



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: March 5, 2025

RE: Airport Architect's Report

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

Gate 5 Passenger Boarding Bridge (PBB) Replacement: JYW has completed their work on the final project closeout report, *and staff submitted the report to the Federal Aviation Administration (FAA) on February 18.*

Airport Layout Plan (ALP) Update: *Updates have been submitted to the FAA and are pending approval.*

Mendenhall Riverbank Stabilization: *Terry Kurth and his State of Alaska Department of Military and Veterans Affairs (DMVA) team were in Juneau February 25-28 to meet with the City & Borough of Juneau (CBJ). Staff took them to visit the site.*

Funding will come before the Board. We do not have a bid amount, but the engineer's estimate from February 2024 is \$258,405. Allowing for a 5% increase in construction costs over the past year yields an estimate of \$271,325. ProHNS fee proposal for Construction Administration/Construction Inspection (CA/CI) is \$17,860, Time & Expense T&E, Not-to-Exceed (NTE). This yields a construction phase total of \$289,185 ($\$17,860 + [\$258,405 \times 1.05] = \$289,185$). This does not include staff time.

DMVA continues their review of JNU's pre-bid requirements and eight-month time extension request.

The jökulhlaup occurred on August 5, 2023. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff have assured JNU that the extension will be granted.

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, 2024, 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, 2024, 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, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, proHNS submitted an application to the City & 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 bid-ready documents and a cost estimate prepared by proHNS in late February 2024. JNU will seek reimbursement from the Federal Emergency Management Agency 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 (MPU): *Michael Baker International (MBI) continues their work.* Technical Advisory Committee (TAC) meetings are scheduled as follows:

TAC meeting #2 and TAC meeting #3 are now combined. ***The next JNU MPU TAC meeting is now scheduled for March 12, 1:00 p.m. to 3:00 p.m. This meeting will be virtual on Teams. The meeting will cover Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. MBI will deliver working papers related to these topics for review and comment prior to the meeting.***

The April TAC meeting is scheduled for April 10, 1:00 p.m. to 3:00 p.m. This meeting will be held in person at the Juneau International Airport, Alaska Room and virtually on MS Teams. This chapter covers the refined airport alternatives, the Environmental Action Plan, and a list of suggested capital improvements. MBI will deliver working papers related to these topics for review and comment prior to the meeting. Also on April 10, MBI will present their work to the Board at their regular meeting. Tentatively, MBI will present to the Assembly at their May 12, Committee of the Whole meeting.

The final TAC meeting is scheduled for June 19, 1:00 p.m. to 3:00 p.m. The meeting will be virtual on MS Teams and will cover the complete draft MPU.

MBI visited JNU on December 4 and December 5. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the next year.

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 will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan. Aerial photography for the obstruction survey will take place in early summer 2025, and the final update is expected in December 2025.

Jordan Creek Greenbelt Lighting: *Staff belatedly realized that the project would require a Variance and a Flood Plain Development Permit, both from CBJ Department of Community Development (CDD). CDD processing time on a typical Variance is currently twelve weeks from submission of the complete application. As a consequence, it may not be possible to complete the work this construction season, as the light poles and fixtures have a ten-week lead time for production after submittals are approved. Staff will apply for the Variance and advertise for bids this season, but the contractor will be allowed to install the fixtures when weather permits.*

Begenyi Engineering has submitted 95% drawings and the 95% construction cost estimate. The estimate is \$78,641, a slight increase from the 65% estimate of \$73,565. Of the total construction estimate, just under 40% is for the pole foundations. The ground adjacent to Jordan Creek is very wet and although the poles are only 15' tall, local experience indicates that adequate foundations are essential.

The Flood Plain Development Permit will require work by a licensed civil engineer; a fee proposal for the work has been requested from Begenyi Engineering's subconsultant, PND Engineers. Despite the additional engineering required by the Flood Plain Development Permit, staff are cautiously optimistic that the \$150K budget provided by the Assembly will cover all costs, including JNU staff time. The additional engineering is not included in the total to date of \$38,220 for contracted and estimated construction phase consultant services.

The design will be pedestrian scale, compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces, with a preliminary estimate of slightly less than \$50K for construction cost. Construction cost does not include JNU or CBJ Contracting staff costs. Incidental to the design, costs will be estimated to extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.-

In a September 16 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: Cox Environmental is under contract for the additional work that the Alaska Department of Environmental Conservation (ADEC) has requested. ***Drilling is tentatively scheduled for mid-April, and Cox Environmental expects to complete the work and submit all deliverables by August 1, 2025.*** At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume." Cox Environmental has submitted a budget for the work required.

Cox Environmental is under contract for JNU's 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."

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project; Funding provided by Airport Revolving Funds.* From the Assembly Agenda at the February 3 meeting at which the ordinance was introduced: "This ordinance would appropriate \$50,000 to the Departure Lounge ADA Elevator CIP. The funds would be used to hire an architect to conceptually identify locations and associated costs for an elevator in the Departure Lounge. This elevator would serve the Departure Lounge to the 121 Air Carrier apron and would facilitate ground boarding for passengers who are unable to navigate stairs to board at Gate 6 or when ground boarding is necessary. The total cost of the design and installation is currently estimated at \$2.5M and has been deemed eligible for Federal FAA funding. The Airport Board of Directors reviewed this at the December 12, 2024, meeting."

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. CBJ Contracts has not yet released the results of the review. In his email returning his comments, Mr. Bedford noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is

beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. 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.

Parking Garage: *This project is on the CIP list for after 2030; no funds are currently available for planning or construction.*

ADL 107380: Conveyance: *(No change)* Since last checking with the State of Alaska Department of Natural Resources (ADNR) in late November, as of February 5, 2025, the Title Report Request has moved from number 36 to number 31 in the queue but has not yet been assigned to an adjudicator. When ADNR staff receive the Title Report, they can request the tideland patent for JNU. JNU staff will check back with ADNR in a couple of months. JNU's case seems to be moving about five spaces up in the queue per month; on that basis it would reach the top of the queue in about six months. After that, actual processing time is as yet unknown.

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 International to reflect the conveyance in the airport boundaries.

Channel/Loken Land Acquisition Support: *(No change)* Staff are reviewing CBJ Purchasing's final draft of the second 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 seeks a qualified consultant to provide land acquisition support services and coordination for a 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 are drafting a scope of work and have estimated the cost at \$150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; 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 FY26's operating budget.

JNU Water & Sewer Systems and Subtractive Billing: *(No change)* JNU staff and CBJ Water and Sewer Utility staff will meet to discuss the water and sewer systems and billing for them. This is complicated, and over time confusion has arisen as to how this works. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering.

Taxi/Ground Transportation Additional Shelter: *(No change)* Per direction of the Board at their October 2024 meeting, staff are researching the size and cost of one or two additional Capital Transit-type pedestrian shelters east of the heated sidewalk. This will come back to the Board when the scope, cost, funding, and potential revenue are established. Shelter north of the heated sidewalk will be significantly more expensive and can be pursued later, if appropriate. The north shelter will need to be recessed into the planting bed as the existing sidewalk is not wide enough.

Shell Simmons/Yandukin Reconstruction: *(No change)* This project would reconstruct the Shell Simmons/ Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin could be separate projects 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.

As with to the 2023 parking lot upgrades, the scope of a Shell Simmons/Yandukin project would address drainage and deterioration of the roadbed (there are sink holes in front of the terminal, in which we periodically dump more asphalt), improve traffic flow and calm traffic to limit speeds on Shell Simmons, improve lighting, provide an 8' truck-plowable sidewalk along Yandukin, provide a crosswalk w/crossing light at the footbridge across Jordan Creek, and modify the very awkward north intersection between Shell Simmons and Yandukin.

In addition, it is likely we will need to replace the 12" and 14" ductile iron water main that serves the terminal and related facilities. It is common engineering knowledge that ductile iron water lines are not designed for more than 50 years in any case, and that in Juneau one seldom gets that—40

years being about the maximum reasonable service life. The water line under Shell Simmons was installed in 1984 and is now 40 years. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering. This situation needs to be clarified and documented; this could take up to a year in advance of design and construction.

Before the 2023-2025 grant cycle, I researched applying for the State sponsored Community Transportation Program (CTP) for Shell Simmons and Yandukin. JNU did not apply, as the local match required started at 9% of project cost, and to buy our way up the queue and significantly improve our chances of receiving funding, the local match would have been about 25% of the project cost, then estimated at \$5M (this was before we knew that the waterline would need replacing), and JNU could not come up with the funds for the local match in a couple of months.

According to Ken Nichols, former JNU Airport Engineer, FAA rules allow them to fund or partially fund one access road; he suggested for JNU that would be Shell Simmons, as it goes directly in front of the terminal. He suggested that Yandukin might be eligible for a different sort of funding, as it is a fire station access road.

Staff are working on the jurisdictional issues relating to the waterline, as those need to be resolved in advance of design or 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 is still waiting to sign off on the final Tenant Improvement Request (TIR) form for the building (TIR #2).