has programs that might be helpful, but it will be complicated to figure out. Andrés has asked for cameras, so we will try to incorporate some in the project.

Channel/Loken/Coastal Contamination: *(No change)* Cox Environmental submitted the Site Characterization Report for JNU property south of the Loken in-holding to DEC for review and comment on July 15. Our next steps will depend on their response.

Cox Environmental is under contract for JNU's Alaska Department of Environmental Conservation (ADEC) required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9. Cox Environmental reported that “Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab.”

Channel/Loken Land Acquisition Support: *(No change)* Staff are working with CBJ Contracts to issue a new Request for Proposals (RFP). The first RFP yielded one proposal, from Electric Power Systems (EPS), however EPS admitted that they did not have FAA experience required by the RFP.

JNU requested proposals from qualified consultants to provide land acquisition support services and coordination for a Federal Aviation Administration (FAA) funded acquisition of one parcel, currently owned by Channel Flying, Inc., and identified for acquisition on the Airport Layout Plan. The consultant will assist JNU and the CBJ Lands in navigating the FAA's airport land acquisition process. The parcel is currently listed for sale by the current owner, so this would be a willing sale. FAA funded land acquisition is extremely complicated, and JNU does not have current staff expertise in this.

Departure Lounge Carpet Replacement: *(No change)* Staff continue to work on the project. Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for

this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet. The very rough cost estimate is \$100K. This may come back to the Board in next year's operating budget.

Taxi/Ground Transportation Additional Shelter: *Staff continue to work on the project. At the October 10 meeting, several members of the Board spoke in favor the Option 2, bus shelters, rather than Option 1, 10' canopy. Accordingly staffing will continue to research scope, costs, and revenue for Option 2, and will return to the Board with that information.*

Security Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *Staff are developing a scope for CBJ Contracts to put out an RFP for an architect to conceptually identify possible locations and associated costs for an elevator. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected. An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. FAA has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.*

North Dog Yard: *The fence is complete, but signage and dog waste disposal station remain to be installed, and CBJ Parks & Recreation must accept the grass for maintenance.*

Shell Simmons/Yandukin Reconstruction: *This project would reconstruct the Shell Simmons/Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin would be a separate project to limit cost and scope. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$7-10M project.*

The project scope would be similar to that of the 2023 parking lot upgrades: new subbase and base courses, asphalt, and lighting. In addition, it is likely we will need to replace the 12" and 14" ductile iron water main that runs under the length of Shell Simmons and serves the terminal and related facilities. A knowledgeable local civil engineer and Loni VonKirk, CBJ Water Utility Supervisor, both said that ductile iron water lines aren't designed for more than 50 years in any case, and in Juneau one seldom gets that, so it makes sense to include the water line replacement.

Depending on funding pursued, there may be a significant local match; for example, through the State of Alaska administered Community Transportation Program the local match is 9% minimum; increasing the local match to 24% significantly improves the chances of receiving funding.

Parking Garage: *Staff are scoping the work required and order of magnitude capacity. The Capital Improvement Plan (CIP) has a placeholder cost of \$75M. Current planning assumptions include: the garage will occupy the entirety of the current parking and ground transportation areas, but no horizontal expansion beyond is reasonable on account of the locations of the terminal, Shell Simmons, Yandukin, and the Jordan Creek Greenbelt. The garage would be three stories, with possible structural capacity for a fourth story depending on cost and need closer to the time of construction.*

Alaska Seaplanes Cargo Facility: *(No change.)* Alaska Seaplanes has submitted a proposal for truck access to the cargo facility parking lot on lease Lot 2 through the former taxi staging area on the west side of Shell Simmons. Staff are working with them.