

LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

- 1 Estimate the constraints placed on the alternatives by various resources
 - Example: acres of commercial land uses; airport approach surface elevations
- 2 Identify if resources, and to what extent, will be potentially affected by an alternative
 - Example: acres of wetlands impacted, or separation from MALSRS/Part 77 Surfaces
 - Additional details gathered from the field studies; revise alternatives if possible
- 3 Evaluate the costs of each alternative, logistical considerations, and technical feasibility
 - Including maintaining/avoiding impacts to JNU operations
- 4 Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits



ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Completed (or In-Progress) Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys (in progress)
- Visual analysis (in progress)



JNU INVOLVEMENT AND COMMENTS

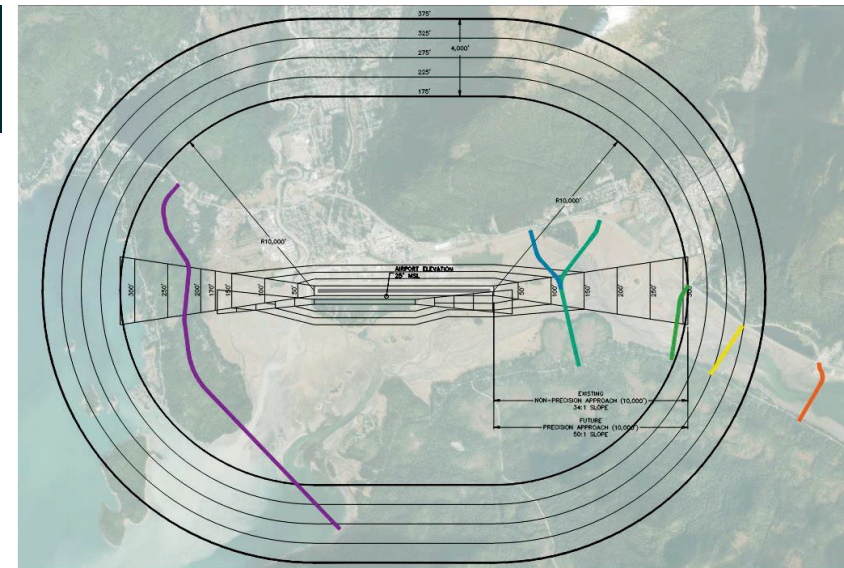
- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

Key issue:

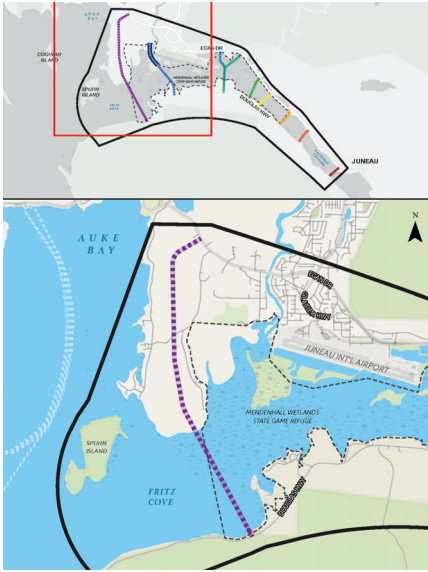
- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

Project team commitment:

- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration

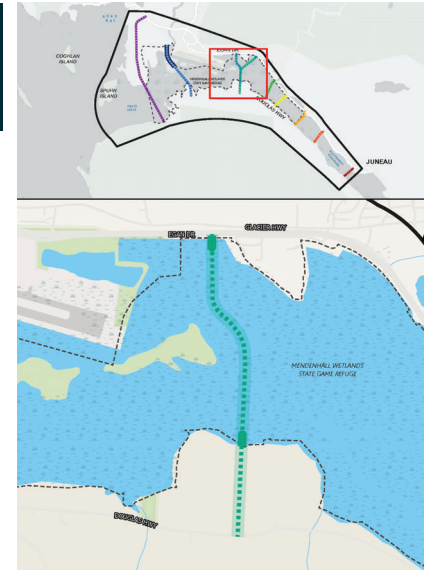


**ALTERNATIVES
RELATIVE TO
PART 77
SURFACES –
MENDENHALL
PENINSULA
AND SUNNY
POINT**



MENDENHALL PENINSULA

- Originally was screened out as part of phase I but was reconsidered in response to TAC and STAC comments
- Considered feasible but may not be reasonable for the following reasons:
 - Potential for adverse impacts to residential roads and neighborhoods
 - Significant earthworks required (cuts/fills exceeding 60 feet in height)
 - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
 - Costs likely to be highest of the options
 - Structure would be nearly double the length of the next longest structure
 - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by FAA along the ridgeline of Mendenhall Peninsula – if either of these are true then the alternative would be modified or dropped from consideration



WEST SUNNY POINT AREA

The potential **advantages** of this alternative include:

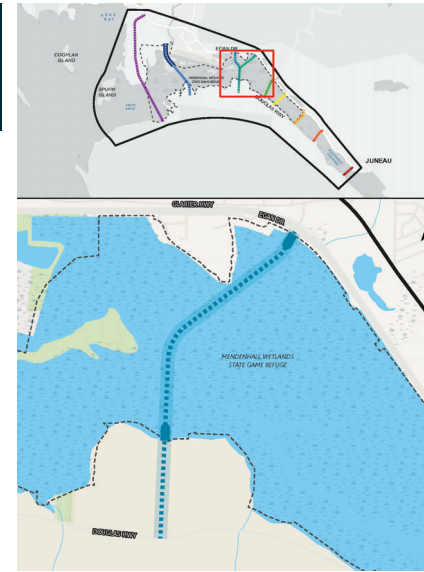
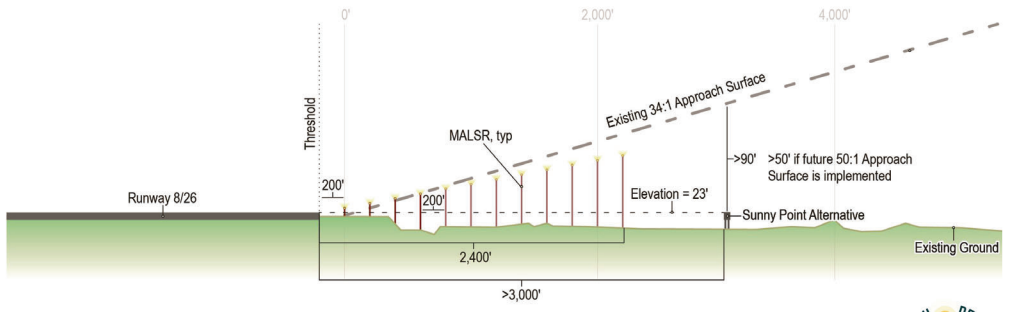
- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Avoids Southeast Alaska Land Trust conservation property
- Reduces travel times for the largest number of users
- High potential to improve the connection to North and West Douglas Island
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge and is adjacent to conservation properties
- Adds traffic to the Yandukin/Egan intersection
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with approach surfaces



JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE



SUNNY POINT AREA

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Terminates at Egan Drive and uses the Sunny Point interchange
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Will likely impact Southeast Alaska Land Trust conservation property
- Encroaches into a traditional and popular duck hunting area
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with JNU approach surfaces

