



## Introduction

Wilkes-Barre and Scranton are in the beginning stages of bringing life back to the Lackawanna Valley in Northeastern Pennsylvania. The Wilkes-Barre/Scranton International Airport was designed to make a means of transportation for larger business to travel in and out of the valley. The site that they are building on couldn't be any better. It's secluded, and there is plenty of space for parking. Construction parking is located just north of the site, and a section of airport apron has been fenced off for construction use. In this area the contractors' trailers can be found, along with supply and material storage as well as a spacious parking lot.

The conditions of the Wilkes-Barre/Scranton International Airport are quite favorable. The site is located at the top of the Lackawanna valley. Much of the soil is quite porous and drains very well down through the valley. Coal was found in some parts of the excavation of the building as well. Being in northeastern Pennsylvania doesn't make for good construction either do to their harsh winters. Completing the building enclosure is important to favorable working conditions.

### Owner Information

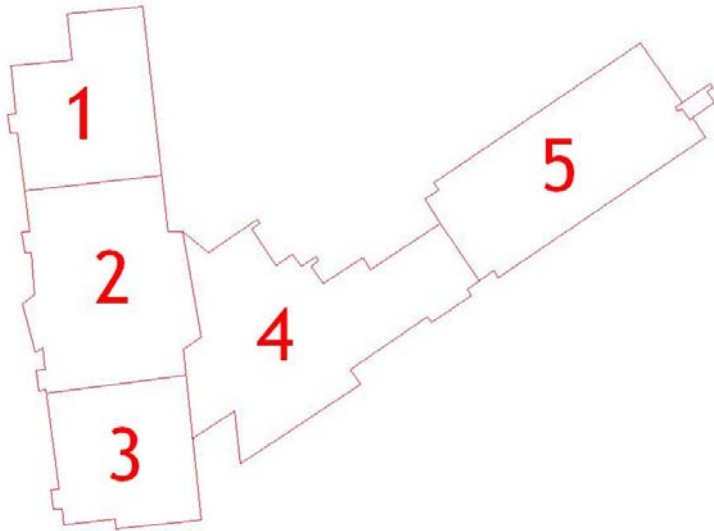
The Wilkes-Barre/Scranton International Airport is owned by the Bi-County Board of Trustees. This board is composed of Luzerne and Lackawanna counties, found in the northeastern part of Pennsylvania. This part of the state is very well known for mining and has had a very strong economy in the past due to the coal industry. But as



time went on, coal mining became more and more dangerous and declined in popularity, so the area started to decline with it. Today the mayor of Wilkes-Barre has a plan to rejuvenate what is commonly known as the Lackawanna Valley. Part of this plan is to make Wilkes-Barre and Scranton more alluring to big business; unfortunately, the airport this valley has used for more than 30 years was far past its prime. It had two gates, and people were very displeased with the service of this airport located at the top of the valley in Avoca, PA. The best way to bring business back to the valley would be to make it easier for businessmen and women to get into the valley — hence the brand new airport construction.

The Bi-County board wanted an entirely new airport, since it would be pointless to renovate the old airport;

clearly, a new airport had to be built. The airport could not be as big as the Bi-County Board wanted it to be, because there would be a small market for flight. The airport would be just starting out, and the need for a



huge airport would not be critical, but the possibility for expansion is important. The old airport would eventually be torn down after the new airport is put into commission. There were two key players that helped out on the job progress and referred back to the Board.



Money was not a critical issue with the board either. A large amount of the money that went into this airport came from the FAA. The quality of this building is very impressive: large architectural trusses clad in wood, a stone wall running the entire length of the building, large open spaces found throughout the building, and the airport being part of a four-phase contract definitely shows the seriousness put into the project. There were some delays that came up during the project over various items, but nothing entirely critical that would hold up the overall completion of the project. This brings up the schedule of this project. The schedule is mildly important; there was a large delay in construction during the erection of the steel that set the project off-schedule for many months. Many vocal change orders were made that confused many of the workers, and the schedule had to be reworked many times to keep the final completion date. The standard of safety throughout the job site was based on what the GC and CM would consider safe, assuming that the GC and CM would reinforce the safety issues.

The sequencing of the building was very difficult. Phase A of the project was to make a new parking deck; this parking deck would have a walkway below grade that connects to the new building. A tunnel entrance was designed to accompany the passengers coming from the garage and entering the airport. What makes this difficult is that there will be a road that runs along side the front of the building to drop off and pick up people; the tunnel entrance would have to go under the road. Another major issue in sequencing is aligning the construction of the building with the construction of the new apron surrounding the terminal of the building.



### Project Delivery System

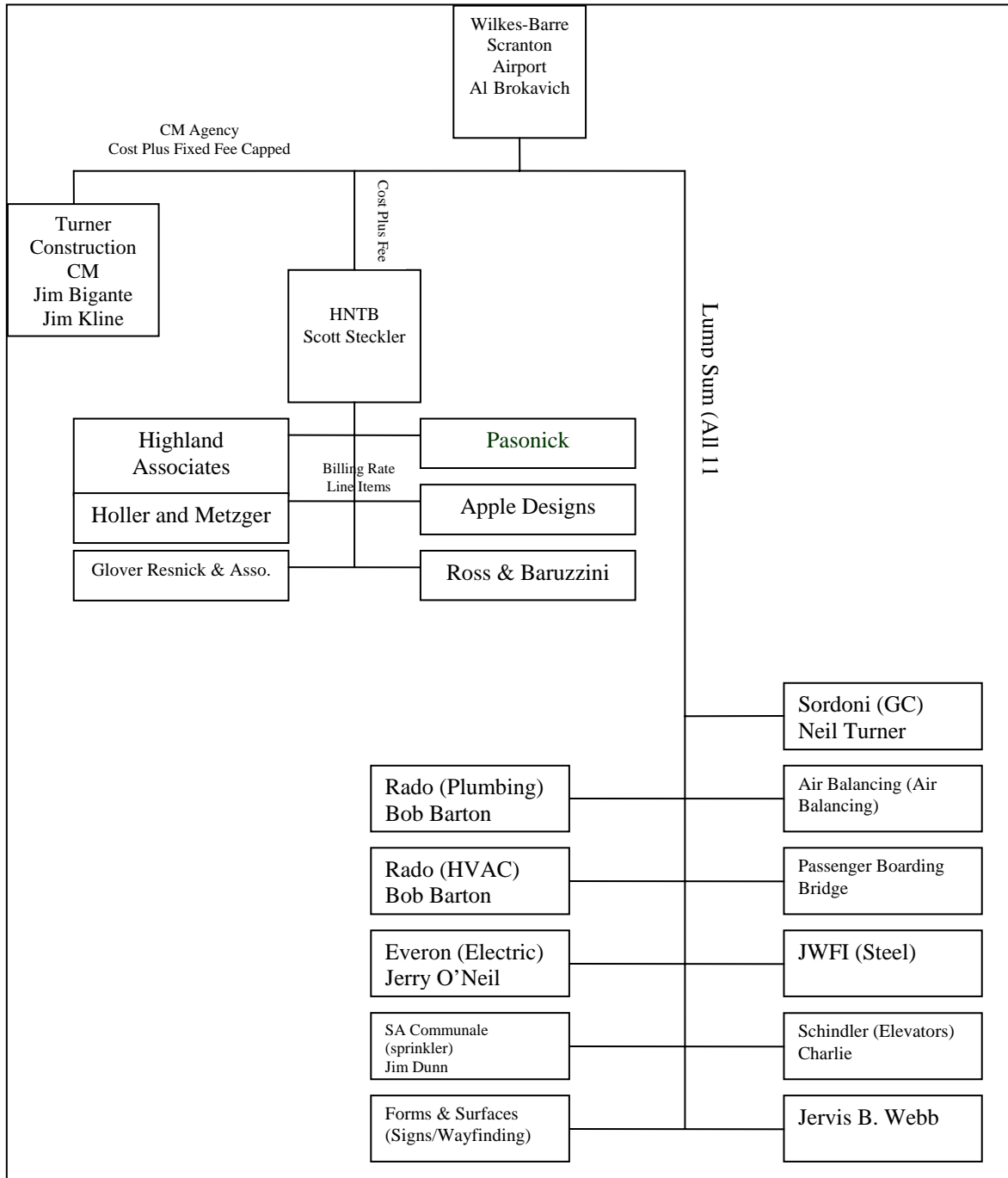
The Wilkes-Barre/Scranton International Airport was a CM Agency contract. This delivery method was chosen because it saved the airport money and many of the members of the board were quite knowledgeable about construction. Turner was hired as a consultant, because the airport did not know enough about construction to make this a multiple prime job.



Wilkes-Barre/Scranton International Airport

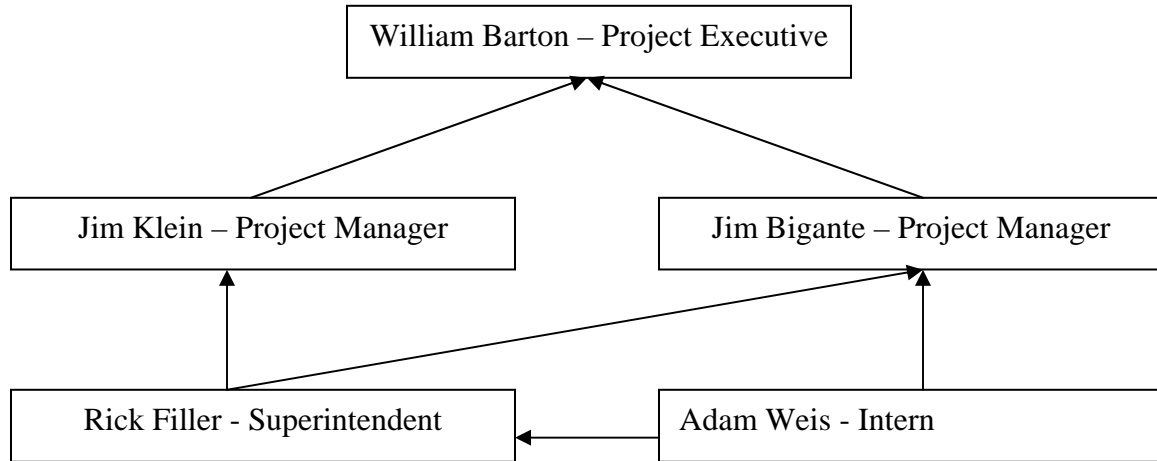


Avoca, PA





Staffing Plan for Turner Construction



The staffing for Turner Construction at the Wilkes-Barre/Scranton International Airport is quite small compared to many other jobs. This is mainly because the contract held between the airport and Turner is for that of a CM agency. However, the need for extra personnel on this job was clearly evident. A secretary was needed, as well an extra superintendent or field engineer — both of which would have proven useful.

Jim Klein was in charge of the long-term issues of the project, as in what would happen in the following two months and how it would happen. Jim Bigante was more of a day-to-day manager, processing RFIs and DCs. Rick Filler was called in late spring to help with some of the critical phases of the building, dealing with interiors as well as his expertise on the fourth phase of the project, the airport apron. Rick Filler was in the field and dealt with issues on the spot and was more in touch with the workers. Adam Weis



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was hired for the summer as an intern and was put to work on writing smaller RFIs and evaluating DCs for the ten weeks he was there.