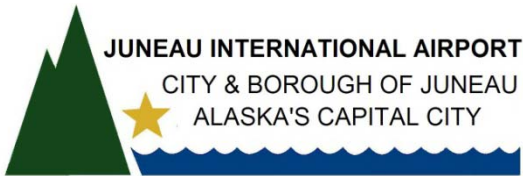


ATTACHMENT #4



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

Construction over the past month:

- AIC discharged water from the Jordan Creek dewatering effort into the east end of the pond to avoid any SWPPP issues in the wetlands so there was a small area of open water at the very eastern end of the pond. Other than that small area, the pond was covered with ice throughout the month. Although no measurements were taken, the level of the pond was very close to elevation 17 feet.
- AIC completed the installation of the 14-foot aluminum arch culvert in the Jordan Creek infield area. By the end of the month, the two 24" lateral culverts that drain the areas between the runway and the taxiway into the new arch culvert had been installed, backfill was completed (using stockpiled material from the N.E. Development Area), and topsoil was in place.
- AIC began work on the Jordan Creek 90-foot long outfall extension on the south side of the runway. Much of the work consisted of excavation and dewatering efforts. AIC placed foundation rock for the system, installed the concrete headwall against the existing 8-foot culvert that passes under the runway, and placed and partially backfilled the pre-cast footings units for the new aluminum 14-foot arch culvert. By the end of the month, all concrete work had been completed. Work in Jordan Creek must be completed by April 15, 2012 due to ADF&G permit restrictions. It appears that AIC will meet that deadline.
- On March 10, AIC completed pipe installation for the storm drain system that runs along the western border of the N.E. Development Area. By the end of March, all connections at manholes had been grouted and backfill at the northern end of the system (in the area of the future SREF) had been completed. AIC met the March 31 contract deadline for completing backfill in this area.
- AIC finished moving the remaining embankment stockpiles in the N.E. Development area to bring much of the northern portions of the area to design grade. After all material had been moved, placed, graded, and compacted, AIC identified the need for an additional 9,000 cubic yards of embankment to bring the remaining areas of the N.E. Development Area to design grade. This final quantity will be hauled from the large stockpile at the south end of the West Finger.

Permitting and coordination activities:

- JNU staff reviewed DOWL's 90% submittal for the Phase 2 RSA project and participated in a day-long review meeting on March 29. It was confirmed at that meeting that an FAA funding shortfall would require the Phase 2 project to be broken into two parts. Phase 2A will include everything needed to move the thresholds by the end of 2013.
- JNU staff continued coordinating with FAA designers for the 08/26 MALSR project. FAA funding issues are a challenge for that project as well.

As of the end of March, AIC had earned \$31,546,650, representing 94.5% of the authorized contract amount. The pay requests for March totaled \$392,861. Overall project deadline is May 31, 2012.



This image shows the Jordan Creek infield area on March 17. Backfill over the arch pipe is almost complete. By March 19, topsoil and grading was completed. The runway is visible in the distance.



This image, taken on March 31, shows the concrete work for the Jordan Creek culvert extension on the south side of the runway. The end of the EVAR dike trail is visible in the distance, with the east end of the float pond hidden behind the furthest pickup truck. The headwall for the existing 8-foot Jordan Creek culvert is seen in the lower right corner of the image.



This March 31 image was taken from the edge of Taxiway A looking north across the N.E. Development Area. The Wings of Alaska hangar is visible to left, Fred Meyer is visible in the distance to the right. All stockpiled material has been placed and final grading is underway.