



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: September 4, 2024

RE: Airport Architect's Report

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

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Dawson has completed most of the final punch list items. Only a couple of minor items remain outstanding.*

Mendenhall Riverbank Stabilization: *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.*

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.*
- 2. On September 3 proHNS submitted an application to the U.S. Army Corps of Engineers for a permit to work in the "Waters of the United States".*
- 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.*

ProHNS will prepare the remaining permit application, for a City and Borough of Juneau grading permit. JNU staff are working with CBJ Contracts to advertise bids for the repair work, with drawings prepared by proHNS engineers. JNU will seek reimbursement from the Federal Emergency Management Agency (FEMA) and the State of Alaska Department of Military and Veteran's Affairs (DMVA) for the work.

Masterplan Update: *Michael Baker International submitted and the Federal Aviation Administration (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; the FAA has stated that they will not approve our grant application without the obstruction survey. This will push completion of the work into early summer 2025, as the aerial photography for the obstruction survey cannot be completed this fall. 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. JNU's grant application is due to the FAA on or before September 11.

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.

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 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 City & Borough of Juneau (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: Carpet in the 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 the 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 Extended Canopy: *There are two options:*

1) Construct a canopy similar to the one at the bus stop, but approximately 10' high rather than 14' high. This would sit in the planting beds so as not to tear up the heated sidewalk. A very, very crude

estimate would be \$500/sq.ft. The existing canopy is 1,972 sq.ft. This estimate is inflated from 2009 by means of the Consumer Price Index; a better estimate would depend on the size and design of the canopy.

2) Purchase one or more shelters similar to the existing shelter and install them north and east of the heated sidewalk, again so as not to tear it up. The shelters purchased in 2021 by Capital Transit were approximately \$360/sq.ft. They purchased 11 shelters (7'x9' and 5'x9' totaling 715 sq.ft.).

Option 2 (bus shelters) is recommended for a couple of reasons:

A) Option 1) (10' canopy) is a design/bid/build construction project; Option 2) (bus shelter) is cheaper, less disruptive, and we can buy more than one at different times as budget allows and need requires.

B) Option 1) (10' canopy) will probably last 40 years or more; Option 2 (bus shelter) probably has a 20-year lifespan. At some point 10 or 20 years from now, a parking garage will need to be built in order to expand the terminal to the east; therefore, the canopy/shelters do not need to last 40 years.

Staff requests that the board provide directions as to the preferred option and desired size of canopy/shelter (The existing shelter is 124 sq.ft.). Staff will develop a scope and budget to bring back to the Board.

SIDA ADA Elevator: *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 Airport Improvement Program (AIP) or "Bipartisan Infrastructure Law" (BIL) funding.*

Jordan Creek Greenbelt Lighting: *(No change. Darrell Wetherall at AEL&P will be back in the office in mid-September.) 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.*

North Dog Yard: *Most of the fencing is in Juneau and will be installed this fall, however, the yard will not be opened for use until the grass seed sprouts and establishes itself in the spring.*

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.*