

ATTACHMENT #1



To: Jeannie Johnson, JNU Manager March 6, 2012
From: Thomas G. Carson, JNU Engineer File: 1603.13
Re: JNU RSA Improvements Project Update

Construction over the past month:

- The Pond was covered in ice throughout the month so no water level measurements were taken.
- AIC installed the 14' aluminum arch culvert in the infield area, linking the existing 8' culvert beneath Taxiway 'A' with the existing 8' round culvert beneath the runway. The work included forming and pouring the second headwall, placing all pre-cast footings, placing pre-assembled sections of arch culvert, grouting the arch culverts into the keyway on the footing stem walls, and partially backfilling the area. Work in Jordan Creek must be completed by April 15, 2012 due to ADF&G permit restrictions.
- AIC worked on the storm drain system that runs along the western border of the NE Development Area. By the end of February, the installation was very nearly complete. The only work remaining is: connections to existing storm drain systems near the Wings of Alaska hangar and final backfill and compaction. The storm drain work must be complete by March 31.
- AIC completed SWPPP-related activities including installation of jute mat in Duck Creek flood plain, "track-walking" the west end wetlands fill area, and track-walking the east RSA to eliminate rutting.

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. The 95% design submittal is due on March 19, 2012. Design work appears to be on schedule. The current construction cost estimate for Phase 2 is \$32 million.

As of the end of February, AIC had earned \$31,153,788, representing 93% of the authorized contract amount. The pay request for February was \$338,326. Overall project deadline is May 31, 2012.



This image shows the Jordan Creek infield area on February 27. The arch pipe is in place and the following day it was grouted into the keyway along the top of the stem walls. The existing 8' round culvert beneath the taxiway is visible in the foreground; the runway is visible in the distance



This image, also taken on February 27, shows the interior of the 14' arch culvert. Note the concrete stem walls on either side and the round river rock that will be the Jordan Creek streambed.



This February 28 image was taken from the edge of Yandukin Drive, looking south towards the runway. It shows compacted backfill over the newly installed storm drain system. The building to the right is the Wings of Alaska hangar. The NE Development Area is to the left.