



ATTACHMENT #2

TO: Dave Palmer,
JNU Manager

DATE: August 1, 2008

FROM: Catherine Fritz, AIA
JNU Architect

FILE: 1382.16
1182.16

RE: Terminal Renovation and Sno-Man Bldg. Project Updates

Terminal Renovation.

North Pacific Erectors continues Phase I construction work. Active work at the site includes the installation of ice-melt piping that utilizes waste heat to keep the new taxi waiting plaza and adjacent sidewalks free from ice and snow build-up. The system will not be operable until next year's work on the south side of Shell Simmons Drive is complete. Paving and final concrete pours included in Phase I are expected to take place in early August.

The next component of work on the terminal building is the new CMU wainscot on the South wall, followed by the metal panels and new windows. CMU installation is expected to begin in early August. Manufacturing of the metal panels has been delayed by the supplier, pushing the start of work on our project to begin in late September. We are working closely with the designer and contractor to expedite this panel schedule, if possible. While this is later than originally scheduled, there will be less impact on airport operations in the Departure Area due to the reduced number of flights in the Fall.

Design work for Phase II renovation is actively underway. The architects and engineers are continuing to refine the design documents. The remaining design and construction services will cost approximately \$590,000 and the project will be ready for bid in mid-December. Three display boards have been developed to provide public information about the project.

Airfield Maintenance (aka Sno-Man) Building.

The Conceptual Design Report was received on July 18; copies will be provided to the Airport Board. The report reviews all of the project components and parameters. A preliminary cost estimate has recently been received by the consultants and is being reviewed by the design team for accuracy.

The consultant's contract has been extended to begin the next phase, Schematic Design. The team will produce drawings, narratives, cost estimates, and presentation documents during this phase. They will work closely with us to identify specific pieces of equipment and systems that will address our need for buildings that support efficient airfield operations.

A geothermal Ground Source Heat Pump (GSHP) system similar to the one being used in the terminal renovation is recommended for this facility, although some components such as the Urea mixing process may be better served by a more conventional electric energy system. The well field for this GSHP system will be horizontal, rather than vertical as provided for the terminal project. It will be approximately five acres in size and located close to the taxiway in an area that is required to remain as open space. The well field construction will take advantage of the RSA fill by first laying the pipe loop, then covering with the dredged fill. This reduces the cost of the well field considerably.

The building design will proceed along the typical schedule and be coordinated with the RSA project schedule. The Sno-Man building project is currently scheduled to be advertised for bids in early 2010.