



**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHCOASTREGION**

# Directive

**Project No.:** AIP 3-02-0111-007-2020 / Z675170000

**Directive No.:** 9

**Project Name:** GST AP Apron, Runway, and Taxiway Pvmnt Rehab

Scope of this Directive
<input type="checkbox"/> <b>Commencement of Work</b>
<input type="checkbox"/> <b>Suspension of Work</b>
<input type="checkbox"/> <b>Contract Non-Conformance</b>
<input checked="" type="checkbox"/> <b>Contract Clarification</b>

**Contractor:** Secon

**Address:** P.O. Box 32159

Juneau, Alaska 99803

Directive issued By: **Brian Hanson** Digitally signed by Brian Hanson  
Date: 2021.05.05 15:21:39 -08'00' Date: \_\_\_\_\_  
Project Engineer

Receipt Acknowledged By: \_\_\_\_\_ Date: \_\_\_\_\_  
Contractor's Representative

This Directive complements, and is used in accordance with the terms and provisions of the above referenced Contract, and shall not serve to authorize a change in Contractual responsibility. If the CONTRACTOR believes that any condition in this document may affect Contract Time, Price, or Requirement the CONTRACTOR shall immediately notify the DEPARTMENT of such condition. Contract Performance is required as follows:

**DESCRIPTION** (Use Continuation Sheet 25D-065 as Required)

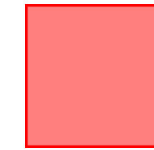
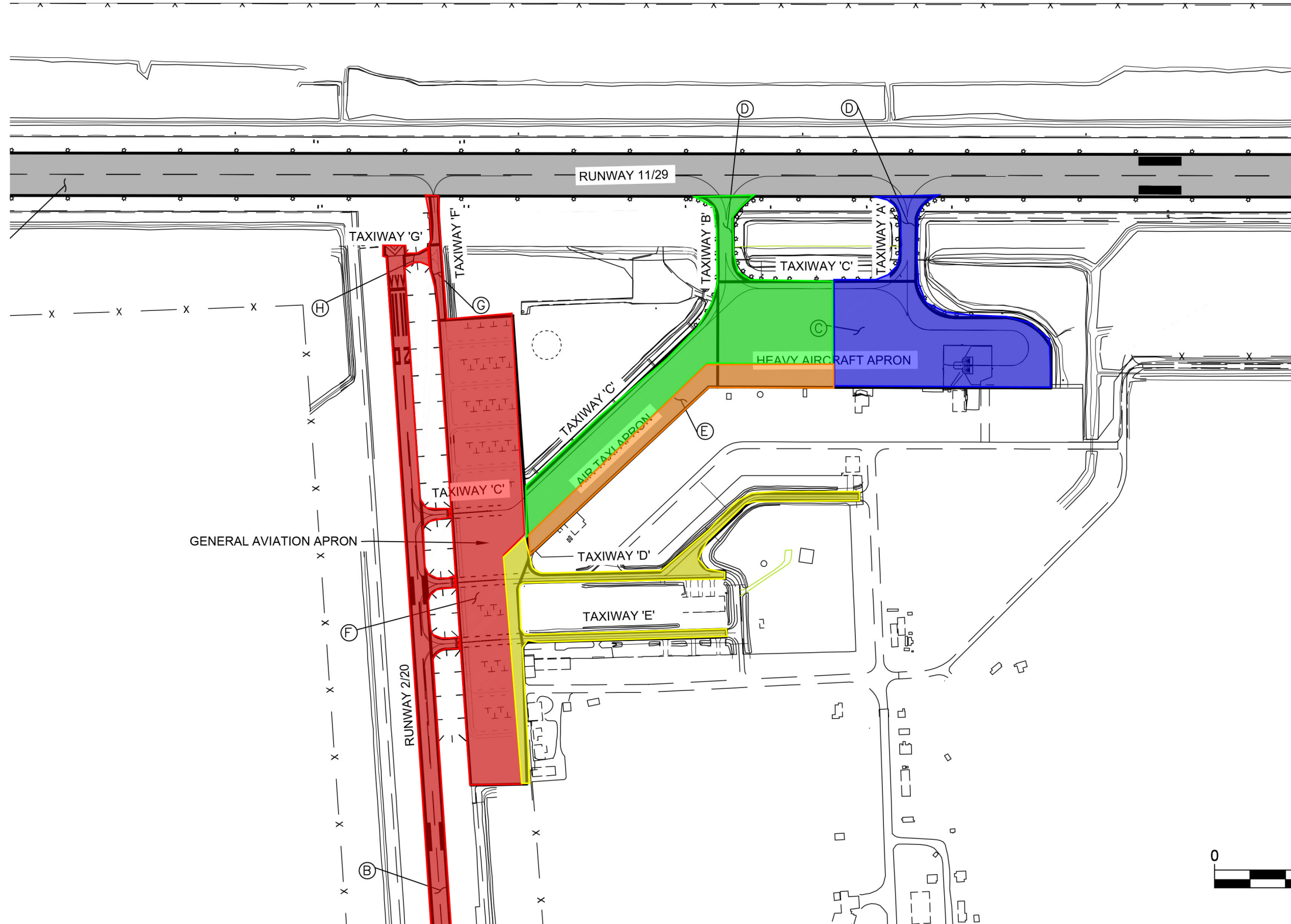
All excess PFAS affected RAM and pavement rubble, including areas coded red and yellow in the Contaminated Materials Management Plan Attachment 1 from RW 2-20, blast pads, and the apron and taxiway areas, is considered useable excavation for the purposes of constructing the embankment for the general aviation (GA) apron expansion. area and shall be placed at this location. All PFAS affected RAP identified in the CMMP that will be generated from milling RW 11-29 is also considered usable and shall be incorporated into embankment for the GA apron expansion area.

Asphalt containing materials, including RAP, RAM, or asphalt rubble, from areas coded red on CMMP Attachment 1

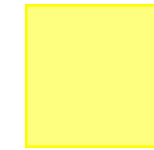
- a. must be placed in the GA apron expansion embankments, and
- b. are prohibited from being placed in contaminated materials containment cells.

The Contractor's proposed alternate phasing plan shall be amended to eliminate wasting PFAS affected usable material that could be used to construct the GA apron expansion area embankment and avoid unnecessary costs of stockpiling PFAS containing materials.

**Secon's Proposed Phasing Plan** - This plan is being provided in light of additional phasing requirements post bid and after the start of construction. On April 14th notification was provided that Secon was not permitted to barricade any other areas and could not continue grinding beyond the already agreed upon areas. The bid documents did not address these specific requirements with regards to DOT's provided phasing plan. With no additional formal direction provided on how to proceed with phasing to date; Secon has developed this phasing plan with the intention to move the project forward. It is expected that this plan will require re-baselining of the CPM schedule and will have cost impacts associated additional phasing requirements that decrease productivity and increase the duration of the project, increasing cost associated. This plan does not account for any changes associated with the latest Contaminated Materials Management Plan or DOT's new phasing plan for phases 1-5. If hangers in phase D do not require access this phase could be performed with phase C to eliminate additional joints.



**Phase A** - General Aviation Apron; complete top lift paving prior to starting work on phase B. Provide temp striping and tie downs prior to starting on phase B. During construction provide two temporary tie downs near the intersection of taxiway C and B as directed by the airport manager. Maintain a 50 FT wide temporary access taxiway along the lease lots and taxiways D and E that will be paved in phase B.



**Phase B** - General Aviation Apron Lease Lots and Taxiways; complete toplift paving on this phase prior to starting phase C. Provide access to phase A tie downs for lease lot users. The airport manager will designate a new General Aviation Gate with lock in phase C for access to tie downs. Complete top lift paving in this phase within 15 days. Striping may occur after this duration requirement.



**Phase C** - Air Taxi Apron and Heavy Aircraft Apron; complete top lift paving on this phase prior to starting phase D. Access to the general aviation area will be provided via taxiway F, access to the heavy aircraft apron will be provided via taxiway A and the Air Taxi Apron Lease Lots. The limits of this phase will be as close as possible to Alaska Seaplanes operations without interrupting their operations. Lease lot limits are assumed to be 60 FT as proposed in the paving plan.



**Phase D** - Air Taxi Apron Lease Lots; complete top lift paving on this phase prior to starting phase E. Lease lot users will utilize tie downs on the General Aviation Apron. Complete top lift paving in this phase within 15 days. Striping may occur after this duration requirement.



**Phase E** - Heavy Aircraft Apron; work on this phase is not permitted between June 1 and August 20. Alaska Seaplanes operations will be moved to phase C and D and will utilize the old Air Excursions gate for access.