

ATTACHMENT #2



To: Jeannie Johnson, JNU Manager
From: Thomas G. Carson, JNU Engineer
Re: JNU RSA Improvements Project Update

December 6, 2011

File: 1603.13

Construction over the past month:

- AIC operated the dredge two shifts per day during November, pumping embankment to the NE Development Area and, later in the month, to a stockpile at the south end of the West Finger. The night shift focused on dredging shallow areas along the north shore of the pond. During November, an estimated 5,600 CY of borrow was dredged to the NE Development Area and about 13,000 CY were dredged to the West Finger stockpile. AIC anticipates that the stockpile at the West Finger will be sufficient to complete embankment requirements in the NE Development Area next spring. AIC hauled borrow from the stockpile at the west end of the Project to the West RSA and from the stockpiles at the NE Development Area to fill over various low areas.
- The water elevation of the Pond ranged from 15'-8" to 16'-8". No make-up water from the Mendenhall River was needed this month.
- AIC used pumps to divert Jordan Creek into the newly installed 48" storm drain that flows eastward along the south edge of the NE Development Area so that the Jordan Creek culvert work could begin. Ground water, weather, and widely varying flows in Jordan Creek have proven to be a significant challenge. AIC was able to place a foundation of 6" minus rock in the excavation between the taxiway and the runway as a base for the pre-cast footings for the 14' arch culvert; but water in the area hampered efforts. AIC completed pre-casting the concrete footings/stem walls for the arch culvert and they pre-assembled several 30' sections of the arch culvert. Preparation work was initiated for forming the headwall at the existing culvert at the south side of the taxiway, but water control issues continued to impede progress.
- AIC installed culverts at various places along the float plane pond roads and along the access road for the Duck Creek security fence.
- AIC constructed an interim access road to the river launch ramp and a vehicular access point for JNU Field Maintenance and ARFF access to and from the West RSA.
- AIC continued rough-grading in the NE Development Area.
- AAA Fencing completed their punch list items.
- North Pacific Erectors completed final details on the trash racks where the security fence crosses Duck Creek.

Permitting and coordination activities:

- JNU staff continued working with FAA's design team for 08 and 26 MALSR.
- JNU staff continued coordinating with DOWL's Phase 2 design team. We just completed the 30% design review and the design project appears to be on schedule.

As of the end of November, AIC had earned \$30,755,030, representing 107.5% of the original \$28.6 million contract (94.5% if change orders are included). Twenty one change orders have been authorized to date, resulting in a \$3,895,891 increase to the original award amount (an increase of 13.61%), bringing the contract

total to \$32,516,682. Change orders to date have authorized side-slope improvements around the pond, gangway assemblies, loading platforms, relocation of the East Runway Slough, and the new storm drain system around the west and east sides of the N.E. Development Area. To date, 91 days have been added to the contract deadline, which is now March 30, 2012.



This image shows work underway in the Jordan Creek streambed between the runway and taxiway. The dewatering effort at the time of the picture was going well and they were installing the 6' minus foundation material.



This image shows one of the pre-assembled 30' sections of the bottomless arch culvert. It is 14' across at the base and 7' tall at the center.



This image shows the operation to pre-cast concrete footings for the bottomless arch culvert.