



ATTACHMENT #2

TO: Dave Palmer,  
JNU Manager

DATE: September 3, 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. Recent activity on the project includes completion of the re-aligned street and continued work on the sidewalks in the taxi waiting zone. The full roadway section is now back in use, and the sidewalk and taxi waiting areas are expected to be returned to full public use soon. The Contractor is moving equipment and materials to the site to begin the CMU wainscot on the South wall. The metal panels and new windows have been delayed and do not currently have an on-site arrival date. The contract is scheduled to be complete by November 1, 2008.

Design work for Phase II renovation continues with the Design Development submittal due on September 15, 2008. It will include an updated cost estimate. The design budget for Base Bid is \$11,850,000. Three Additive Alternates are being included that have a design budget of \$950,000. We will continue to work with CBJ Finance and Engineering departments to secure the cash flow plan to ensure a late December 2008 advertisement for bid and a February 2009 contract award.

I am currently organizing a milestone review of the Design Development work for Friday, September 19. This is an opportunity for tenants and the general public to give final design input to the project. As for other project reviews, I met with the JCVB Board on August 15 and am scheduled to make a presentation to the Chamber of Commerce on September 11, 2008. There have been ongoing discussions with TSA, ESS (Glacier Restaurant) and Alaska Airlines on aspects of the renovation that interface with their operations.

**Airfield Maintenance (aka Sno-Man) Building.**

The 50% Schematic Design package was received from the ECI/Hyer design team on August 29, 2008. It is currently under an initial review by staff. The complete Schematic Design is due in mid-November 2008. The submittal includes an analysis of a Ground Source Heat Pump (GSHP) system compared with a traditional boiler system. The consultant recommends that we use the GSHP technology, with a horizontal well field rather than the vertical well system that is being designed in the terminal renovation. Laying the horizontal well field with the dredging and Runway Safety Area project will save significant construction costs.

Given the most recent cost estimates for the RSA project and the Sno-Man building, we have begun to consider possible options for phasing the airfield maintenance facilities. Once the Schematic Design is received in mid-November, we will be able to address a variety of options if FAA funding is insufficient to construct the entire project at one time.