



ADDENDUM TO THE CONTRACT

for the

JNU SAND SHED DEMOLITION Contract No. BE20-187

ADDENDUM NO.: ONE

CURRENT DEADLINE FOR BIDS:
August 26, 2020

PREVIOUS ADDENDA: NONE

ISSUED BY: City and Borough of Juneau
ENGINEERING DEPARTMENT
155 South Seward Street
Juneau, Alaska 99801

DATE ADDENDUM ISSUED: August 13, 2020

The following items of the contract are modified as herein indicated. All other items remain the same. This addendum has been issued and is posted online. Please refer to the CBJ Engineering Contracts Division webpage at: <http://www.juneau.org/engineering ftp/contracts/Contracts.php>

PROJECT MANUAL:

- Item No. 1 **Add** the attached SECTION 01 5300, Construction Safety & Phasing Plan, 9 pages.
- Item No. 2 SECTION 32 3113, CHAIN LINK FENCE, Article 2.01 MATERIALS. Section C, Wire Ties and Tension Wires. Before "Wire ties for use in conjunction ..." **add** "Wire ties shall be Easy Twist Preformed Ties."

DRAWINGS:

- Item No. 1 SHEET C2.0. CHAIN LINK FENCE DETAILS, Typical Method of Tying Fabric to Tubular Post. **Remove** the note "9 GA. Wire Clips or Ties (Spaced 14" Max.)" and **replace with** "9 GA. Easy Twist Preformed Wire Ties (Spaced 14" Max.)"

By: 
Greg Smith,
Contract Administrator

**CONSTRUCTION SAFETY & PHASING PLAN
JUNEAU INTERNATIONAL AIRPORT
SAND SHED DEMOLITION**

CITY AND BOROUGH OF JUNEAU CONTRACT BE20-187

JUNEAU, ALASKA



Prepared by Juneau International Airport
Patricia K. Wahto, Airport Manager

August, 2020

CONSTRUCTION SAFETY & PHASING PLAN — 01 5300

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LIST OF ACRONYMS

AC	Advisory Circular
AOA.....	Air Operations Area
ARFF	Aircraft Rescue & Fire Fighting
ASCO	Airport Safety & Compliance Officer
ATCT	Airport Traffic Control Tower
ATO.....	Air Traffic Organization
CBJ.....	City and Borough of Juneau
CFR	Code of Federal Regulations
CTAF	Common Traffic Advisory Frequency
EVAR.....	Emergency Vehicle Access Road
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FOD.....	Foreign Object Debris
FSS	Juneau Flight Service Station
JNU	Juneau International Airport
LED	Light Emitting Diode
NAVAID	Navigational Aid
NOTAM	Notice to Airmen
NWDA	Northwest Development Area
OFA	Object Free Area
RW	Runway
SIDA.....	Security Identification Display Area
SPCD	Safety Plan Compliance Document
STA	Security Threat Assessment
TSA	Transportation Security Administration

1.0 INTRODUCTION

In accordance with AC 150/5370-2g, the following is the Construction Safety and Phasing Plan (CSPP) to be used during the construction of the Juneau International Airport (JNU) Sand Shed Demolition project. The purpose of the plan is to present information needed for operation of the airport during construction to minimize disruption to operations of air and ground traffic and to facilitate safe construction of the project in the shortest time possible. The site for this project is within the existing old JNU Sand Shed site footprint and a portion of the adjacent building to the east, which are located inside of the Air Operations Area (AOA). The work site is located within the Restricted Area fence line, and its proximity to airfield operations makes this CSPP appropriate and necessary. Work to be accomplished on this project includes the following:

- Demolition of the JNU Sand Shed Building, reconstruction of a structural wall, and fencing per construction contract BE20-187.

During reconstruction of the JNU Terminal, the following activities will occur:

- Set up temporary facilities (eg. job trailer(s), project fencing, temp utilities);
- Perform selective demolition of building components to enable mass demolition;
- Reconstruct the west of the adjacent property to establish structural independence from the existing wall shared by two buildings;
- Protect trash compactor hydronic pumps and electrical service;
- Disassemble and remove structural steel and remaining building components;
- Install permanent airport perimeter fencing.
- Clean up site and remove all construction equipment and materials.

2.0 COORDINATION

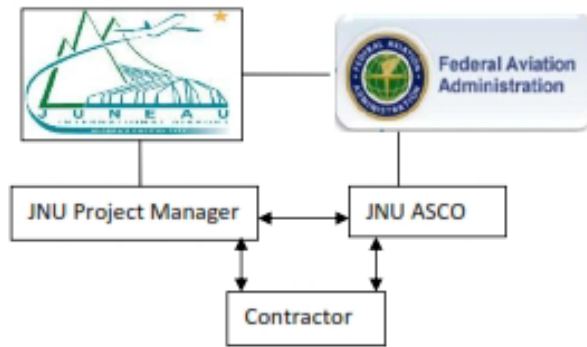
Throughout the construction project, the following safety and operational practices shall be observed:

- The Contractor, consulting structural engineer, and JNU Project Manager will perform frequent onsite inspections throughout the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.
- Contractor shall ensure that employees, subcontractors, and others associated with the Work do not enter any airport area near the project site that is hazardous or into which they are not authorized, and that any unauthorized persons are restricted from entering unauthorized or hazardous areas.
- The JNU Airport Safety and Compliance Officer (ASCO) may order the Contractor to suspend operations, move personnel, equipment, and materials to a safe location, and/or stand by as directed.
- Contractor personnel shall comply with all airport safety and security measures.

2.1 Chain of Notification

Before work at the site begins, the Contractor shall provide a contact person who is available 24 hours a day throughout the duration of the project to address any safety issues that may arise. That person's 24-hour cell phone number will be supplied to the JNU Project Manager and JNU ASCO.

The JNU Project Manager will be the central point of contact between the Contractor and JNU. JNU will be the point of contact for the Federal Aviation Administration (FAA). The Contractor is required to comply with direction from the ASCO. The ASCO will advise the Contractor if a directive is an emergency, urgent, or provide another timeline for compliance. The ASCO will notify the Contractor of any emergency operations, including responding Aircraft Rescue and Fire Fighting (ARFF) units, inbound aircraft in distress, law enforcement action, or other activity that may impact Contractor activities or for which the Contractor may need to clear certain areas



2.2 Issuance of Notice to Airmen

If a construction Notice to Airman (NOTAM) is required for the Contractor's work, the ASCO will communicate such NOTAM to the Juneau Flight Service Station (FSS). The Contractor shall communicate all construction work needing NOTAMs at least 48 hours in advance to the Project Manager and the ASCO. Likewise, changed conditions that might require NOTAM modification must also be communicated.

In the event of an emergency or unforeseen circumstance that is directly related to construction activities and may immediately impact airfield safety, the Contractor is to contact the ASCO immediately and directly, then notify the Project Manager without delay. The Contractor will follow up with written notification to the Project Manager within 2 hours.

2.3 Radio and Cell Phone Communications

Radio communications between the Contractor and its construction workers are not required or allowed for this project. The Contractor's on-site Superintendent and key subcontractor Foremen will maintain cell phones throughout the construction period.

- Contractor's Project Manager, name: phone number
- Contractor Superintendent, name: phone number
- JNU Project Manager: Mike Greene: (907) 321-3804
- ASCO: To be named by JNU Airport Manager
- JNU Airfield Superintendent, Scott Rinkenberger: (907) 321-3803
- JNU Airport Security duty cell phone: (907) 321-3802

2.4 Construction Progress Meetings

Scheduled progress meetings (weekly, or as scheduled by the JNU Project Manager) shall be held with the Contractor and its subcontractors, the ASCO, and the JNU Project Manager. Airfield operations safety will be a standing agenda item.

The Contractor's construction schedule will be reviewed at each progress meeting.

3.0 GENERAL CONSTRUCTION ACTIVITIES

3.1 General Safety Requirements

Throughout the construction project, the following safety and operational practices should be observed:

- All construction personnel working within restricted areas shall hold a General Aviation badge issued by JNU, except that personnel who are onsite may be escorted by designated badge holders as allowed by JNU and be familiar with relevant airport operations and safety

information.

- The JNU Project Manager or ASCO will coordinate with JNU ARFF non-emergency routing to accommodate the Contractor's construction activities.
- Prior to any work in the AOA, the Contractor will provide a plan for such work to the JNU Project Manager who will coordinate the access impacts with airport operators.
- The Contractor, Project Manager, and ASCO must perform frequent onsite inspections throughout the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.
- The Contractor shall provide flaggers and barricades as necessary to control vehicle movement in the vicinity of work. Flaggers shall be trained and certified.
- The Contractor shall ensure that employees, subcontractors, suppliers and others associated with the work are limited to authorized areas only.
- When working in the AOA, the JNU Project Manager, Airport Traffic Control Tower (ATCT), ASCO, or other designated airport representative may order the Contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until cleared to continue operations.
- The Contractor personnel shall comply with all airport safety and security measures.
- The Construction activities shall not penetrate any surfaces as defined by 14 CFR Part 77 without prior written permission.
- The Contractor shall submit a Safety Plan Compliance Document (SPCD) conforming to this document and any other FAA or JNU requirements pertaining to construction activities at JNU, to be reviewed by the JNU Project Manager and Airport Manager or designee.

3.2 Construction Phase Elements

On site construction is generally expected to begin by October 2020, with completion by December 31, 2020. All construction operations that impact the AOA must be coordinated through the JNU Project Manager with airfield users, airlines, airfield maintenance, FAA Air Traffic Control, FAA Flight Service, FAA Technical Operations (navigational aids), TSA, ARFF, wildlife control services, the adjacent property Owner (Channel Flying and its tenant Alaska Coastal Helicopters) and the public.

The Contractor shall prepare a Critical Path Method schedule and Work Plan that describes, in detail, the work that will occur. The Contractor must submit the proposed Work Plan and Schedule to the JNU Project Manager for approval prior to beginning work on site. The Schedule must be kept current and frequent updates submitted throughout the project. The Contractor shall begin such work in a timely manner, minimize construction shut-downs, and coordinate with the JNU Project Manager to minimize impacts to airport and tenant operations. The Contractor shall give the JNU Project Manager at least 30 days' notice in advance of proposed construction activities in the AOA. The Contractor shall propose reasonable limits on the size and duration of any impacts.

JNU will submit FAA Form 7460 to the FAA for this project. The Contractor shall provide details of construction equipment or other information that may be needed to supplement Form 7460, or make modifications based on the Contractor's specific schedule, means, and methods. Note that temporary construction activities that require the use of cranes, drills, lifts, or structures can be addressed with a NOTAM as needed.

3.3 Construction Staging and Storage Areas

All staging areas are shown on the contract drawings. Before occupying a temporary use/staging area, the Contractor shall mark the staging area limits with lath and flagging, and then arrange a joint inspection with the JNU Project Manager to record the area's original condition. No motorized equipment shall be staged on surfaces in the staging area without a drip pan. When the area is no longer needed, the Contractor shall arrange an inspection with the JNU Project Manager to ensure the area has been returned to its original condition.

3.4 Construction Access, Deliveries, and Haul Routes

Access to the restricted areas of the project site shall be from Crest Street and through Gate K, and may include limited access through Gate I when authorized by the JNU Project Manager. Before beginning construction, an inspection of access routes shall be conducted by the Contractor and JNU Project Manager. At Substantial Completion, another inspection shall take place to ensure that access road conditions have been restored to the pre-construction conditions. The Contractor shall repair any damage caused by its activities.

4.0 AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

The Contractor will coordinate work so airport and tenant operations are uninterrupted during construction.

5.0 CONTRACTOR ACCESS

5.1 Security Program

JNU is a Part 139 certificated airport and has a security program in place. See contract documents for security requirements. The Airport Manager must control access to the airport and prevent unauthorized persons from entering restricted areas. In compliance with this requirement, the Airport Manager has established procedures to authorize or deny access to the AOA and to identify and control persons while in these areas. These areas will be identified by "Restricted Areas" signs and requirements for access will be listed.

All construction personnel who will work within Restricted Areas must be issued a security badge by JNU prior to starting work. Such badge will be designated "General Aviation (GA)" for each specific construction worker. JNU will designate specific persons to hold Escort Authority for construction personnel that need limited access to the project site. Current badging rules and protocols are available at the airport web site, and will be reviewed prior to a badge being issued to an individual. Badges are issued through the Airport Badging Office, (907) 586-0957.

The Contractor shall provide a letter on business stationary stating persons who have authority to serve as authorized signatories for the Contractor. These parties will authorize all people who will be given a badge under the auspices of this project, and will be responsible for ensuring that badges are renewed, collected and returned as required. These persons need to have their badges before they can authorize others to receive their badges.

Each person granted a badge is obligated to challenge people who are suspected of having gained unauthorized access to the restricted areas, and to immediately notify JNU of possible unauthorized access. Failure to comply with access rules can result in fines and denial of access.

5.2 Air Operation Area Entry Control

The Contractor is responsible for preventing unauthorized access to the AOA by way of the construction site, including the maintenance of JNU perimeter Gates I and K. Any opening that may allow unauthorized access and permit a person or vehicle into a restricted area must be approved by the Airport Security Coordinator in writing up to 30 days in advance.

5.3 Gate Access

Gate proximity cards are issued through the Airport Badging Office to authorized personnel. Any gates that will be held open for deliveries or hauling must be approved by Airport Security Coordinator 30 days in advance.

6.0 WILDLIFE MANAGEMENT

6.1 Contractor Actions toward Wildlife

The Contractor will not harass wildlife in any way. The Contractor shall notify the ASCO of:

- Any wildlife that interferes with construction operations.
- Any wildlife that may present a hazard to aircraft. Examples include large flocks of birds, birds that appear to be in the approach path, deer, bears, dogs, etc. on the AOA
- Stray domestic animals such as dogs or horses. Contractor owned domestic animals are not allowed inside the AOA.

The ASCO will coordinate animal concerns with JNU Wildlife Services who are specially trained and permitted to harass wildlife. Their actions are not approved for other persons to use on the airfield.

6.2 Minimizing Wildlife Attractants

The Contractor will minimize wildlife attractants by:

- NEVER feeding or leaving food out for wildlife
- Not keeping food or food waste (including wrappers) in open vehicles
- Controlling trash
- Securing stockpiles and building materials on the ground or in vehicles.
- Minimizing ponding in the construction area, to minimize attractions to dabbling or sea birds
- Maintaining fence integrity to prevent access by deer, dogs, bears, etc.

7.0 FOREIGN OBJECT DEBRIS MANAGEMENT

All construction personnel will secure all items that may be carried by wind onto an AOA. All construction vehicle drivers will enter AOA paved areas from local streets only; construction vehicles will not transverse from non-paved surfaces to AOA paved surfaces. The Contractor will immediately sweep or otherwise remove any Foreign Object Debris (FOD) located on an AOA paved surface. Materials capable of creating FOD must be continuously removed during the construction project.

8.0 INSPECTION REQUIREMENTS

The Contractor shall conduct daily inspections of the project site to ensure compliance with the Construction Safety Plan.

9.0 UNDERGROUND UTILITIES

The Contractor will request locates from all the utilities having facilities in the project area as needed to accomplish the work. The FAA has various navigational aids and other equipment in operation at JNU. There may be FAA cables and equipment that are not shown on the construction drawings. The Contractor will notify the FAA for locates prior to excavation, as appropriate.

The Contractor will advise the owning utility in writing at least 24 hours in advance of the work when its operations anticipate working within three feet of an underground electrical line. The notice will indicate the location and duration of the work to be performed. The Contractor will provide an attendant whose sole responsibility is to perform as a safety observer while equipment is operating such that any part is digging within 3 feet of a buried electrical line.

All existing utilities in service at the start of the project will remain in service. The Contractor will be required to repair any damage caused to utilities by the Contractor's operations at no cost to JNU.

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There may be various utility appurtenances located within the project limits. The Contractor shall cooperate with the utilities and coordinate its work schedule to allow them access to the project for their adjustments and/or relocations.

The Contractor is required to work around aboveground and underground utility facilities, either existing or relocated, throughout the project unless advised by the utility that the facility is abandoned in place.

10.0 SPECIAL CONDITIONS

There are no special conditions to be considered as part of the Construction Safety and Phasing Plan.

11.0 PENALTIES

Penalties may be placed on the Contractor if its personnel violate airport security rules. Penalties can include loss of airport badge, loss of driving privileges, fines, imprisonment, and impoundment of vehicle. JNU maintains the authority to stop construction work if construction operations are not in compliance with the Construction Safety & Phasing Plan.