

Work Execution Plan - Secondary POV Drivers Waiting Area

Narrative

Hensel Phelps is committed to providing a first class service to the GSA and has lived up to the expectations of GSA during all phases of construction. Priorities have been established for all phases of design and construction activities for the secondary POV driver's waiting area which will minimize the impact to the active border port of entry and active inspection operations. Hensel Phelps understands the operations of the port of entry override construction activities. The concerns of the Stakeholders are held to the highest priorities during the construction of the secondary POV driver's waiting area, as well as the daily operation of the active inspection area. This work execution plan is intended to help alleviate the concerns the CBP and stakeholders have for conducting the work activities during the operation of the port of entry.

Hensel Phelps has phased the design in order to meet the project completion. These phases will be broken into demolition/foundations, structural building, MEP design, and building finishes will be the main phases for the design with 75% documents submitted to the GSA for review. The GSA and stakeholders will have a review time of a week. Once the GSA and stakeholders have completed their review, their comments will be addressed and incorporated into the documents. From there, the documents will be issued as the 100% Construction Documents. The 75% Demolition and Foundation Design Package has been completed and is in review with GSA. Comments will be addressed and issued as the 100% 'Issued for Construction' set of documents.

The main point of contact for coordinating all field activities, material deliveries and scheduling will be the Project Superintendent, Bill Smith. Bill has been on the project since Phase 1 and is familiar with the coordination efforts required by GSA, patrol agents, and successful construction activities. Hensel Phelps proposes to meet daily to communicate to GSA and CBP the activities which will take place throughout the day, coordinate off-hour material deliveries and any necessary closures. Should Bill not be able to be onsite, Area Superintendent Tim Johnson will be the backup contact.

A completion schedule will be submitted to GSA and stakeholders to outline the work activities associated with the secondary POV driver's waiting area change. As construction nears, a detailed 3-week look ahead schedule will be provided to GSA and stakeholders to review and coordinate daily. Hensel Phelps intends to provide daily updates for coordination items to GSA and CBP including scheduled material and equipment deliveries, construction activities, and temporary closures. The daily coordination meeting is intended to provide the GSA and CBP continuous communication to prevent any impacts to the daily operations of the inspection area.

Potential Operational Impacts and Mitigation Measures

The table below addresses potential concerns of GSA, CBP, or stakeholders regarding the construction of the new secondary POV driver's waiting area and the mitigation measures Hensel Phelps will implement to address the concern:

Issue/Impact	Mitigation Measure
Working Zone	Hensel Phelps will meet with CBP and GSA to establish a safe and feasible work zone for the construction activities.
Lane Closures and Inspection closures	Should a lane closure or inspection area need to be closed, it will be scheduled with GSA and CBP and will occur during overnight shifts.
Public Safety	Concrete barriers and delineators will be located and posted around the perimeter of the construction. All areas will be flagged off for safety and posted with proper signage. The

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	flag person will be onsite during normal work hours to help public and pedestrian access and delivery access.
Material Delivery Schedule	All large material deliveries will be coordinated with the CBP and will utilize the bus turn around area. Deliveries will be made by 5am if using the bus turn around area. All other material will be hand carried in. Any larger material deliveries which may require a temporary closure will be done during overnight shifts and scheduled with GSA and CBP in advance.
Construction Status Updates	Project superintendent will meet with GSA and CBP on a daily basis to update on the status of the work, deliveries required, utility tie-ins and shutdowns, and access to security areas. At any time the GSA or CBP feels the port of entry or public safety could be affected or impaired, it should be addressed at these meetings.
Work Shifts and Shift Schedule	Work shifts will be varied throughout the construction of the waiting area. Varied work shifts will allow for the work to be done with any impact to the port of entry is probable and to further enhance the safety of the public. The work schedule will be provided to the GSA and CBP.
Housekeeping	Housekeeping will be done at the lunch hour and end of shift for all crews. Crews will have debris and trash containers located in multiple locations. The foreman will be held responsible to inform their crews of the requirement. No trash or debris will enter into the secondary inspection area.
Utility Tie-ins	Hensel Phelps will schedule all utility tie-ins with GSA and CBP in advance. These tie-ins include Electrical, Plumbing, Security, and Fire Life Safety. All required testing, needing access to the security areas, will be scheduled through the GSA.
Material Procurement	The design of the long lead items has been expedited in order to meet the milestone completion. An accelerated review and turn around will be needed for these items. The procurement of materials has been communicated with each subcontractor to ensure it is done, on time, for project completion.
Demolition	The concrete and light beams demolition will be done during overnight shifts to protect the pedestrians from any dangers. This will be coordinated and scheduled with GSA and CBP.
Protection of Work In Place	All work in place will be protected with proper signage, flagging, and additional protection as

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	required by the scope of work or as requested by the GSA or CBP.
Concrete	Concrete will be placed during overnight hours to allow for access to the area. Will be scheduled with GSA and CBP.
Construction Activities Complete by Project Completion	Hensel Phelps has phased the design to allow for construction activities to begin. This will ensure the construction does not extend past the project completion milestone.

The above list is meant to capture the concerns of the GSA, CBP, and stakeholders. If any concerns are not addressed in the table above, notify Hensel Phelps immediately or raise the concern at the coordination meeting as new concerns develop. Hensel Phelps looks forward to working the GSA, CBP, and the stakeholders to complete the Secondary POV Driver's Waiting Area.