VOLUME

2

Appendices

Response to the Request For Proposals

TO DEVELOP, DESIGN, CONSTRUCT, FINANCE, OPERATE AND MAINTAIN

I-69 SECTION 5 PROJECT through a PUBLIC-PRIVATE AGREEMENT

Driving Section 5 Forward through

INNOVATION, QUALITY, & SUSTAINABILITY

SUBMITTED BY:

I-69 DEVELOPMENT PARTNERS

Exhibit E

SUMMARY AND ORDER OF PROPOSAL CONTENTS

Technical Proposal Component	Form (if any)	ITP Section Cross-Reference
A. Executive Summary		
Executive Summary **(Exclude price information)**	No forms are provided	Exhibit B, Section 3.1
B. Proposer Information, Certifications & Documents		
Proposal Letter	Form A	Exhibit B, Section 3.2.1
Authorization Documents	No forms are provided	Exhibit B, Section 3.2.1
Identification of Proposer and Equity Members	Form B-1	Exhibit B, Section 3.2.2
Information About Proposer Organization	Form B-2	Exhibit B, Section 3.2.2
Information About Major Participants, and Identified Contractors	Form B-3	Exhibit B, Section 3.2.2
Letter accepting joint and several liability, if applicable	No forms are provided	Exhibit B, Section 3.2.2
Responsible Proposer and Major Participant Questionnaire	Form C	Exhibit B, Section 3.2.3
Industrial Safety Record for Proposer and Major Participants	Form D (as applicable)	Exhibit B, Section 3.2.4
Personnel Work Assignment Form and Commitment of Availability	Form E	Exhibit B, Section 3.2.5
Letter(s) Regarding Pre-Proposal Submittals	No forms are provided	Exhibit B, Section 3.2.6
Non-Collusion Affidavit	Form F	Exhibit B, Section 3.2.7
Buy America Certification	Form G	Exhibit B, Section 3.2.8

Technical Proposal Component	Form (if any)	ITP Section Cross-Reference
DBE Certification	Form H No forms are provided for the DBE Performance Plan or Job Training Plan	Exhibit B, Section 3.2.9
Surety/Financial Institution Information	No forms are provided	Exhibit B, Section 3.2.10
Conflict of Interest Disclosure Statement	Form I	Exhibit B, Section 3.2.11
Equal Opportunity Employment Certification	Form Q	Exhibit B, Section 3.2.12
Lobbying Certification	Form R	Exhibit B, Section 3.2.13
Debarment and Suspension Certification	Form S	Exhibit B, Section 3.2.14
Insurance	No forms are provided	Exhibit B, Section 3.2.15
Confidential Contents Index	No forms are provided	Exhibit B, Section 3.2.16
C. Proposer Election of Termination for Convenience Calculation Method		
Election of Termination for Convenience Calculation Method	Form V	Exhibit B, Section 3.4
D. Volume 1 Appendices		
Appendix A - Copies of Organizational Documents	No forms are provided	Exhibit B, Section 3.2.2
Appendix B - Proposer Teaming Agreement or Key Terms	No forms are provided	Exhibit B, Section 3.2.2
Appendix C - Executed Contracts or Term Sheets/Heads of Terms	No forms are provided	Exhibit B, Section 3.2.2
E. Proposal Security (Proposal Bond or Proposal Letter of Credit)		
Proposal Bond	Form K-1	Exhibit B, Section 3.3.1

Technical Proposal Component	Form (if any)	ITP Section Cross-Reference
Proposal Letter of Credit	Form K-2	Exhibit B, Section 3.3.2
F. Escrow Agreement		
Escrow Agreement	Form L	Exhibit B, Section 3.5
G. Preliminary Performance Plans		
Preliminary Project Management Plan	No forms are provided	Exhibit B, Section 4.1
Preliminary Project Baseline Schedule for Design and Construction	No forms are provided	Exhibit B, Section 4.1.2
Completion Deadlines	Form N	Exhibit B, Section 4.1.2
Design-Build Plan	No forms are provided	Exhibit B, Section 4.2
Operations and Maintenance Approach	No forms are provided	Exhibit B, Section 4.3
H. Volume 2 Appendices		
Key Personnel Resumes	No forms are provided	Exhibit B, Section 3.2.5
Technical Drawings, Graphs and Data	No forms are provided	Exhibit B, Section 4.2

Financial Proposal
Proposers shall follow the order of the Financial Checklist in their submissions. A referenced copy of this document shall be submitted with the Financial Proposal.

	Financial Proposal Component	Location of information within submission documentation	
		Document Reference	Financial Model Sheet Reference
A.	**Updated financial information** Proposer must provide the corporate and financial information identified in Section 2.0 of Exhibit C, for the Proposer, Equity Members, Design-Builder, any Guarantor and any other Financially Responsible Party		
A1	Audited Fiscal Financial Statements for all periods subsequent to SOQ and unaudited interim financial statements (Exhibit C, Section 2.0)		
A2	Financially Responsible Party letters of support (as required) (Exhibit C, Section 2.0)		
A3	For publicly held companies, most recent SEC 10-K and 10-Q reports and any 8-Ks filed since the SOQs (Exhibit C, Section 2.0)		
A4	Credit Ratings (Exhibit C, Section 2.0)		
A5	Letter regarding material change in financial condition since submission of the SOQ and for next reporting period (Exhibit C, Section 2.0)		

	Financial Proposal Component	Location of information within submission documentation	
		Document Reference	**Financial Model Sheet Reference**
A6	Letter disclosing all material off balance sheet liabilities (Exhibit C, Section 2.0)		
B	**Financial Plan** (Exhibit C, Section 3.0)		
B1	Financial Plan Executive Summary (Exhibit C, Section 3.1)		
B1	Identity of Financial Institution (Exhibit C, Section 3.2)		
B2	Range of Financing Sources (Exhibit C, Section 3.3)		
B3	Details for Core Lender(s) and Lead Underwriter(s) Commitment Letters (Exhibit C, Section 3.4)		
B4	[Reserved]		
B5	Details of Equity Source and letters from Equity Members (Exhibit C, Section 3.5)		
B6	Financial Advisor letter (Exhibit C, Section 3.6)		
B7	Schedule for Commercial and Financial Close (Exhibit C, Section 3.7)		
B8	Summary Cost Table and Financial Plan Summary Forms (Forms O and P, Exhibit C, Section 3.8)		
C	**MAP Proposal (Form J)** (Exhibit C, Section 4.0)		

	Financial Proposal Component	Location of information within submission documentation	
		Document Reference	Financial Model Sheet Reference
D	**Financial Model** (Exhibit C, Section 5.0)		
D1	Financial Model (Exhibit C, Section 5.1 to 5.2)		
D2	Financial Model Assumptions Book (Exhibit C, Section 5.3)		
D3	Instructions on operations of the Financial Model (Exhibit C, Section 5.4)		
E	**Cost and Pricing Data** (Exhibit C, Section 6.0) (to be submitted to escrow)		
F	**Independent Insurance Broker/Consultant Letter** (Exhibit C, Section 7.0)		

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H.

VOLUME 2 APPENDICES

Appendix H-1 Key Personnel Resumes

Below we have summarized the I-69 DP Key Personnel that will be assigned to this project. Detailed resumes of each individual follow this summary.

KEY PERSONNEL	PROJECT ROLE	Firm Name	Years of Experience	Years with Current Firm	Education	Registrations
 **Jose A. Labarra**	**Project Executive**	I	15	4	BSCE	Spain - 13319
 **Jose R. Ballesteros**	**Project Manager**	I	11	6	PhD CE, BBM	Spain - 18120
 **Carlos Ursua**	**Technical Deputy Project Manager**	I	10	4	BSCE	Spain - 15024
 **Miguel Garrido**	**Financial Director**	I	19	4	MBA, BSE	N/A
 **Anthony P. Carpenter**	**Public Information Coordinator**	M	21	18	MS, BA	N/A
 **Matti McCormick**	**DBE Coordinator**	M	36	26	MBA, BA	N/A
 **Michael Riggs, PE**	**Lead Engineer**	A	35	5	MBA, BSCE	IN - PE 11300394

LEGEND:

I = Isolux C = Corsan A = AZTEC/TYPSA B = Burgess & Niple CB = Christopher B. Burke

K = Keramida VS = VS Engineering M = McCormick Group P = Professional Service Industries

Below we have summarized the I-69 DP Key Personnel that will be assigned to this project. Detailed resumes of each individual follow this summary.

KEY PERSONNEL	PROJECT ROLE	Firm Name	Years of Experience	Years with Current Firm	Education	Registrations
 **Felipe M. Medrano, PE**	**Engineer of Record**	A	17	5	BSCE	IN - PE Pending
 **Mario Colecchia, PE**	**Structural Engineer of Record**	A	14	4	MS	IN -PE 11300503
 **Vicente Ferrio Diaz**	**Construction Manager**	C	14	12	BSCE	Spain - 17138
 **Mario Benitez**	**Quality Manager**	I	25	1	Mechanical Engineering	N/A
 **Jason R. Bagwell, PE**	**Construction Quality Manager**	B	25	11	BSCE	IN - PE 10201346
 **C. Thomas Maki, PE**	**Design Quality Manager**	A	41	5	BSCE	IN - PE Pending
 **David Hayward, PE**	**Utility Manager**	CB	36	9	BSCE	IN - PE 60019553

LEGEND:

I = Isolux C = Corsan A = AZTEC/TYPSA B = Burgess & Niple CB = Christopher B. Burke

K = Keramida VS = VS Engineering M = McCormick Group P = Professional Service Industries

Below we have summarized the I-69 DP Key Personnel that will be assigned to this project. Detailed resumes of each individual follow this summary.

KEY PERSONNEL	PROJECT ROLE	Firm Name	Years of Experience	Years with Current Firm	Education	Registrations
 **Mark Flick**	Safety Manager	K	14	2	BS	N/A
 **Richard G. Fitch, AICP**	Environmental Compliance Manager	B	24	13	BS	AICP
 **Miguel A. Barranco**	O&M Manager	I	20	4	Engineering and Social Administration	Mexico - 2115887
 **Steven P. Sittler, PG, CP**	Karst Specialist	K	27	2	MS	IN-LPG 1137
 **Paul Passe, PE, CPM**	Karst Specialist	P	35	5	BS	N/A
 **James W. Pease, PG**	Karst Specialist	P	32	8	BA	AIPG 7747

LEGEND:

I = Isolux C = Corsan A = AZTEC/TYPSA B = Burgess & Niple CB = Christopher B. Burke

K = Keramida VS = VS Engineering M = McCormick Group P = Professional Service Industries

Below we have summarized the I-69 DP Key Personnel that will be assigned to this project. Detailed resumes of each individual follow this summary.

KEY PERSONNEL	PROJECT ROLE	Firm Name	Years of Experience	Years with Current Firm	Education	Registrations
 **Eugenio Sanz Pérez, PhD**	Karst Specialist	A	31	31	PhD	IAH 34,8492
 **Daniel Agan, CPESC, CESSWI**	Erosion and Sediment Control Manager	CB	34	8	AA	INDOT Certified Technician
 **Brad Faris, PE, RLS**	MOT Manager	VS	25	5	BSCE	IN - PE 19300175

LEGEND:

I = Isolux C = Corsan A = AZTEC/TYPSA B = Burgess & Niple CB = Christopher B. Burke

K = Keramida VS = VS Engineering M = McCormick Group P = Professional Service Industries

Appendix H-1: Key Personnel Resumes

Jose A. Labarra

Project Executive

Education:
MEng Civil Engineering, Universidad Politécnica de Madrid, Spain

Years of Experience: 15

Years with Current Firm: 4

Professional Registration:

Professional Engineer: Spain #13319

References:

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TxDOT
Executive Director
125 East 11th Street
Austin, TX 78701
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Professional Summary

José A. Labarra is the managing director for the roads and highways department of Isolux Infrastructure. His role includes the overview of 8 projects around 4 different countries. José has over 15 years' experience implementing and executing infrastructure concession projects.

His expertise in DBFOM highway implementations and operations under project finance structures provides José with all the technical knowledge needed to run successful projects in all aspects of highway concessions, including construction, toll system and information technology, right of way acquisition, maintenance and operations, legal, finance and administration.

As a Project Executive of the I-69 project, he will advise our Team Project Manager, José R. Ballesteros.

Professional Experience

José will bring his extensive experience in different international concession projects and his specific knowledge of the American market to ensure the success of the project. At early stages of his career, Mr. Labarra also worked as project manager for various international tenders (Chile, Colombia, Spain, Dominican Republic and Canada).

SH 130 Concession Project, TxDOT, Texas (2007-2010)

Mr. Labarra was CEO for the SH130 Concession Company, LLC (first Greenfield project in the USA). This 1.3 B project included the extension of SH 130 from US 183 in Creedmoor south to I-10 in Seguin. Under his direction this project employed more than 3,000 individual in Central Texas and he intends to take the same philosophy of local development to the I-69 project. José was its CEO during its establishment and construction. The project included a $430 M TIFIA loan and José was the responsible for all the negotiations with the FHWA and the TIFIA program, until financial close was reached within the very challenging financial context in 2008.

407 ETR in Canada (1999-2001)

Mr. Labarra was the Toll System Project Director for this 67.5 miles, with a total of actually has over 1100 kilometers of lanes to salt, plow, sweep, repaint and inspect on a regular basis. It's the world's first all-electronic, barrier-free toll highway. As land was purchased for the highway, consideration of how best to build the roadway was studied by successive provincial governments and the necessary reviews and approvals were obtained. As the concessionaire for the highway, 407 ETR is responsible for all maintenance, construction and customer service and also pays the full cost of police enforcement along the highway. The highway lease requires that 407 ETR attract and maintain certain levels of traffic. If certain traffic thresholds are not met, a congestion payment to the Province may be required, making Mr. Labarra´s role vital for the availability of the highway.

Scut du Norte Litoral, Portugal (2001-2006)

Mr. Labarra was the CEO of this 75 miles Project in Portugal, with a total investment of over $525 M. His role was specially challenging due to the restrictive environmental permits and his involvement in the ROW acquisition process was vital to coordinate relationships amongst the authority, stakeholders and the concession company. He successfully liaised with all third parties to achieve the necessary compulsory purchases.

Jose R. Ballesteros, PhD

Project Manager

Education:
PhD, Civil Engineering-Transport, Universidad Politécnica de Madrid, Spain
BS, Business Management, National University of Distance Learning (UNED)

Years of Experience: 11

Years with Current Firm: 6

Professional Registration:
Professional Engineer: #18120

References:

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Mike Cheroutes
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dot_hpte@state.co.us
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F: 303.757.9656

Professional Summary

José R. Ballesteros is director for Isolux with 11 years experience in management of a broad number of high profile and complex highways projects. As project manager, he is main responsible for the Isolux DBFOM concession project “A-4 Expressway” in 2007. The project included the reconstruction of the existing “A-4 Expressway” and its operation and maintenance services for 19 years. Once the project was awarded, Mr. Ballesteros created the SPV called “Sociedad Concesionaria Autovía A-4 Madrid, S.A”. As chief executive officer he has been responsible for the overall management of the concession project, including construction works, operations, life cycle maintenance, routine maintenance and snow and ice services for the last 6 years. In 2011, he was appointed as the director of Isolux Corsán Concesiones de Infraestructuras in Spain, leading ten concession procurement processes including the I-69 from the RFQ stage. This early involvement will ensure his comprehensive understanding of the project and its challenges.

Professional Experience

Sociedad Concesionaria Autovía A-4 Madrid S.A., Ministry of Public Works (Spain Department Of Transportation). (2007-2013)

Mr. Ballesteros serves as chief executive officer for the A-4 company since 2007. With an AADT of more than 80,000 vehicles, the A-4 Highway is the main transportation link between Madrid and the south of Spain. The project included the reconstruction of 42 miles of the existing expressway, with an important section running through urban environment. This shadow toll payment project, is based on the compliance of the very demanding performance requirements set by the Ministry. Mr. Ballesteros’responsibilities included the setting up of the new concessionaire company (staffing, creation of the company and associated administrative tasks); the development of different contracts (SPV statutes, shareholder agreements, construction contracts and financing agreements); the management of the due diligence process; supervision of design and construction; optimization of the organizational structure required to carry out O&M services (including management team, labor, materials and machinery); and development of different plans and reports related to maintenance, operations, finances, and construction progress.

The A4 project included a very similar to the I69´s operation during construction phase with an important traffic management component due to Madrid traffic conditions, which was also successfully leaded by José R.

Albali S.A. (Availability payment project), Spain (2012-Present)

Mr. Ballesteros is member of the Board of Directors of Albali, S.A., the concession company created to develop an availability payment PPP High Speed Train contract awarded to the consortium formed by Isolux, Alstom, Comsa-Emte, CAF, ICO and CDC-Caisse des Depots. This project has been financed with an EIB (European Investment Bank) loan, similar to a TIFIA loan.

US 36 Managed Lanes Phase 2 Concession Project, Colorado, USA (March 2013)

Mr. Ballesteros was the Isolux project manager who led the bid process and the submitted response to the RFP for the High Performance Transportation Enterprise (HPTE) in March 2013. The project included the DBFOM for 24 miles of managed lanes and involved PABs and TIFIA.

Publications

Final PH.D Dissertation: *Performance Requirements Measurement and Thresholds*.

Carlos Ursua

Technical Deputy Project Manager

Education:
Meng Civil Engineering, University of Cantabria, Spain

Years of Experience: 10

Years with Current Firm: 4

Professional Registration:
Professional Engineer: #15024

References:

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Professional Summary

Mr. Ursua is one of our most experienced Project Managers for highway projects. As our Deputy Project Manager for Technical aspects he will be responsible for monitoring the D&B Team's performance of the project execution during construction to ensure compliance with all of the requirements agreed under the PPA. Once the construction project is delivered and the road is opened to traffic, Carlos will remain during the first year of operation leading the Concession Company O&M department. The inclusion of this role is very beneficial from our experience to ensure a smooth transition between the construction and operation phase. Carlos has over 10 years of experience undertaking this role for high profile and complex highway projects.

Professional Experience

Mr. Ursua was responsible for the establishment of the Monterrey-Saltillo Highway and the Saltillo Northwest Bypass project in Mexico. He has also served as chief operating officer in the AP-41 Madrid-Toledo (Spain) concession. In 2008, before joining Isolux, he was technical director of EuroScutNorte, a Portuguese highway operator. Currently Carlos is in charge of monitoring the D&B Team's performance in two highways in India, NH-6 and NH-8.

Mr. Ursua's experience includes:

AP-41 Madrid-Toledo Concession, Spain (2010-2011)

The AP-41 Madrid-Toledo Concession Company is operating this project for the Ministry of Public Works (Spain). It was awarded under a DBFOM concession model in 2004. The construction of this 47-mile highway included challenging geotechnical features and an important urban section in Madrid, very similar to I69.

Mr. Ursua served as chief operating officer in 2010 and 2011. With an operating budget of about $3.5 M, with more than 1 M transactions in 2011. Mr. Ursua led an over 100 people operations and maintenance team, and successfully managed the operation challenges including important winter operation issues and interfaces with utility operators.

Monterrey-Saltillo Toll Highway and Saltillo Northwest Bypass, (CAMS) Mexico (2007-2009)

The Monterrey-Saltillo Concession Company is operating this project for the Secretaría de Comunicaciones y Transportes (Mexican Department of Transportation) awarded under a DBFOM concession model in 2006. Mr. Ursua held the ultimate responsibility for the construction $286 M transportation project, with a section in a challenging urban environment in Monterrey very similar to the I69.

Carlos successfully engaged with the Department to achieve successful compulsory purchase orders for the ROW, important challenge in this project, and avoided the consequent program impacts.

NH-6 and NH-8, India (June 2012 - present)

Carlos is in charge of monitoring the D&B Team's performance in these highways. Both projects consist of the upgrade of an existing road by adding two new lanes per direction. NH-6 construction cost is over $338 M and NH-8 is $185 M. Both of them include an important operation during construction period, similar to I69, in which traffic management is absolutely vital and Carlos in undertaking a very important role ensuring fluent communication and coordination between D&B and O&M teams, and overviewing their performance.

Miguel Garrido

Financial Director

Education:
BSc, Economics, Complutense University of Madrid, Spain MBA, Instituto de Empresa de Madrid

Years of Experience: 19

Years with Current Firm: 4

Professional Registration:
N/A

References:

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Professional Summary

Miguel Garrido is currently Financial Director of Isolux Infrastructure since 2010. He will bring to the project a 19 years overall experience in both sides of the P3 Industry, from the banker and the developer´s perspective. As head of Isolux financial department, Miguel Garrido is involved in all project financing, defining the financial structure, negotiating with banks and leading the financial close. He will closely manage, oversee and monitor the implementation of the financing for this project.

He has managed a variety of situations, from banking solutions to debt capital market issuances, in projects that took demand risk and/or availability schemes.

Professional Experience

Saltillo- Monterrey Highway (Mexico, 2013) Bonds Issuance

Miguel led a $317.5 M senior bonds (AA+mex) and $62 M subordinated bonds (AA-mex) issuance in the Bolsa Mexicana de Valores for refinancing an initial project finance loan related to Monterrey Saltillo Highway concession (95 Km), a concession based on tolling revenues.

Cachoeira Paulista Transmission Line Bonds Issuance (2011)

Miguel led a $97 M senior bonds issuance (AAbr) in the Brazilian BM&FBOVESPA S.A. for refinancing an initial project finance loan related to Cahoeira Paulista Transmission Line (95 Km), a concession based on availability payments.

WETT (Wind Energy Transmission Texas Project, TX (2011)

Project Finance banking facility for the $910 M energy transmission lines concession project in Texas, awarded North American Transmission Deal of the Year 2011 by Project Finance Magazine (Euromoney).

TP Ferro Project, Spain-France (2005)

Project Finance banking facility for the construction and development of the high speed railway that connects France and Spain passing through the Pyrenees (concession based on availability payments). Budget: $730 M. Awarded Transport Deal of the Year 2005 by Project Finance Magazine (Euromoney).

Autopista Eje Aeropuerto (2003)

Project Finance banking facility for the construction and development of a toll road from Madrid City to Madrid airport (Barajas T4). Budget: $375 M.

Other Road Projects for Isolux

NH1 (India, 291 Km), NH2 (India, 192 Km), NH6 (India, 133 Km) and NH8 (India, 94 Km), Viabahia (Brazil, 680 Km) and others projects where Isolux has participated. (2009-2013).

Banking Experience

For seven years he was Manager in the audit division of Arthur Andersen, auditing financial documents of several companies, developing business plans and preparing analytical and cost accounting reports. In 2000 he started his project finance career as senior manager in Caja Madrid (one of the most important banks in Spain). In 2007, he joined The Royal Bank of Scotland, where he worked for three years as senior manager.

Anthony P. Carpenter

Public Information Coordinator

Education:

MS, Technology, 1998, Indiana University

BA, Communications, 1997, Indiana University

Years of Experience: 19

Years with Current Firm: 4

Professional Registration:

N/A

References:

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Lynn Otte
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Chicago, Illinois
lrotte@transystems.com
P: 312.669.5832

Professional Summary

Mr. Carpenter has more than 20 years of communications experience. This experience has been earned in full service public relations and public outreach in the transportation industry. He understands from experience the importance of managed, responsive outreach to maximize stakeholder understanding and participation.

He is a seasoned professional committed to this project who brings senior experience in organizational skills and communication. Specific services include conducting public meetings, managing community advisory groups, developing information briefs, legislative and general public, third party articles, web based executions, 800 number response lines, public input documentation, media management and public involvement planning. Additionally facilitating input from underserved populations and market influencers are proven experiences.

Technically, Mr. Carpenter has understanding of FHWA, DOT, NEPA, Tier I/Tier II, EIS, FEIS, ROD and feasibility study/rail alignment public involvement requirements. This understanding includes: public meeting announcement, public response documentation, conducting public meetings, hearings and legislative briefs.

Mr. Carpenter successfully handles a wide range of functions using a combination of creative, organizational and writing skills and possesses the ability to maintain focus while effectively managing competing priorities.

Professional Experience

The McCormick Group.

Senior Project Manager responsible for managing public outreach including planning and conducting public meetings, developing fact sheets, addressing public questions, serving as a liaison with the technical team regarding potential property acquisitions, historical and environmental impacts and facilitating on-site information events throughout the project corridor. This experience includes establishing Community Advisory Groups and outreach to special stakeholders including public information and input sessions.

I-69 Section 6 Tier 2

Managed public outreach including execution of public meetings, developing fact sheets, legislative briefs, addressing public inquiries, serving as a liaison with the technical team regarding potential property acquisition, historical impacts, environmental concerns and facilitating on-site information events throughout the project corridor. The objective of the Tier II was to determine the alignment, interchange locations and design characteristics of I-69 within the selected corridor, as well as develop more detailed mitigation measures. As in the Tier I, Public and Community Outreach had a key role in choosing the alignment and determining context-sensitive solutions for I-69. The extensive PI program included establishing Community Advisory Committees and outreach to special stakeholders including public information meetings prior to the publication of the DEIS.

THE McCORMICK GROUP

I-465 Accelerate 465 Reconstruction Project

(Note: the largest reconstruction project in Indiana Department of Transportation – INDOT history)

INDOT planned to increase capacity and improve safety in the 11 mile corridor on I-465 from just south of the 56th Street interchange to just south of State Road 67 (Kentucky Avenue) interchange. This $500 M reconstruction was the largest in INDOT history. This segment of I-465 was one of the first built and last to be rehabilitated. It involved upgrading interchange ramp and mainline capabilities, improving deteriorating mainline, ramp pavement and bridges and upgrade of geometric conditions to current standards. Public Involvement entailed being responsible for all components of communication outreach for a four year period and was acknowledged for innovation in Public Outreach for conducting innovative practices to maximize outreach and engage the public. Over 54 community meetings were executed with documented attendance of 1,673 and participation by 75 neighborhood groups, an information fair reached over 1,000 attendees with 1.1 M non paid media exposures received. Over 2,200 public inquiries were responded to and a full time project office was managed. Additionally, community integration included preparing legislative briefs, submission of third party articles, managing an 800 public response line, developing website and managing project updates, public outreach for noise mitigation including direct mail to affected residents, tabulating results and developing summary data and planning context sensitive solution workshops with the public and managing Community Advisory and Emergency Responder community groups.

Northwest Indiana Regional Planning Commission Regional Transit Analysis (Porter and LaPorte Counties)

Responsible for the execution of public outreach services as input to the Operations Plan, to define current municipal levels of bus service and projected service area needs, to assist the Regional Development Authority in determining substantial unmet transit service need and the public's perception and input to potential transit investments. Conducted public meetings, open house, managed media, executed stakeholder surveys, provided report input summary. The resulting Operations Plan was adopted by the authorizing board.

Other transportation project participation includes:

- IndyGo Title VI Policy Evaluation Study
- State of Indiana Historic Bridges Project
- RDA Northwest Indiana Regional Bus Study
- Northwest Indiana *EasyGo* Launch Project
- Michigan City Alternative Analysis Alignment Study

Matti McCormick

DBE Coordinator

Education:
MBA, Marketing, 1977, Rutgers University
BA, 1974, Hampton Institute

Years of Experience: 36

Years with Current Firm: 26

Professional Registration:
N/A

References:

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Donald Jones
Donald Jones Consulting
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Professional Summary

Ms. McCormick has over 35 years of experience in project management, earned in the general market, transportation and DBE community. As a minority, woman and certified M/W/DBE within the State of Indian, she has learned from direct experience the importance of inclusiveness in business practices. She brings an unquestionable reputation for delivering successful projects that benefit both the client and the M/W/DBE community. As an equally recognizable public involvement professional she will bring excellent skills in event planning, public outreach, media relations and message positioning to the project community. Her long tenure in the Indiana market, coupled with her understanding of both DBE transportation compliance and the Indiana DBE community will provide this project with excellent management skills in the DBE Coordinator position.

Professional Experience

Conseco Fieldhouse

Served as outreach coordinator to J Beard Management on the historic $111 M Conseco Fieldhouse construction; providing outreach to DBE/M/WBE contractors, defining capabilities, developing matching profiles with prime contractors, developing monthly reports on compliance, identifying obstacles to participation, providing guidance to maximize compliance. These services were also extended to J Beard on the $52 M Simon Headquarters Building. On each project participation exceeded compliance goals.

Indiana University

Increased Indiana University's utilization of DBE/M/WBE contractors by 389% in one year. Provided valued experience to maximize MBE relationships and developed alternative procurement strategies.

BP Global

Identified DBE/M/WBE contractors and facilitate participation with BP Global to construct BP locations throughout the urban center of Indianapolis. Conducted outreach events and managed compliance requirements.

Emmis Communications

Worked with Emmis Corporate and prime contractors to **facilitate increased DBE/M/WBE participation** in the construction of the $30 M Emmis Headquarters Building on the historic downtown Monument Circle.

Indiana Supplier Development Council

Conducted a statewide assessment with funding from the Eli Lilly Endowment to define obstacles to DBE/M/WBE participation within the State of Indiana. Conducting this study provided the opportunity to learn firsthand through countless interviews within the DBE community what best practices work best.

Additionally, Matti McCormick and The McCormick Group have maintained a continuous presence in the Indiana DBE/M/WBE community through its public outreach efforts on projects such as the I465 Reconstruction Project, NCAA Final Four, Indianapolis Convention Center, and State of Indiana Department of Administration consulting projects.

THE McCORMICK GROUP

Ms. McCormick received the 2012 National Cambridge Award for Public Relations Performance and the 2011 Indianapolis Mayor's Award for Entrepreneurial Excellence. Matti was the first member from the State of Indiana to serve on the National Board of Better Businesses.

Michael Riggs, PE

Lead Engineer

Education:
MBA, Technology Management, University of Phoenix, 2002
BS, Civil Engineering, University of Washington, 1985

Years of Experience: 35
Years with Current Firm: 5
Professional Registration:
PE: Arizona 27949
PE: Indiana 11300394
PE: Florida 69562
PE: Nevada 16259
PE: Texas 102920
PE: Washington 26580
PE: New York 88250
PE: Colorado 45532

References:

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Sarrah Busby, PE
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Professional Summary

Mr. Riggs has over 35 years of experience in project management and transportation engineering. His expertise includes planning and design of a wide variety of public works projects, ranging from local streets to urban arterials. With his varied background, Mr. Riggs has an excellent understanding of all facets of engineering projects, from planning and environmental studies, to preliminary design, including corridor studies and design concept reports, to final design, post design and construction services. Mr. Riggs has superior ability to see the big picture on projects, while paying attention to the details. The combination of his engineering experience and his ability to communicate and present information on project aspects is highly valuable on any type of project, regardless of scope or scale.

Professional Experience

South Fraser Way Perimeter Road, Vancouver, BC (Fraser Transportation Group/BC Ministry of Transportation)

Design coordinator for preparation of technical proposal for the $550 M South Fraser Perimeter Road Public Private Partnership project in Delta and Surrey, British Columbia. This 40 km highway project includes a four lane divided highway, five interchanges, extensive drainage systems, and utility relocations. The geotechnical challenges on this project were significant as the area is characterized by peat layers over river delta deposits, leading to the need to preload virtually the entire alignment to minimize settlement. He coordinated the design team throughout a five phase design development process, interacted with the Construction Joint Venture's engineers and estimators, and was the lead for development of the design and construction section of the Technical Proposal. The team was selected by BCMOTi as the successful proponent in May 2010.

SR 202L (Santan) Design/Build, Gilbert Road to I-10, Chandler, AZ (ADOT)

As traffic discipline leader, responsible for signing, pavement markings and maintenance of traffic (MOT) for this $85 M design/build project to add east- and west-bound HOV lanes on SR202L and to construct direct HOV connector ramps between I-10 and SR202L and SR101L and SR202L. A key element of the MOT for the project was creation of a temporary contra-flow detour on SR202L at SR101L to shift EB and WB traffic to the south side to allow unimpeded overhead construction on the north side of the interchange.

SR 500/Thurston Way Traffic Interchange Design/Build, Vancouver, WA (WSDOT)

As project engineer, responsible for illumination, traffic signals, and surveillance, control and driver information (SC&DI) for this $23 M design-build project. For WSDOT's first design-build project, the existing at-grade intersection was reconstructed to be a signalized single-point urban interchange (SPUI). Reconstruction includes construction of new ramps, reconstruction of existing ramps at the SR 500/Andressen Road interchange, new lighting and provision of SC&DI elements including ramp metering, mainline detection, a closed-circuit television camera, and a variable message sign.

AZTEC-TYPSA JV

US 60 Design/Build General Consultant, Tempe and Mesa, AZ (ADOT)

Served as lighting discipline editor and review leader for this $260 M design-build project, the purpose of which was to improve safety and alleviate current and projected traffic congestion by adding high occupancy vehicle, general purpose, and auxiliary lanes on US 60. Key aspects of the contract included collecting data (i.e., survey, geotechnical, existing facilities, and utilities), developing a bid package for the design-build contract; coordination with ADOT services, agencies, and utility companies; resolving issues and clearances, such as environmental, right-of-way, utilities and railroads; and performing oversight activities.

Advanced Guideway System (AGS) Feasibility Study, Denver, CO, Colorado Department of Transportation (CDOT)

Program Manager to determine the feasibility of a new High Speed Transit (HST) connection along I-70 from the Jefferson County Government Center in the Denver area to Eagle Airport, which is located on the west slope of the Rocky Mountains, with ultimate extension to Denver International Airport. This 118 mile route traverses the Rocky Mountains and will be the first HST system ever built in mountainous terrain. Project costs range from $11 B to $32 B depending on technology and alignment. AZTEC/TYPSA Group developed a program to solicit proposals from technology providers whose systems could meet the system performance and operational criteria established for the project. They are proving expert technical assistance to CDOT for development of the AGS in the areas of alignment, tunneling and structures, as well as financial, institutional and environment considerations. The AGS is a key element of the preferred alternative identified in the Programmatic EIS developed for the I-70 Mountain Corridor by CDOT.

Bell Road Program Manager, Surprise, AZ (City of Surprise)

Project manager for program, project, and construction management services for the City of Surprise's Bell Road Program, a 27project, $25 M multi-year program. Project tasks included developing a program schedule; preparing scopes, requests for proposals, and requests for bids for various projects; and providing project management during design and construction management during the construction phase. They include intersection improvements, new traffic signals, pavement rehabilitation and replacement, landscaping, and irrigation.

I-17 Design/Build General Consultant, Phoenix, AZ (ADOT)

Provided reviews of contractor developed maintenance of traffic, signing and marking and traffic signal plans for this $250 M project that widened I-17 from Indian School Road to Peoria Avenue.

Presidio Parkway, San Francisco, CA (Globalvia – FCC/Caltrans)

Assisted in preparing operations and maintenance (O&M) plan for the $350 M Presidio Parkway Public Private Partnership project in San Francisco, CA. This project included realignment of Doyle Drive through the Presidio National Park, depressing the road and adding several cut and cover tunnels and new interchanges. As part of the technical proposal, AZTEC developed the O&M Plan and developed estimates of cost for inclusion in the concessionaire's technical proposal.

US 36 Phase 2 PPP, Jefferson And Boulder Counties, Colorado (CDOT HPTE, Cintra/Ferrovial)

Design manager for the tender design services for construction of 5.2 miles of new managed lanes along US 36 from 88th Street to Foothills Parkway. The $130 M project included widening of the highway to allow for the new managed lanes, improvements to drainage, bridge replacements and widening, a new Directional Diamond Interchange at McCaslin Boulevard, provision of a new bike path with underpasses, drainage improvements, lighting and ITS.

Felipe M. Medrano, PE

Engineer of Record

Education:
BS, Civil Engineering, University of Arizona, 1994

Years of Experience: 17

Years with Current Firm: 5

Professional Registration:
PE: Arizona 36659
PE: Indiana Pending

References:

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Scott Zipprich, PE
Deputy Town Engineer
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Professional Summary

Mr. Medrano has 17 years of experience in engineering design and construction. He has been responsible for the roadway, grading and utility design for numerous municipal improvement and private development projects. He has worked extensively over the past three years on municipal on-call engineering projects. His responsibilities have included preparation of final design construction documents such as plans, specifications, design reports and cost estimates; roadway design; grading and drainage design; water and sewer design; private and municipal utility coordination; and coordination with city, county, and state agencies.

Professional Experience

McDowell Road in Lehi – Mesa Drive to Gilbert Road; Salt River Pima – Maricopa Indian Community, AZ (SRPMIC)

Mr. Medrano was Project Engineer responsible for the design and plan production for approximately 2.25 miles of paving, grading, drainage, private irrigation and striping improvements for the Salt River Pima – Maricopa Indian Community (SRPMIC). The project involves reconstructing McDowell Road from Mesa Drive to Gilbert Road in order to eliminate an existing trespass condition. Other duties included utility coordination with ADOT, Cox Communications, Qwest, the City of Mesa and SRP; abandonment of existing easements; preparing cost estimates; and utility pothole coordination. Other project duties included meeting with SRPMIC for project design coordination; and overseeing plan submittals to SRPMIC in order to obtain plan approval for construction.

Dobson Heights Improvements; Salt River Pima – Maricopa Indian Community, AZ (SRPMIC)

Mr. Medrano was Project Engineer responsible for the design and plan production for this Salt River Pima – Maricopa Indian Community (SRPMIC) project. Other project duties included meeting with SRPMIC for project design coordination; and overseeing plan submittals to SRPMIC in order to obtain plan approval for construction. The Dobson Heights Improvements project consisted of constructing a new waterline along the Oak Street alignment near the SR 101L freeway and installing new sewer along Dobson Road, through the Dobson Heights neighborhood, Memorial Hall and the Community facilities along Earll Drive. As part of the sewer improvements, AZTEC also designed roadway improvements along Dobson Road from Thomas Road to Pinchot Road. Other AZTEC responsibilities included supplemental topographic survey, utility potholing, video of existing sewer facilities, improvements to the neighborhood park, utility coordination and post design services.

Deer Valley Road, 117th Avenue to 109th Avenue; Maricopa County, AZ (MCDOT)

Mr. Medrano is responsible for the roadway design for this Maricopa County Department of Transportation final design project which included roadway reconstruction of Deer Valley Road from 117th Avenue to 109th Avenue including a bridged Agua Fria River crossing. The travel lanes, bike lanes and sidewalk will be constructed in the westbound direction of the future five-lane arterial. Significant overhead electric facilities exist and a cultural site is located on the west bank of the Agua Fria River. Considerable coordination was required with ASLD and local mining operators concerning R/W acquisition. A Bridged Alternatives Technical Memorandum was also developed to evaluate various crossing alternatives.

AZTEC AZTEC-TYPSA JV TYPSA

North Miller Road Improvement District; Buckeye, AZ (Town of Buckeye)

Mr. Medrano was a Project Engineer responsible for overseeing the design of approximately 4.5 miles of paving, grading and drainage improvements and three miles of sewer improvements in connection with the North Miller Road Improvement District (NMRID) within the Town of Buckeye. Various median and roadway configurations were analyzed in an effort to meet stringent project costs. Detailed engineer's construction cost estimates were prepared for the numerous design configurations. Other project duties included design coordination with the Town of Buckeye engineer, ADOT and several property owners within the NMRID.

Avenida Rio Salado; Phoenix, AZ (City of Phoenix)

Mr. Medrano is assisting with the roadway design involved with this major arterial street improvements study. AZTEC was responsible for data collection for the entire project area; development of alternative corridor locations; development project cost estimates; determining right-of-way impacts for each alternative corridor location; and evaluation and recommendation of alternatives. AZTEC is currently responsible for this preliminary City of Phoenix engineering project that includes the preparation of an Enhanced Project Assessment and Environmental Assessment for a new high capacity major parkway arterial that will be located south of the Salt River and will extend from the proposed I-10 Reliever and the future South Mountain Freeway to 7th Street. The project involves significant coordination with the City of Phoenix, ADOT, FHWA, and the public.

SR202L HOV Lanes, I-10 to Gilbert Road, Chandler, AZ (ADOT)

Mr. Medrano was a Project Engineer responsible for the design and plan production for approximately 1.5 miles of paving and grading improvements for ADOT. The design consisted of a two-lane paved detour with striped shoulders and temporary concrete barrier. Extensive coordination with other disciplines including traffic and drainage were required. Other project duties included the preparation of an earthwork estimate and quantities.

I10 – Hassayampa River Bridge Deck Replacement, Maricopa County, AZ (ADOT)

Mr. Medrano was a Project Engineer responsible for the design and plan production for approximately 0.5 miles of paving and grading improvements for ADOT. The design consisted of two-lane paved detour crossover with shoulders and temporary concrete barrier. Other project duties included the preparation of an earthwork estimate and quantities.

SR30 East – SR303L to SR202L Crossroads, Maricopa County, AZ (ADOT)

Mr. Medrano is responsible for the design and plan production for approximately 11 miles of paving and striping improvements at the DCR level for the arterial crossroads. The design and plan production also includes approximately 4 miles of frontage roads and private driveways. This includes alternative designs for four alternative alignments. Other project duties include the preparation of quantity estimates for the various alternatives and coordination with the prime consultant engineer.

El Mirage Road – Picerne Road to Bell Road, Maricopa County, AZ (MCDOT)

Mr. Medrano was a Project Engineer responsible for the design and plan production for approximately 1 mile of paving and drainage improvements at the 40% stage for MCDOT. The design and plan production included the widening of existing travel lanes as well as the removal and addition of median curb. Other project duties included the preparation of cross sections and earthwork quantities and a detailed construction cost estimate.

Mario Colecchia, PE

Structural Engineer of Record

Education:

MS, Civil Engineering, Structures Program, University of Texas at Austin, 1994

BSE, Civil Engineering, Structures Program, Princeton University, 1992

Years of Experience: 14

Years with Current Firm: 4

Professional Registration:

PE: Indiana 11300503
PE: Arizona 48388
PE: New Jersey 24GE04512300
PE: Nevada 021328

References:

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Professional Summary

Mr. Colecchia is experienced in the inspection, analysis and design of concrete and steel bridges/structures, and the load rating and repair of existing bridges and structures. He has been a design engineer on various projects ranging from major rehabilitation of historic bridges to complete bridge replacement projects. His responsibilities have also included load ratings, emergency field investigation and repair methods of structures, preparation of Alternatives Analysis for scoping projects, and reviewing papers for publication. Mr. Colecchia has also been involved in the analysis and design of overhead sign structures and other transportation/ miscellaneous structures. Mr. Colecchia is accomplished in the application and interpretation of the ADOT bridge design guidelines and the AASHTO/ACI/AISC/IBC/NDS design codes and agency design guidelines.

Mr. Colecchia is a former Adjunct Professor of Structures at Essex County College where he taught an introductory class in steel, concrete and timber design emphasizing LRFD to sophomore level college students. In addition to giving lectures, his responsibilities included developing the curriculum, preparing lessons, and creating examples, homework problems and exams. He has also given intra-office and inter-office presentations on various company projects. His teaching experience began at Princeton University where, as a teaching assistant, he led a class that introduced engineering concepts to liberal arts students and reviewed papers for publication..

Professional Experience

I-10/SR303L Traffic Interchange, Glendale, AZ (ADOT)

Mr. Colecchia served as the Bridge Design Lead and Engineer of Record for the design of the interchange ramp between I-10 westbound and SR303L southbound (Ramp WS). The ramp is over 3300 feet long and consists of 21 spans. The post-tensioned box is divided into four frames with varying depths. With some pier column heights in excess of 80 feet, the ramp is at the fourth and highest level of the interchange. The design of Ramp WS was a result of a change order after construction of the interchange began. In order to meet the contractor's schedule without causing delays in construction, the design of the ramp was completed in less than six months.

US 60, Silver King and Superior, AZ (ADOT)

Mr. Colecchia served as the Bridge Design Lead and Engineer of Record for the rehabilitation of two bridges along US 60. In order to increase the load rating of No Name Wash Bridge, a two-span continuous slab structure, the existing asphalt overlays and fill were removed and replaced with a non-composite reinforced concrete slab. The new slab was constructed to match the new profile of US60. All traffic during construction was diverted to a newly constructed eastbound bridge adjacent to the No Name Wash Bridge. Existing curb and thrie beam were replaced with two-tube bridge rail. The Queen Creek Wash Bridge, a four-span continuous slab structure, was widened in kind to accommodate additional traffic lanes, a center median, and a sidewalk. The profile of US 60 was also raised several inches. The substructure was widened to the north and south. The superstructure was replaced. In order to maintain one lane of traffic in each direction, the bridge was demolished and reconstructed in phases.

AZTEC AZTEC-TYPSA JV TYPSA

Deer Valley Road over the Agua Fria River, Maricopa County (MCDOT)

Mr. Colecchia served as the Bridge Design Lead and Engineer of Record for the design of two bridges along a newly constructed road connecting Williams Drive and Deer Valley Road across the Agua Fria River. The first bridge is a five-span precast, prestressed girder structure designed to accommodate the future channelization of the Agua Fria River. This structure type was chosen to minimize the number of deep foundation units constructed in the highly scour-prone channel. The second bridge is a single-span rigid frame structure over the Agua Fria Truck Road Reliever. This structure type was chosen to minimize impacts to the roadway profile while maintaining clearance for truck traffic below.

I-15/Farm Road Traffic Interchange, Littlefield, AZ (ADOT)

Mr. Colecchia served as the Bridge Design Lead and Engineer of Record for the design of an equipment underpass carrying I-15 above and allowing traffic on Farm Road to pass underneath. The new underpass was constructed adjacent to an existing underpass, includes a sidewalk, and provides more overhead clearance than the existing underpass. The non-standard geometry of the new underpass required a special design which differed from the ADOT standard underpass design. The underpass was designed to be constructed in phases so that two-way traffic could be maintained on I-15.

SR 202L, I 10 to Gilbert Road HOV Lanes; Phoenix, AZ (ADOT)

Mr. Colecchia served as Project Engineer and Bridge Design Lead for the widening of the 2-span Price Road TI Underpass. He also designed precast, prestressed concrete girders with dapped ends to maximize clearance under the HOV ramp between SR202L and SR101L. The fast-paced Santan Freeway (SR202L), I-10 to Gilbert Road High Occupancy Vehicle (HOV) Lanes Design Build Project provides HOV lanes within the median of SR202L for each travel direction including HOV directional ramps at the I-10/SR202L Traffic Interchange (TI) and the SR101L/SR202L TI. Additional responsibilities included retaining walls design and layout, drainage structure design, sign structures, light structures, and post-design services.

Old US 80 Bridge at the Gila River; Maricopa County, AZ (MCDOT)

Mr. Colecchia performed load ratings for the truss bridge, which required giving special consideration to the temperature loads induced by the existing malfunctioning roller bearings. In addition, all gusset plates and splice plates were load rated. All load ratings were performed using AASHTO Load and Resistance Factor Rating (LRFR) method. The Old US 80 Bridge is a nine-span, historic steel truss bridge carrying a single lane over the Gila River and required rehabilitation due to damaged and deteriorated elements.

I 35 Bridge Investigation; Minneapolis, Minnesota (MnDOT)

Mr. Colecchia served as a Bridge Engineer for the forensic investigation of the bridge to determine the mode and reason for failure. The investigation included the observation and cataloging of bridge members as a result of the collapse as the various bridge members were removed from the site. A sophisticated computer model of the bridge using SAP 2000 was created to assist in determining the various modes of the failure. On August 5, 2007 the I 35 W Bridge over the Mississippi River collapsed during the evening rush hour resulting in several deaths.

Vicente Ferrio Diaz

Construction Manager

Education:
BS, Civil Engineering, Universidad de Granada, Spain
Executive MBA - EOI Madrid (School of Industrial Organization)

Years of Experience: 14

Years with Current Firm: 12

Professional Registration:
Professional Association of Civil Engineers of Spain No.17.138

References:

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Professional Summary

Mr. Diaz is a Construction Manager for Corsán Corviam Construcción, S.A. (Corsán) with experience managing many high profile and complex highways projects, who is working as Corsán Office Director in Mexico since August 2010. He has been responsible for the construction team coordination and the project management in three of the largest Toll Highway Projects executed by Corsán in the last ten years. He has held all the different positions in Corsán projects, beginning in 2000 as site manager in several minor roadway projects in Portugal and advancing rapidly in his career till taking the lead of contractor teams in projects of hundreds of M.

In the present project he will be responsible for managing all the aspects related to construction as well as leading the construction team in order to meet the performance objectives. He will ensure that the construction criteria, timing and cost will be met in accordance with the concession agreement, the IFA/INDOT standards and any other applicable standards. He has proven capabilities to manage this kind of projects as demonstrated in similar recent projects that are described below, highlighting its broad experience working in construction projects for concession companies

Professional Experience

Viabahia Project, Brazil

Corsan is constructing this project under a DB basis for a concession company. Project Construction Manager in 2009 and 2010 in charge of the construction team coordination and everything related to the design and construction process management. With a construction value of more than $1.59 B along 25 years of works, this project consists of introducing different improvements in a total of 423 miles of toll highway, and the enlargement of several highway segments along the entire concession project.

Similar to the I-69 section 5 project, ViaBahia includes the upgrade and widening of an existing road implementing high standards of safety, both for workers and road users. Other interventions include pavement, structures and drainage restoration. Also similar to the I-69 section 5 project, Via Bahia includes an extensive traffic control management in the urban areas and the improvement of traffic conditions by replacing the existing pavement without traffic interruption.

This project also includes the execution of a detailed erosion control management plan and successful execution of the improvements, protecting the environment, according to the Brazilian laws and rules.

This project is divided in several phases and is still ongoing.

Monterrey-Saltillo Toll Highway and Saltillo Northwest Bypass, Mexico

Corsan was in charge of designing and building this project for a concession company owned by GIC. Project Construction Manager from 2006 to 2009 in charge of the construction team coordination and everything related to the design and construction process management.With a construction value of $286 M this project consisted of the 59 miles of Greenfield toll road carried out in two phases: the Saltillo- Monterrey Toll Highway of 31 miles long (4 lanes) and the Saltillo Northwest Bypass Road of 28 miles long (2 lanes). In order to optimize the construction schedule, Corsan began earthworks as soon as the level of development of the final design and ROW acquisitions allowed it. The remaining design work was completed simultaneously with the initial construction work. The D/B project included 52 structures such as bridges and car underpasses and overpasses. The project´s five railroad underpasses where constructed by Corsan in coordination with the railroad lines owner (Federal Railroad Administration) and the different train companies operating those lines (Kansas City Southern, Ferromex and Opel). Corsan developed a detailed erosion control management plan and construction was completed minimizing disturbance to the existing traffic on the affected roads. As usual, the D/B project incorporated a Traffic Management Plan.

AP- 41 Madrid-Toledo, Spain

Corsan constructed this project under a DB basis. Structures Manager in 2005 and 2006. Vicente was in charge of structures design and construction supervision. This design and build project, with a construction value of $520 M, comprised the execution of this arterial toll highway of 36 miles crossing both urban and rural lands including a section of the A-40 highway called North Toledo Beltway of 11 miles, for a total length of 47 miles. The project included several structures such as 13 pre-manufactured viaducts, 60 overpasses and 48 underpasses, 8 toll plazas and 15 interchanges.

Vicente received the New Mexico State Medal of Merit Award Honorable Distinction for his work for New Mexico Army National Guard Environmental Services Branch.

Mario Benitez

Quality Manager

Education:
Mechanical Engineer, Industrial Technical School and Alvaro Obregon Preparatoria UANL. (Mexico)

Years of Experience: 25

Years with Current Firm: 1

Professional Registration:
N/A

References:

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Professional Summary

Mario Benitez will undertake the role of Quality Manager. He will be responsible for the control of quality and the implementation and operation of the Project's quality.

Active throughout the project, he will develop and enforce procedures, conduct audits, and impose corrective actions that ensure all phases of the project adhere to the Quality Management Plan, standard operating procedures, and the requirements of the **PPA**. He will operate independently of our project manager and other sub-organization managers to ensure that quality is not compromised due to production. Mario Benitez will communicate regularly with Jose R. Ballesteros and Carlos Ursua informing them of quality conformance and facilitating continuous improvement.

He will promote quality at all levels of the organization, ensuring all workers understand the procedures and their relevance.

Professional Experience

Mario has developed this task since July 2013 in the Isolux DBFOM Monterrey Saltillo project in Mexico. Previously he worked in different companies as ISO standards coordinator and responsible for its implementation.

Monterrey-Saltillo Toll Highway and Saltillo Northwest Bypass, Mexico (July 2013 - Present)

The 59 miles of this Greenfield toll concession include 31 miles of the 4 lane Saltillo–Monterrey highway and 28 miles of the 2-lanes Saltillo Northwest Bypass. Current AADT is around 6,500 vehicles. The project was awarded to Isolux in 2006 under a DBFOM format, and the concession company, with Isolux as the only equity member, entered into a PPA with the Secretaría de Comunicaciones y Transportes of Mexico the same year. The project began partial operations on October 2009 with the opening of the Saltillo Monterrey toll highway and was completely opened to traffic in November 2012.

He is responsible for quality processes and best practice implementation, monitoring their performance and promoting continuous improvements. He also conducts internal audits, reporting directly to the Board of Directors.

Previous experience (1989-2013)

Mario has worked in quality related positions in different sectors, including civil construction materials (**Cemex** S.A. de C.V), and manufacturing (**Artigraf** S.A. de C.V.)

His previous roles included the following tasks:

- Planning, implementation, monitoring and coordination of a Quality Management System, Quality Assurance and Safety procedures.
- Assessment and selection of suppliers
- Detection non-compliances and implementation of preventive and corrective actions.
- Promotion of continuous improvement, best practice and changes control. He imparted quality inductions and courses to management teams and workforce.
- Environmental, quality and safety internal auditing and reporting. ISO standards auditing and coordination. Client satisfaction assurance. Main point of contact with client for quality related subjects.

This broad experience provides him with a deep understanding of the Quality Management Systems and quality procedures. He will apply it to the Project at all levels of the organization and from a client´s satisfaction perspective.

Jason R. Bagwell, PE

Construction Quality Manager

Education:
AAS, Architectural Technology Rend Lake College, Ina, Illinois
BS, Civil Engineering University of Missouri at Rolla, Rolla, Missouri

Years of Experience: 25

Years with Current Firm: 11

Professional Registration:
PE: Indiana 10201346
PE: Kentucky 19607

References:

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Steve Summerlott, PE
Citizens Energy Group Indianapolis, IN
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Jeff Walker, Operations Manager
Columbia City, IN
P: 260.248.5114

Professional Summary

Mr. Bagwell joined Burgess & Niple in 2002 as the manager of the construction inspection group in the Indianapolis office. Current duties include project inspection, shop drawing review, project management, project design, and utility coordination. He previously worked for the Indiana Department of Transportation and Lockheed Martin Utility Services as a construction engineer. He has experience as lead design engineer with Lockheed Martin Utility Services. Mr. Bagwell also served the Kentucky Transportation Cabinet as the District Design Engineer at the district office in Paducah, where as Project Manager he was supervisor of the ten member design and surveying staff. He holds a Bachelor of Science degree in Civil Engineering from The University of Missouri at Rolla.

Professional Experience

Construction Management and Inspection

As an INDOT-certified inspector, performs construction inspection services to ensure that projects are constructed in accordance with the established contract and that materials incorporated into the work are also in accordance with the standards established in the contract while being constructed within the prescribed standard of workmanship. Work includes transportation and utility infrastructure projects. Indiana projects include:

- Curbs, Sidewalks, and Ramps in Center, Warren and Wayne Townships, DPW, Indiana
- Central Avenue over Fall Creek, DPW, Indianapolis, Indiana
- County Road 650 West Reconstruction, Madison County, Indiana
- Water System Improvements, Morgantown, Indiana
- SIMNET Building, Camp Atterbury, Military Department-State of Indiana
- Wall Street Resurfacing, Pittsboro, Indiana
- Water Treatment Plant and Water Main Improvements, St. Paul, Indiana
- Water Treatment Plant, Water Main Improvements and New Elevated Storage Tank, Atlanta, Indiana
- Meridian Street Sanitary Sewer Extension, Pittsboro, Indiana
- Pittsboro By-Pass Construction, Pittsboro, Indiana
- Strahl Lake Dam Spillway Repair, Indiana Department of Natural Resources
- Bear Lake Dam Improvements, Indiana Department of Natural Resources
- Bryant Lake Spillway Improvements, Indiana Department of Natural Resources
- Eagle Creek Dam Small Craft Intrusion Barrier, City of Indianapolis DPW
- Eagle Creek Dam Electrical Rehabilitation, City of Indianapolis DPW
- Eagle Creek Dam Tainter Gate Painting, City of Indianapolis DPW
- Lift Station 504 Rehabilitation, City of Indianapolis DPW
- Salisbury Road Reconstruction, City of Richmond, Indiana
- 7th Street at Davis Drive Intersection Improvements, City of Terre Haute, Indiana
- LTCP Phase IIA Equalization Basin and Interceptor Sewer, Columbia City, Indiana

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Construction

Served as field construction engineer for the State of Indiana in the Crawfordsville District and for Lockheed Martin Utility Services at the Paducah Gaseous Diffusion Plant. Specific projects include:

- Interchange Lighting S.R. 32 and S.R. 39, Lebanon, INDOT
- Rest Area Lighting Rehab I-65, Lebanon and Wolcott, INDOT
- I-74 Rehab Montgomery County S. R. 32 East to Raccoon Creek, INDOT
- CSX Railroad Bridge Replacement over S.R. 32 in Lebanon, INDOT
- Outfall Temperature and Chlorine Retention and Treatment, LMUS

Project Management and Construction Administration

Served as a project manager with the Kentucky Transportation Cabinet District 1 office in Paducah. Typical responsibilities involved advising project teams of geometric layout, drainage, right-of-way, and construction issues. Conducted final reviews and made recommendations for approval by the State Highway Engineer. With Burgess and Niple he has been project manager and construction administrator for both roadway and utility projects. Representative projects include:

- US 45 Intersection with KY 1648, Fulton, Kentucky
- Bridge and Approaches over Hurricane Creek, Carlisle County, Kentucky
- Bridge and Approaches over Wildcat Creek, Calloway County, Kentucky
- Interchange Improvements Jackson Purchase Parkway at US 641, Marshall County, Kentucky
- US 60 Major Widening Bethel Church Road to KY 1154 McCracken County, Kentucky
- Added Left Turn Lanes US 62 at Brown Street in Paducah, McCracken County, Kentucky
- Added Left Turn Lanes US45X and 16th Street in Paducah, McCracken County, Kentucky
- Bridge and Approaches over Harris Creek, Fulton County, Kentucky
- Spot Improvements US 51, Hickman County, Kentucky
- Bridge and Approaches over Little River, Trigg County, Kentucky
- Bridge and Approaches over Muddy Fork, Trigg County, Kentucky
- Straighten Two Curves on KY 286 Five Miles West of Wickliffe, Ballard County, Kentucky

C. Thomas Maki, PE

Design Quality Manager

Education:
BS, Civil Engineering, Michigan Technological University, 1971

Years of Experience: 41

Years with Current Firm: 5

Professional Registration:
PE: Indiana Pending
PE: Arizona 54362
PE: Florida 68925
PE: Nevada 021632
PE: Texas 109243
PE: Michigan 6201024333

References:

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Rama Pochiraju, PE
Senior Project Manager
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Professional Summary

Mr. Maki is a Vice President with AZTEC, responsible for developing and managing engineering services for large corridor management and Public/Private/Partnership (PPP) infrastructure projects. He performs program/project management oversight of large road and bridge projects. He is a creative, results oriented executive with experience in marketing, building, and leading high performing business enterprises. He is committed to monitoring product delivery processes that ensure excellent adherence to schedule and budget guidelines. Mr. Maki's background includes organizational staffing, operations, enhanced product delivery, and other environmental regulatory compliance documentation.

Professional Experience

I-595 Managed Lanes, P3; Ft. Lauderdale, FL (ACS-Dragados-FDOT)

Project Manager for the coordination and design of two zones of the large $1.5 B reconstruction project. This is a Public/Private Partnership between ACS/Dragados and the Florida Department of Transportation that includes design-build, toll lanes, and an accelerated schedule. Design/Build specific tasks:

- Managed design staff to produce sub consultant road and bridge plans
- Coordinated design tasks between prime and sub consultant designers
- Worked with sub consultants on traffic control design for individual zones of the I-595 corridor project
- Participated in Prime-Sub design coordination meetings that discussed schedule, zone coordination, and design details
- Reviewed RFI's and construction design issues
- Monitored Project Controls activities between on-site and main office staff that included Budget, Schedule, QA/QC processes, and Risk management
- Coordinated with structural designers on bridge design alternatives, piling types, elevations issues, and strategies for part-width construction to existing structures
- Worked with designers on project drainage alternatives, pump station locations, and French Drain sizing and location
- Extensive work on utility conflict resolutions, utility adjustments, and coordination with utility companies
- Coordinated with geotechnical consultants for design alternative analyses to provide for cost effective solutions to overall project design features
- Coordinated with adjacent project zone designers on Constructability and Stage Construction design features.

Senior Program Manager/Associate Vice President; Houston, TX (TxDOT)

AZTEC AZTEC-TYPSA JV TYPSA

Mr. Maki directed the marketing, establishment, and oversight of the large US 290 program management project. He established and staffed the 40 person Program Management Consultant (PMC) office. Mr. Maki planned and initiated the implementation phases for the startup of the program.

Program Management/GEC Specific Tasks

- Led the development of the Preliminary Planning, Alignment, Geometrics, and Schematic for the project
- Coordinated with the State agency on design details such as ROW, Utilities, Drainage, Maintenance of Traffic, and Constructability
- Established the Project Controls section that administered Document Controls, IT Applications, Primavera Schedule Development, Budget/Cost Management, Risk Management, and QA/QC functions
- Coordinated with the State agency on the Alignments and Schematic for the 30 mile corridor
- Performed Cost Estimates for all project features to establish budgetary goals for the State agency
- Managed and coordinated the activities of the individual Section Design Consultants for adherence to schedule and quality guidelines
- Set performance management goals for designers
- Participated in the establishment of the Design Criteria Package
- Moderated design alternative discussions
- Worked with individual designers on specific plan details related to roadway and structure alignments
- Utilized construction engineering experience to suggest streamlined design details to aid in efficient project schedule development

Chief Operations Officer; Lansing, MI (Michigan Department of Transportation [MDOT])

Mr. Maki delivered the Department's yearly $1.5B Capital Improvement Program. He executed the Department's goals and objectives in providing the tools to 2500 employees in the Bureau of Highway Operations, Bureau of Highway Technical Services, and the Bureau of Planning to deliver the annual program ahead of schedule and within budget.

District Engineer; Kalamazoo, MI (MDOT)

Mr. Maki administered all Department activities in the nine county districts in southwest Michigan. He delivered and prioritized the District's $100M annual program utilizing the talents of 300 employees in the construction, design, and maintenance divisions.

I-275 Corridor Reconstruction Program; Livonia, MI

Served as the project manager for the corridor reconstruction program in Oakland County and Wayne County, Michigan. As part of this project, Mr. Maki initiated the effort, obtained the funding, and led the prioritization of reconstruction projects for the entire 30+ mile corridor. He led the design plan development and later expedited the entire construction program.

David Hayward, PE

Utility Manager

Education:
BS, Civil Engineering Iowa State University

Years of Experience: 36

Years with Current Firm: 9

Professional Registration:
PE: Indiana 60019553
INDOT NEPA Certification

References:

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Hillary Lowther
INDOT District Traffic Engineer
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Professional Summary

Mr. Hayward has 36 years of experience in is experienced in design, right-of-way acquisition, construction oversight, traffic engineering, and related utility coordination/relocation projects for local and state agencies throughout Indiana. He has completed projects ranging from $1,000 to $42 M in a variety of roles ranging from consulting engineer to owner's representative. Mr. Hayward has served as both a City and County Engineer, during which he worked directly with utility companies during design to reduce the number of conflicts and during construction to coordinate and complete relocations.

Professional Experience

State Road 46 Corridor Improvements, Columbus, IN.

Reconstruction and widening of a two mile section of State Road 46 including the reconstruction of the interchange at Interstate 65 to improve capacity and safety. The $40 M project included two new cable stayed bridges, rehabilitation and widening of three bridges, and the installation of bicycle trails, sidewalks, landscaping, traffic signals and lighting. The project included coordination of utilities through a SuperFund site and along the 2 mile corridor.

Rocky Ford Road, Columbus, IN

Reconstruction of a two lane county road into a four lane urban arterial street. The project was constructed in three phases, which included major intersection improvements, traffic signals, a new bridge and the rehabilitation and widening of another bridge.

4th Street Improvement Project, Columbus, IN

Reconstruction of a downtown urban street to improve pedestrian access and storm drainage. The project created a pedestrian street with limited vehicular access. Mr. Hayward Was the project manager and utility relocation coordinator. This project was located in an older part of the city and many old unknown or abandoned utility lines were encountered.

Central Avenue, Columbus, IN

CHRISTOPHER B. BURKE ENGINEERING, LLC

Improvement of a two lane congested urban route into a four lane north-south corridor. The project required sensitivity and creativity to avoid major disruptions to existing neighborhoods. The project included astorm sewer system, traffic signals, sidewalks, and lighting. Mr. Hayward coordinated with all utilities during design, right-of-way acquisition, and construction.

David Hayward has a proven track record of successfully completing projects. He has earned the respect of contractors and utility companies by dealing with them in a firm, but fair manner.

Mark Flick

Safety Manager

Education:

BS, Environmental Health Sciences/ Industrial Hygiene , 1998, Purdue University

Years of Experience: 14

Years with Current Firm: 2

Professional Registration:

Six Sigma Green Belt – Honeywell DOT Haz-Mat/EPA RCRA for the shipment of hazardous materials and waste.
Competent-Climber Fall Protection/ Personal Fall Arrest System DBI/Sala training class.
Process Hazard Analysis Team Leader.

References:

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Chenna Gunda
Compliance Assurance Mgr.
SunCoke Energy
1101 Warrenville Road
Suite 600
Lisle, IL 60532
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Professional Summary

Mr. Flick is the Vice President of Compliance Services for Keramida, responsible for managing environmental, health & safety services for large industrial and construction clients. He provides project management and performs health & safety services on construction projects. He draws upon extensive health & safety experience from numerous construction projects to be able to provide regulation guidance and assist with the application of the ruse to roadway construction projects.

Professional Experience

Senior Project Manager

- Wet ash pond buttress well construction.
- Provided on-site health & safety management for a large scale project to build a buttress well to secure a wet ash pond dam wall
- Conducted pre, mid and end of day safety meetings will all employees
- Oversaw safe operations of heavy equipment through observation and coaching
- Participated in incident investigation to develop root causes, contributing causes and develop corrective actions to minimize the potential for additional occurrences
- Heavy Equipment operation observation and ride-along observations
- Identification construction size hazards that may contribute to vehicle damage/collision of heavy equipment
- Access road construction for installation of large propane storage vessels.

EHS Manger

- Large scale recovery and restoration
- Excavation
- Sewer line Replacement and sewer pipe relining
- Oversight of infrastructure construction for a new manufacturing complex.

Health & Safety Manager

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Provided a wide array of health & safety services for numerous construction projects, focused upon electrical installations for facilities at various stages of construction. A representative list of sites is included below:

- Raleigh Durham Airport – Concourse A Renovation
- North Carolina Research Center
- Time Warner – New York City
- IBM – New York
- Banking Center – Kansas City, KS
- Multi-tenant Office Complex – Dallas, TX
- Banking Center – Chicago, IL
- Pharmaceutical Manufacturing Facility – Oakland, CA

OHSA Construction Outreach 10 & 30 Hour Authorized Trainer

- Conducted numerous training at construction sites across the United States
- Approximately 800 employees trained through the program

Richard G. Fitch, AICP

Environmental Compliance Manager

Education:
The Ohio State University – BS, Natural Resources, 1976

Years of Experience: 37

Years with Current Firm: 13

Professional Registration:
American Institute of Certified Planners (AICP)
Asbestos Hazard Evaluation Specialist – Ohio
40-hour Hazwoper Certificate

References:

Larry Buckel
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Richard Ortman
Transportation PM,
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Tyler Bumbalough
Acting City Engineer,
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Professional Summary

Mr. Fitch joined Burgess & Niple in 2000 as Chief Transportation Environmental Specialist and is currently Director of the NEPA/ Ecological/Phase I ESA Section. He has extensive experience in environmental assessments and transportation planning issues as they relate to the environment. He has managed environmental parts of transportation projects in Indiana, Ohio, Kentucky, Iowa, Michigan and Illinois. He has conducted studies following the National Environmental Policy Act (NEPA) criteria that have ranged from Categorical Exclusions (CE) to full Environmental Impact Statements (EIS). Mr. Fitch has completed more than 100 hazardous waste screenings, Phase I ESAs, Phase II ESAs, and remediation plans for transportation-related projects. He has performed on site observations on asbestos abatement, brownfield remediation, underground storage tank closures, stream mitigation, and other environmental issues on transportation projects. Prior to joining B&N, Mr. Fitch spent 9 years with Ohio EPA preparing Environmental Assessments for federally funded projects and 15 years in environmental consulting for public and private clients throughout the Midwest.

Professional Experience

Louisville Southern Indiana Ohio Rivers Bridge Project Section Design Consultant 2 Downtown Bridge, KYTC and Section Design Consultant 6-Utica Approach SR 265, INDOT

Lead environmental coordinator to monitor compliance and complete additional environmental studies as necessary during detailed design of the new downtown bridge and the Indiana approach to the new east end bridge to maintain compliance with the Final EIS and Record of Decision for the project. On the Downtown Bridge, major areas included historic resources, parkland impacts, noise and vibration studies, and Louisville Corps of Engineer and Kentucky EPPC waterway permits. On the Indiana approach major areas included ecological resources (threatened and endangered species, woody revegetation), noise and vibration studies, historic property preservation, context sensitive design, and Louisville Corps of Engineer and IDEM waterway permits.

Town Street and Main Street Bridge Replacements, Columbus, Ohio

Prepared Categorical Exclusion Reevaluation documents for the replacement of two bridges in downtown Columbus. The projects had been cleared by CE Level 4 documents in 2000. Due to a time lapse between federal actions, reevaluations were completed for each bridge. Major areas included in the reevaluation were historic requirements set in the Section 106 MOA, US Corps of Engineer waterway permit, Section 4(f) parkland and historic resource impacts/mitigation, Section 6(f) Land and Water Conservation Fund impacts/mitigation, and public involvement.

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INDOT/FTA Rural Transit Systems ARRA Funded Categorical Exclusions (13 systems)

Author and environmental planner for the preparation of Federal Transit Administration (FTA) Categorical Exclusion (CE) Documents for 13 rural transit authorities that were to receive ARRA funds to improve or construct new garages. These were the first projects undertaken by INDOT Transit Office that required the preparation of NEPA documents prior to the expenditure of federal funds. Each site required the preparation of historic, archaeological, ecological, and hazardous waste surveys using field reconnaissance and secondary source databases. Once the surveys were completed they were submitted to the responsible agency for review and concurrence. Coordinated with the resource agencies which included the State Historic Preservation Office (SHPO), US Fish and Wildlife Service (USFWS), the Indiana Department of Natural Resources (DNR), INDOT Environmental Services (ES), Indiana Department of Environmental Management (IDEM), and FTA Environmental Branch. Once the surveys were reviewed and findings concurred by the responsible agency, the FTA CE document form was completed and submitted to the FTA Regional Office (Chicago).

Hazardous Soil Characterization and Remediation, Taxiway B, Columbus Regional Airport Authority, Columbus, Ohio

Project and field oversight manager for soil testing, classification, and remediation by excavation and off-site disposal of soil impacted by jet fuel that was discovered during the construction of a new Taxiway at the airport. Performed soil testing to identify the limits of the impacted soil, removed approximately 400 tons of contaminated soil, containerized the soil on site, and shipped the containers under manifests to an approved disposal site in northern Ohio. Prepared the final remediation report and performed final soil sampling to verify all impacted soil had been remediated to allow construction to continue.

Landfill Construction Observation, Brownsville and Amanda, Ohio

Performed onsite observation for a solid waste authority during the construction of new waste cells at two privately owned landfills. Observation included thickness and compaction testing on sub base material, liner installation, seam welding and pressure testing, and final report preparation.

Home Road Bridge over O'Shaughnessy Reservoir, HAER Document, 404 Permit, Delaware County, Ohio

This non-federally funded project required the preparation of a Historic American Engineering Record (HAER) document for the bridge to be replaced. In addition to preparing the HAER Document, prepared the USACE 404 permit for the project. Assisted the County in reviewing the contractor's barge dock and demolition activities to assure that all work was in compliance with the 404 permit.

Underground Storage Tank Projects

Managed projects for the Ohio Department of Transportation, Division of Facilities Management related to pre-removal tank assessments including soil samplings and ground penetration radar surveys to locate tanks. Performed observations during tank removal or upgrades at ODOT District and County Garages across the state. Removals and upgrades were performed per Bureau of Underground Storage Tank Regulations requirements

Training

- INDOT NEPA Categorical Exclusions Training, 2007
- INDOT NEPA and the Indiana Transportation Decision-Making Process, 2003

Miguel A. Barranco

O&M Manager

Education:
Interdisciplinary Professional Unit of Engineering and Social and Administrative Studies, National Polytechnic Institute, Mexico DF (Mexico)

Years of Experience: 20

Years with Current Firm: 4

Professional Registration:
PE: Mexico 2115887

References:

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Professional Summary

Miguel is a professional with over 20 years of experience related to road and highways Operation and Maintenance. For the Project, he will be responsible for managing all the aspects related to the highway operation and maintenance and leading and managing the O&M team. He will make sure that the toll road fulfills all the PPA requirements.

Professional Experience

Miguel has developed his entire professional career in the operation and maintenance of roads and highways, starting as an assistant in 1994 and working as supervisor, coordinator and deputy manager until he was promoted to O&M manager. This provides him with a comprehensive understanding at all levels of the O&M hierarchy. He has worked on the Saltillo-Monterrey highway as O&M Manager since 2009. He was appointed to organize the O&M department 4 months before the road started into operations.

Monterrey-Saltillo Toll Highway and Saltillo Northwest Bypass, Mexico. O&M Manager (May 2009-Present)

The 59 miles of this Greenfield toll concession include 31 miles of the 4 lane Saltillo–Monterrey highway and 28 miles of the 2-lanes Saltillo Northwest Bypass. Current AADT is around 6,500 vehicles. The project was awarded to Isolux in 2006 under a DBFOM contract. The concession company, with Isolux as the only equity member, entered into a PPA with the Secretaría de Comunicaciones y Transportes of Mexico the same year. The project began partial operations on October 2009 with the opening of the Saltillo Monterrey toll highway and was completely opened to traffic in November 2012.

Operation and routine maintenance works are self-performed by the concessionaire led by Miguel, which has over 160 people under his direction and an annual budget of $4.5 M. Several months before opening of the Saltillo-Monterrey highway in October 2009, Miguel was engaged in order to start-up the O&M department of the concessionaire. During these 4 months, he was responsible for hiring the best professionals amongst the local market, and he successfully managed to fulfill the required positions prior to operating period.

Under Miguel´s direction, only activities that due to their complexity need to be carried out by a specialist (special structure inspections, pavement marking replacement, life cycle maintenance, important reparations or replacements in structures or barriers, etc.) are subcontracted, achieving an optimum balance between in-house and external subcontracted resources. This approach is the same as the proposed for the I-69, and a good example of how I-69 DP intends to implement Global Management while reinforcing Local Development as mentioned in our Preliminary Project Management Plan.

Other Previous Relevant Experience

Miguel worked for 15 years for PINFRA (and its subsidiaries), one of the biggest toll road promoters and operators in Mexico.

During his years in PINFRA he was directly involved as a coordinator in the O&M of the “Peñon-Texcoco” toll highway (4 lanes-10 miles) and several segments of the Toluca-Mexico toll highway; “Ecatepec-Pirámides” (4 lanes-14 miles), “La venta-Chamapa” (4 lanes-7 miles) “Chamapa-Lechería” (4 lanes- 17 miles) “México-Marquesa” (4 lanes- 14 miles).

Steven P. Sittler, PG, CP

Karst Specialist

Education:
BS, Earth Sciences, 1983, University of Indianapolis
MS, Geology, 1989, Purdue University

Years of Experience: 27

Years with Current Firm: 2

Professional Registration:
LPG: Indiana 1137
LPG: Kentucky 0416
LPG: Tennessee 1438
Certified Professional in OH

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Professional Summary

Mr. Sittler holds a B.S. in Earth Sciences from the University of Indianapolis, an M.S. in Geology from Purdue University, and is a Registered Professional Geologist in the states of Indiana, Kentucky, Tennessee, and a Certified Professional in Ohio. Mr. Sittler has over 27 years of technical experience in applied hydrogeology, with specialized experience in remedial strategy development and implementation. Mr. Sittler has coordinated, designed and managed more than 1,000 hydrogeologic assessment/remediation projects involving both implementation of innovative closure strategies and unique applications of conventional technologies for petroleum hydrocarbons and chlorinated solvents. His experience includes hundreds of industrial facilities, service stations, petroleum and chemical refineries, and landfills in more than 20 states.

Professional Experience

Karst Survey – River Ridge Commerce Center – Clark County, IN

Keramida performed a karst survey for the River Ridge Stream Mitigation on the U.S. Military Reservation, Indiana Army Ammunition Plant, Clark County, Indiana (Project Area). The purpose of the project was to identify potentially susceptible karst features, such as sinkholes, swallow holes, springs, and caves that could be impacted by the mitigation efforts. The Project Area consisted of an unnamed tributary of Lentzier Creek that is part of the Interstate 265 (I-265) extension to the Ohio River. The proposed I-265 extension extends from the interchange at State Road 62 east through the southern part of the Military Reservation. The survey area encompassed the length of the drainage system from the Patrol Road upstream to its beginning, and the six tributary channels. The Stream Mitigation was to consist of removal of the road bed along the east side of the main stream, removal of the tributary-stream culverts under the road bed, and planting trees and other native vegetation to develop riparian corridors.

The Project Area was field checked on July 17, 2012. The entire drainage system north of the Patrol Road was inspected and observations were made of drainage features and potential karst features. No typical karst features such as sinkholes, springs, or caves were identified within the project area. Another feature identified at several locations along the tributary channels was depressions in the soil that resemble the type of features often observed at breaks in field tile systems. These depressions were typically two to three feet across and up to two feet deep with steep to vertical walls. Local erosional patterns indicated surface water runoff into some of the depressions. Field observations indicate the drainage areas were no more than a few meters surrounding the depressions. It is possible these depressions are surface expressions along fractures in the bedrock. None of the depressions appeared to be associated with clay tile systems.

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The depressions were generally on side slopes several tens of feet from the associated drainage channels. None of the depressions were observed at the indicated locations of the proposed stream mitigation activities.

Karst Survey – Bridge No. 80 Improvement – Taswell, Crawford County, IN

Keramida performed a karst survey investigation for the proposed improvement of Bridge Number 80 on Overhead Bridge Road in Taswell, Crawford County, Indiana (Project Area). The purpose of the project was to identify potentially susceptible karst features that could be impacted by the proposed bridge improvement roadwork. Prior to mobilizing to the field, Keramida conducted focused literature research concerning known karst topography and/or features in the area as proscribed in the Karst Memorandum. The field survey identified two shallow depressions in the fields west of and adjacent to the proposed construction area, as well as a pond located east of the construction area. The pond located east of the construction area is the result of a dammed drainage, rather than a karst feature. Given the bedrock type beneath the Project Area (sandstone and shale), the observed depressions were determined to be unlikely to be karst features.

Karst Survey Update – Plaza Drive Extension – City of Bedford, IN

Keramida performed a Karst Survey Update for the Plaza Drive Extension Phase 2 in the City of Bedford, Indiana (Site). The Indiana Department of Natural Resources (IDNR) requested further evaluation of a sinkhole identified in 2008/2009 Keramida karst survey reports as Feature #4 because of a proposed realignment of the roadway that would divert the roadway through the western portion of Feature #4. Prior to mobilizing to the field, Keramida conducted focused literature research to determine if any updated information on the area was present since submittal of the 2008/2009 reports. The literature review did not identify any new or updated information related to the geology/hydrogeology of the project area. During the field inspection on January 9, 2013, it was determined that no significant changes appear to have occurred at Feature #4 since 2009, other than the clearing of some trees along the eastern boundary as part of the redevelopment project. Most of the trees are still present within the sinkhole, along with the thick vegetative cover, primarily leaf litter, that was described in the 2009 report. There was no exposed bedrock evident in any part of the sinkhole. Based on the field inspection on January 9, 2013, Feature #4 did not appear to be actively draining through any identifiable swallow hole(s). It was possible that subsurface drainage was masked by thick vegetative cover or by highly transmissive Fredrick Crider soils but regardless, there did not appear to be a single primary discharge point.

Senior technical advisor for hydrogeology/remediation projects throughout the eastern United States for three major national consulting firms.

Example projects included free product recovery/intrinsic bioremediation at a fuel blending facility (Michigan), high-vacuum, dual-extraction enhanced with pneumatic fracturing at an automobile parts manufacturer (Indiana), in-well air sparging at a state-owned UST site (Michigan), vacuum-enhanced free-product recovery and dual-phase extraction (Texas & Indiana), sampling & analysis plan modification/implementation at a hazardous waste landfill (Ohio), litigation support for a municipal wellfield contamination case (Ohio), RCRA Facility Investigation at a pharmaceutical company (Indiana), and work plan development for hydrogeological investigation at a proposed solid waste disposal facility (Ohio).

PAUL PASSE, PE, CPM

Karst Specialist

Education:
BS, Civil Engineering, University of Wisconsin

Years of Experience: 35

Years with Current Firm: 5

References:

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Professional Summary

Mr. Passe has over 35 years of experience in the field of geotechnical engineering and materials testing, nearly half of which were spent working directly with the Florida Department of Transportation. 4 of those years were spent as District Geotechnical Engineer responsible for assignment of project managers for design and construction, and the remaining 8 as the State Geotechnical Engineer in Tallahassee, acting as Senior Review and troubleshooter for projects state wide as well as provided guidance and leadership for geotechnical policy and procedures for the FDOT. He has participated in hundreds of geotechnical and construction projects including, roads, bridges, buildings and sinkholes all over the State of Florida and serves on the Geotechnical Institute, Transportation Research Board and National Cooperative Highway Research Program task forces, committees and panels. Since joining PSI, Mr. has been involved in determining design criteria for the high-speed railroad, provided statewide training for consultant engineering inspectors, state inspectors at construction workshops. He has been responsible for detailing specifications, setting product pile lengths and providing driving criteria using Wave Equation Analysis Program, Pile Driving Analyzer, CAPWAP® and for verification of testing on design build projects. Mr. Passe continues to assist the FDOT Districts 1-6 with geotechnical challenges, including ground vibration monitoring, pile driving analysis and other engineering instrumentation, testing and monitoring issues.

Professional Experience

Sinkhole Remediation: I-4 East of Branch Forbes Exit, Plant City, Florida ($0.7 M)

Chief Geotechnical Engineer. FDOT contacted PSI regarding a possible sinkhole within the I-4 travel lanes. Mr. Passe went to the site and observed a major depression in the roadway, which had been shut down. Passe implemented emergency mobilization of a drilling crew, and determined that sinkhole conditions were present. A grouting crew was mobilized by noon the next day. 860 cubic yards of grout were injected into the sinkhole, filling it and stabilizing the roadway. Grouting was completed less than 48 hours after it was started, and the roadway was re-opened days before FDOT had projected.

Design-Build: I-95 Roadway Widening in Brevard County, Florida ($196.3 M)

Chief Geotechnical Engineer. PSI provided geotechnical engineering on this fast paced design build project which consisted of six-laning 18 miles of Interstate 95 in Brevard County, Florida, from north of Palm Bay Road to State Road 519, with a new interchange at an extension of the Pineda Causeway (FM No. 405506-8). A $196.3 million design/build contract was awarded to Community Asphalt Corp. December 21.

Highlights of the project include the Zoo Trail Tunnel (pedestrian tunnel through overpass embankment), retaining walls and the Pineda Causeway structures. On the Zoo Trail Tunnel, a ConSpan precast structure was shown on the plans given to the contractor from FDOT. However, PSI estimated settlement on the structure, as shown on the FDOT developed plans, in excess of three inches. PSI designed an economical mat foundation (instead of deep foundations) to limit the settlement to within a tolerable amount and saved the contractor money on the foundation. Mr. Passe served as the Chief Geotechnical Engineer responsible for the subsurface investigation, laboratory-testing program pile, foundation design, engineering analysis, report preparation and analysis of PDA test data and issuance of pile certification documents.

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Design-Build: I-75 Roadway Widening (IROX) in Collier County, Florida ($80 M)

Chief Geotechnical Engineer. This project consisted of the widening of 35 miles of I-75 including numerous bridge structures. A 12-foot travel lane was added in each direction along with 10-foot shoulders. The interchanges at Daniels Parkway and Immokalee Road were reconstructed. Coordination was required with ongoing construction projects along the corridor. This will include the Golden Gate Parkway interchange, the Alico Road interchange, and the Lee/Collier Regional Traffic Management Center/Intelligent Transportation System (RTMC/ITS) project.

PSI provided Design Geotechnical Engineering and Contamination Assessment Services including oversight of dynamic pile testing, drive criteria and foundation certification packages. PSI evaluated failing gravity walls at bridge interchanges and provided alternative designs for repair or replacement. They provided recommendations for pond slurry construction wall to protect adjacent wetland and reduce project costs by eliminating expensive sheet pile wall design. PSI also performed contamination assessment services. Mr. Passe was the Chief Geotechnical Engineer responsible for reviewing the subsurface investigation, laboratory-testing program pile, foundation design, engineering analysis, report preparation, and analysis of PDA test data.

Port of Miami Tunnel, Miami-Dade County, FL ($2 B)

Chief Geotechnical Engineer. One of the largest single undertakings of the Florida Department of Transportation, the Port of Miami Tunnel will connect the Port of Miami to the MacArthur Causeway. This innovative project is in the preliminary design phase and is currently out for bid for Design/Build/Finance.

PSI's role in the preliminary design has been that of sub consultant to Parsons Brinkerhoff. PSI has provided geophysical investigations and geotechnical exploration for the tunnel from Watson Island to the Port using innovative drilling and sampling procedures, including over water borings in the Channel to depths greater than 150 feet below the mudline. PSI fees for these services are nearing $1,000,000.00 and the total projected cost of the entire project is on the order of 2 billion dollars.

I-10 over Escambia Bay (Bridge) in Pensacola, Florida ($2.1 M)

Chief Geotechnical Engineer. Hurricane Ivan, the strongest hurricane of 2004, destroyed the Interstate Highway 10 twin bridges between Florida's Escambia and Santa Rosa counties. Sections of both bridges were completely torn out by winds that topped 155 miles per hour. The replacement structures consisted of a simplified bridge designed to include longer spans and therefore fewer piers. For each substructure, there were fewer piles, because the project managers decided to use 36-in. concrete piles, the largest piles ever driven by the Florida DOT.

Mr. Passe worked as part of the CEI team for this FDOT District 3 Design Build replacement of damaged I-10 bridges. CEI team responsibilities included monitoring and verifying Design Build activities for compliance to FDOT requirements. PSI functioned as FDOT Project Geotechnical Engineer. Mr. Passe's responsibilities included reviewing Review of DB Team Geotechnical Design, verification of Test Pile activities, Pile Driving Criteria, Foundation Certification, PDA/CAPWAP Testing of Certified Foundations, and Tilt Monitoring of existing repaired structure for construction effects and geotechnical data/ recommendations and verification testing of piling for bridge replacements.

James W. Pease, PG

Karst Specialist

Education:
BA, Geology, University of South Florida

Years of Experience: 32

Years with Current Firm: 8

Professional Registration:
PG: Florida 0000475
PG: Texas 233
Certified PG: Geologist, National (AIPG) No. 7747

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Reed S. Thursby, PE
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Professional Summary

Mr. Pease is the Regional Geologist in PSI's Tampa office. He provides review and evaluation of geotechnical and forensic studies for the presence of and potential for sinkhole activity. In addition, he provides opinions for studies involving the presence of detrimental soil or geotechnical conditions which have affected existing structures.

As the Senior Project Manager for over 200 projects annually, he works with the local staff as well as other offices in Florida. Mr. Pease is involved in all forms of geotechnical studies throughout the region. These clients include private developers, engineers, and several large retail and commercial businesses including McDonald's, Home Depot, Kohl's Department Stores, YUM! Brands Restaurants and NAPA Auto Parts. Other clients include most local government agencies such as the City of Tampa, Florida Department of Transportation, Hillsborough County, Pasco County and Charlotte County.

Mr. Pease has participated in geotechnical and geological studies and analysis to evaluate the cause of ground or structure settlements from adverse soil types and conditions. These studies would include field and laboratory testing to enable assessments of subsurface conditions such as deleterious materials, unsuitable soils, and sinkhole or solution feature activity. Mr. Pease's contacts have included a wide range of public and private clients.

As part of his hydrogeological experience, Mr. Pease has been involved with several projects relating to groundwater. These projects include computer simulation for anticipated groundwater response to changes in hydrology or geology of an area, groundwater mapping of existing water levels, effluent disposal system analysis and design and regional hydrogeological reports. His field hydrogeological testing experience includes borehole permeability tests, undisturbed sample retrieval for laboratory testing, double ring infiltrometer tests, and piezometer slug tests. Mr. Pease has completed several undergraduate and graduate courses in hydrogeology and hydrologic modeling.

Mr. Pease's background in materials and geotechnical testing includes training and experience with PSI's senior technicians and engineers. In addition, he has completed graduate level courses in soils testing and engineering principles relating to testing. His extensive laboratory work background includes natural moisture contents, grain size analysis (dry and wet), organic contents, liquid and plastic limits, shrinkage limits, moisture density relationships, density determination of undisturbed samples, specific gravity, confined and unconfined compression tests, consolidation tests, direct shear tests, and measurement of hydraulic conductivity.

Mr. Pease has also been involved with several aspects of surface water evaluation and management. This includes analysis of predevelopment hydrologic responses, analysis of groundwater influences on surface water, modeling of natural surface water movement and quantities, and analysis and modeling of proposed storm water management plans

Professional Experience

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Representative Roadway/Highway Project Experience
Florida Department of Transportation, Hillsborough County, Florida: Senior project manager with Post, Buckley, Schuh & Jernigan, Inc. team for I-4 sinkhole studies, evaluations and recommendations.
Florida Department of Transportation, Pasco/Hernando Counties, Florida: Senior project geologist with Deleuw Cather team for proposed Suncoast Parkway 3• This project included sinkhole potential study, sinkhole evaluations and recommendations.
Florida Department of Transportation, Hernando County, Florida: Senior project geologist with Sylla, Inc. team for ground subsidence study for proposed maintenance yard and structure.

Representative Groundwater Modeling Project Experience
Florida Land Design, Tampa, Florida: Project hydrogeologist for hydrogeological study for abandoned landfill sites.
Knepper & Willard, Wesley Chapel, Florida: Project hydrogeologist for wastewater treatment facility at a proposed development at Saddlebrook.
Tampa Bay Water, Pasco County, Florida: Senior project geologist for drawdown study and ground subsidence study at a well field.

Representative Forensic Engineering Project Experience
Tampa Housing Authority, Tampa, Florida: Senior project geologist for structural settlement and geotechnical assessment of apartment complexes.
Florida Department of Transportation, Hillsborough County, Florida: Senior project geologist for pavement collapse study of a highway.
State Farm Insurance, F1orida: Senior project geologist for multiple residential settlement studies.
Representative Quality Control/Quality Assurance Project Experience

Representative Geotechnical Engineering and Drilling Project Experience
Home Depot, Englewood, Florida: Senior project geologist responsible for supervising field study, sinkhole potential study, groundwater and soils study for a large retail commercial and hotel development.
State Farm Insurance: Senior project geologist responsible for supervising field study, sinkhole potential assessment, groundwater study and geophysical testing for insurance company's southeast regional headquarters.
USM Insurance, Tampa, Florida: Senior project geologist responsible for supervising field study, sinkhole potential assessment, groundwater study and geophysical testing for insurance company's southeast regional headquarters.
Pasco County School Board, Pasco County, Florida: Senior Project geologist for sinkhole potential study, sinkhole assessment and remediation for several proposed school sites.

Eugenio Sanz Pérez, PhD

Karst Specialist

Education:

BS, Geological Sciences
Universidad Complutense de Madrid, 1981
MS, Geological Sciences
Universidad Complutense de Madrid , 1982
PhD, Geological Sciences
Universidad Complutense de Madrid, 1984

Years of Experience: 31

Years with Current Firm: 31

Professional Registration:

PG: Spain 868
International Association of Hydrogeologists: 34,8492

References:

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Professional Summary

Mr. Sanz Pérez holds a PhD in Geological Sciences from the Universidad Complutense de Madrid (with a doctoral thesis in Karst hydrogeology) and has been a Professor at Universidad Politécnica de Madrid for over 30 years, currently as a Department Chair at Escuela Técnica Superior de Ingenieros de Caminos, Canales y Puertos. Mr. Sanz Pérez has collaborated with Typsa in many projects, both in Spain and abroad. He also has 27 years of technical and scientific experience in applied geology, geotechnics, geophysics and hydrogeology, with specialized knowledge in Karst. Mr. Sanz Pérez has published several books, as well of an important number of scientific publications, many of them about Karst. He has coordinated, designed and managed more than 130 study/assessment/remediation hydrology projects involving both implementation of innovative closure strategies and unique applications of conventional technologies.

Professional Experience

Applied Geology Adviser

Mr. Sanz Pérez has participated as Adviser in over 30 highway/motorway projects (four of them featuring karst-related soils). He has performed over 130 technical reports on Applied Geology, many of them related to Karst formations:

- Study, analysis and proposed mitigation of the hydrogeology of the tunnels of the Highways of Prosperity (550 mi), Colombia. TYPSA
- Geological Survey of diversion tunnel Talave-Cenajo (5mi). TYPSA
- Study of pollution and infiltration in Karst aquifers Comunidad Autónoma Madrid. Funding agency: Autonomous Community of Madrid-Environment Programme
- Geological and geotechnical study. Project design and construction. Highway. N-331 road from Cordoba to Malaga. Station 519 to 534. Stretch: the Sevilla-Granada motorway down to the Cuesta del Romeral. Problematic area of Karst. ITEPSA
- Hydrodynamic operation and propagation of contaminants in Karst aquifer Canyon Rio Lobos (Soria-Burgos) Natural Park. Funding entity: CICYT Program (Ministerio de Educación y Ciencia).
- Calculation of permeability using tracers in Karst terrain. Application to Dam Caleao (Asturias). Funded by: Kennet Malmcrona

Scientific Publications

Mr. Sanz Pérez has published over 20 books related with Geology. Among them, can be mentioned these ones related with Karst:

- "El Karst del Sur y Oeste del Moncayo". Volume 47. 159 Pages. 1987. ISBN:151-87-006-8
- "El Cañón de río Lobos. Geología". 1995. ISBN: 84-89182-02-3.
- The Lobos River Canyon Natural Park (Soria and Burgos, Province, Central Spain). In: "The Geological and Paleontological Heritage of Central and Eastern Iberia" (Iberian Range, Spain). pp. 43-50. 1999. ISBN: 84-7820-370-2
- "Guía geológica del Cañón del Río Lobos". 111 pages. 2010. ISBN 84-96695-28 X.
- "Guía geológica de la Sierra de Cabrejas y del Monumento Natural de la Fuentona (Soria)" 2012. ISBN 84-9669-556-6.
- He also has participated as main author in a vast number of other scientific publications related to Karst including:
- Segovia, R. Sanz, E. y M-Pidal, I (2011).Contribution of Tracers to Understanding the Hydrodynamics of Karstic Aquifers Crossed by Allogenic Rivers" has been accepted for publication in the book "Hydraulic Conductivity / Book 1", ISBN 978-953-307-288-3.
- Sanz, E. (1996). Karst systems Sierras de Urbion and Neila, Burgos, Spain. Hydrological Sciences Journal. Vol 41 (3); 385-398. ISSN: 0262-6667.
- Pérez, J.J. y Sanz, E. (2010). Hidrodynamic features and sustainable use of a Karst aquifer of high environmental value in the Cabrejas range (Soria, Spain). Environmental Earth Science. DOI 10.1007/s12665-010-0540-4
- Sanz Pérez, E. (1986). Karst of southern and western Moncayo (Cordillera Ibérica). Soria, Spain. Karstologia. Vol. 7. 31-36. Ass. Fran. Espel. Francia. ISSN: 0751-7628.
- Sanz Pérez, E (1987). Siphon of Fuentona de Muriel (Soria, Spain). Karstologia. Vol.9. 27-30. Asoc. Fran. Espel. Francia. ISSN: .0751 -7628.
- Sanz Pérez, E. (1996). Karst Caón del río Lobos and its hydrogeological functioning. Karstologia. Vol. 28(2). 49-56. Asoc. Fran. Espel. Francia. ISSN: 0751 7628.
- Sanz Pérez, E. (1986). Karst of southern and western Moncayo. "*Boletín Geológico y Minero*". Vol. 97 (2). 194-213. Instituto Geológico y Minero de España. Madrid. España. ISSN: 0366-0176.
- Sanz Pérez, E. (1994). Karst System of Sierra de Urbión (Burgos). "*Geogaceta*". Vol. 15. 86-89. Editorial Sociedad Geológica de España. España. ISSN: 0213683X
- Sanz Pérez, E (1995). Considerations in the Karst recharge through the study of seepage in caves. "*Geogaceta*". Vol. 17. 85-88. Sociedad Geológica de España. España. ISSN: 0213683X.
- Sanz Pérez, E. López, J. (1995). Mathematical modeling of recharge in Karst terrain through the drain of the stalactites. "*Geogaceta*". Vol.17. 82-84. Sociedad Geológica de España. España. ISSN: 0213683X.
- Sanz Pérez, E (1996). Characterization of natural recharge in Karst systems Brieva de Cameros, Las Viniegras (La Rioja) y Fuente Negra (Burgos). "*Geogaceta*". Vol.18. 1261-1263. Sociedad Geológica de España. España. ISSN: 0213683X.
- Sanz Pérez, E. (1996). Hydrodynamics of Karstic aquifers of Sierras de Urbión y Neila (Burgos). "*Estudios Geológicos*". Vol. 52. 279-305. Instituto de Geología del C.S.I.C. España. ISSN: 0367-0449.
- Mancebo, J.A., Sanz, E. (2008). Hydraulics Application of Karst as General hydrodynamics. Study of flow in a cracked gypsum field. "*Boletín Geológico Minero*". Vol. 119(1). 63-70. Instituto Geológico y Minero. Madrid. ISSN: 0366-0176.
- Study of glaciation, periglacial and Karst in the Sierras de Urbión y Cebollera. (1994). Six posts were made and the work served to declare numerous protected areas.Consejería de Medio Ambiente y Ordenación del Territorio de Burgos. Junta de Castilla y León

Daniel Agan, CPESC, CESSWI

Erosion and Sediment Control Manager

Education:
AAS, Architectural Engineering Technology, ITT Technical Institute

Years of Experience: 34

Years with Current Firm: 8

Professional Registration:
Certified Erosion, Sediment and Stormwater Inspector (CESSWI)
Certified Professional in Erosion and Sediment Control (CPESC)
INDOT Certified Technician:
Bridge Constr. & Deck Repair
Construction Earthworks
Construction Procedures Part 1
Construction Procedures Part 2
Hot Mix Asphalt Paving
Concrete Paving

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Gavin Merriman
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Professional Summary

Mr. Agan possesses extensive experience in the design of wastewater, stormwater and water supply facilities, and erosion and sediment control inspection for various MS4's. He has assisted MS4's in developing Stormwater Pollution Protection Plans for their municipal facilities and participated in bridge hydraulic studies and sizing of culverts for transportation projects as well as numerous stormwater, wastewater, combined sewer overflow (CSO), and water supply projects. His responsibilities have included computer modeling, planning studies, field investigations, and preliminary and detailed design.

Additional experience with: evaluation and design of sanitary and storm sewers; hydraulics; and site design including preliminary planning and sizing, development of alternatives, and coordination with the client. Presentation of recommendations to client and local land owners, execution of preliminary design and construction drawings, submittal of final design plans and specifications for client and regulatory agency approvals, conduct the pre-bid and preconstruction meetings and provide support to the field inspector and completion of as-builts.

Professional Experience

Drainage Projects

- Grassy Creek, Indianapolis, IN
- Highland Creek, Indianapolis, IN
- DCAM Drainage Permit Review, Indianapolis, IN, 1997 - 2003
- Flood Control Study, Marion County, IN
- Valparaiso Sedimentation Basin, Valparaiso, IN
- Lake Holiday Sediment Control Study and Design
- Sartor Ditch Clean-Out Design, Morgan County, IN
- Pine Lake Water Level Control Study
- Prophetstown State Park
- Hendricks County Drainage Permit Review, 1998 - Current

Construction Observation

- Cummins Technology Center Flood Risk Reduction Project, Columbus, IN
- Cummins Engine Plant Flood Risk Reduction Project, Columbus, IN
- Lincoln Park Slopewall Rehabilitation, Columbus Regional Hospital
- City of Indianapolis Infrastructure Inspection
- City of Indianapolis CSO Construction, Vortex, Inflatable Dam, Sluice Gate and Netting Structure

CHRISTOPHER B. BURKE ENGINEERING, LLC

Daniel Agan provides the experience in erosion and sediment inspection and design that will be needed to keep this project in compliance as the project progress and conditions change. Mr. Agan is the Indiana Representative for CESSWI and he is also a Certified Instructor and provides training specifically for those who are qualified for the exam in the Midwest.

Brad Faris, PE, RLS

MOT Manager

Education:

BS, Civil Engineering, Purdue University, 1985

BS, Land Surveying, Purdue University, 1985

Years of Experience: 25

Years with Current Firm: 5

Professional Registration:

PE: Indiana PE19300175

PLS: Indiana LS80910009

References:

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Stephen J. Christian, PE, LS
Partner
Stephen J. Christian & Associates, P.C.
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Professional Summary

Mr. Faris has over 25 years of professional experience specifically relating to INDOT roadway design and project management. He serves as Senior Project Manager for the firm's transportation projects and has completed numerous location control route surveys, roadway designs, small structure designs, drainage designs, hydrology and hydraulic analysis and right-of-way computations for a wide array of INDOT projects.

Included in his PM responsibilities are managing and design development of Maintenance of Traffic (MOT) plans for Interstate, bridge, and local roadway projects. Mr. Faris fully understands the phasing of projects and complexities of MOT unique for each project, all the while keeping constructability and public safely at the forefront. Mr. Faris has developed intimate understanding of INDOT standard and guidelines throughout his extensive career, as well as development of work-trust relationships with its staff through his completion of INDOT projects.

Professional Experience

VS ENGINEERING, INC.
Civil • Structural • Transportation • Environmental

- US 150 Roadway Reconstruction – Washington and Harrison Counties, IN
- SR 66 Reconstruction and Added Multi-Use Pathway – Perry County, IN
- SR 65 Intersection Improvements (Owensville) – Gibson County, IN
- I-465 Interstate Rehabilitation - I-74 to Brookville Road – Indianapolis, IN
- 38th Street Roadway Reconstruction - Meridian Street to Fall Creek Parkway – Indianapolis, IN
- US 40 Added Travel Lanes (Washington Street) – Indianapolis, IN
- 60th Street and Michigan Road Drainage Improvement Project – Indianapolis, IN
- SR 62 Roadway Reconstruction – Warrick County, IN
- US 231 Roadway Reconstruction – Martin County, IN
- I-69 Interstate Rehabilitation – Grant and Huntington Counties, IN
- 96th Street at I-69 Roadway Reconstruction – Marion and Hamilton Counties, IN
- I-65 Interstate Rehabilitation – White and Tippecanoe Counties, IN
- Streetscape Improvements - Courthouse Square – Bedford, IN
- I-74 Roadway Reconstruction – Decatur, VerM and Fountain Counties, IN

Appendix H-2: Technical Drawings, Graphs and Data

Appendix H-2 Technical Drawings, Graphs and Data

This appendix contains material in compliance with **ITP and Addendums.**

- Part A is a listing of the Technical Drawings/ Roll Plots
- Part B is a Risk Matrix (exceeds ten 11x17 pages in length)

Appendix H-2 Part A. Technical Drawings

A listing of the Technical Drawings is provided on the following pages.

ITP Reference	Sheet Name	Sheet Number	Roll Plot Number
	ROADWAY, DRAINAGE AND STRUCTURAL ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	TABLE OF CONTENTS SCHEMATICS AND ROLL PLOTS	1 of 1	1 of 118
ITP EXHIBIT B - 4.2.1.1 d.i	PAVEMENT STRUCTURAL SECTION DESIGN SHEET	1 of 1	2 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5A - PLAN AND PROFILE SHEET - I69 - STA 215+13.48 TO STA 277+00	1 of 17	3 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B - PLAN AND PROFILE SHEET - I69 - STA 277+00 TO STA 382+00	2 of 17	4 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B - PLAN AND PROFILE SHEET- I69 - STA 382+00 TO STA 420+00	3 of 17	5 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B&5C - PLAN AND PROFILE SHEET- I69 - STA 420+00 TO STA 494+00	4 of 17	6 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5C - PLAN AND PROFILE SHEET - I69 - STA 494+00 TO STA 594+00	5 of 17	7 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5C&5D - PLAN AND PROFILE SHEET - I69 - STA 594+00 TO STA 698+00	6 of 17	8 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5D&5E - PLAN AND PROFILE SHEET - I69 - STA 698+00 TO STA 797+00	7 of 17	9 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5D&5E - PLAN AND PROFILE SHEET - I69 - STA 797+00 TO STA 878+00	8 of 17	10 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E - PLAN AND PROFILE SHEET - I69 - STA 878+00 TO STA 981+00	9 of 17	11 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E - PLAN AND PROFILE SHEET - I69 - STA 981+00 TO STA 1061+00	10 of 17	12 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E AND 5F - PLAN AND PROFILE SHEET - I69 - STA 1061+00 TO STA 1163+00	11 of 17	13 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5F - PLAN AND PROFILE SHEET - I69 - STA 1163+00 TO STA 1268+00	12 of 17	14 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5F - PLAN AND PROFILE SHEET - I69 - STA 1268+00 TO STA 1331+72.03	13 of 17	15 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - ROCKPORT RD, FULLERTON PIKE	14 of 17	16 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - SR45/ 2ND ST - SR48/ 3RD ST - VERNAL PIKE	15 of 17	17 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - KINSER PIKE - SAMPLE RD	16 of 17	18 of 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - CHAMBERS PIKE - LIBERTY CHURCH RD	17 of 17	19 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 1-4)	1 of 7	20 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 5-8)	2 of 7	21 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 9-12)	3 of 7	22 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 13-16)	4 of 7	23 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 17-20)	5 of 7	24 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 21-24)	6 of 7	25 of 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 24-28)	7 of 7	26 of 118
	MAINTENANCE OF TRAFFIC ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - TAPP RD - STEP 1, 2 AND 3	1 of 7	27 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - SR48/ 3RD ST - STEP 1A, 1B, 2 AND 3	2 of 7	28 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - VERNAL PIKE - STEP 1 AND 2	3 of 7	29 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - FULLERTON PIKE RD - STEP 1 AND 2	4 of 7	30 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - SAMPLE RD - STEP 1, 2 AND 3	5 of 7	31 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - CHAMBERS PIKE - STEP 1, 2A, 2B AND 3	6 of 7	32 of 118

ITP Reference	Sheet Name	Sheet Number	Roll Plot Number
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - LIBERTY CHURCH RD - STEP 1, 2 AND 3	7 of 7	33 of 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - YEAR 1 AND YEAR 2 DETOUR ROUTES	1 of 1	34 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 1A AND 1B - STA 215+13.48 TO STA 277+00	1 of 28	35 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 215+13.48 TO STA 277+00	2 of 28	36 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 277+00 TO STA 382+00	3 of 28	37 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 382+00 TO STA 420+00	4 of 28	38 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B&5C - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 420+00 TO STA 494+00	5 of 28	39 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 494+00 TO STA 594+00	6 of 28	40 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 215+13.48 TO STA 277+00	7 of 28	41 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 277+00 TO STA 382+00	8 of 28	42 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 382+00 TO STA 420+00	9 of 28	43 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B&5C - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 420+00 TO STA 494+00	10 of 28	44 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 494+00 TO STA 594+00	11 of 28	45 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 2, STAGE 1 - STA 784+50 TO STA 878+00	12 of 28	46 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C&5D - ROLL PLOT - I69 - YEAR 2, STAGE 1 - STA 878+00 TO STA 921+00	13 of 28	47 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 494+00 TO STA 594+00	14 of 28	48 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C&5D - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 594+00 TO STA 698+00	15 of 28	49 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5D&5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 698+00 TO STA 797+00	16 of 28	50 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 797+00 TO STA 878+00	17 of 28	51 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 878+00 TO STA 981+00	18 of 28	52 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 494+00 TO STA 594+00	19 of 28	53 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C&5D - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 594+00 TO STA 698+00	20 of 28	54 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5D&5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 698+00 TO STA 797+00	21 of 28	55 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 797+00 TO STA 878+00	22 of 28	56 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 878+00 TO STA 981+00	23 of 28	57 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 878+00 TO STA 981+00	24 of 28	58 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 981+00 TO STA 1061+00	25 of 28	59 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E&5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1061+00 TO STA 1163+00	26 of 28	60 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1163+00 TO STA 1268+00	27 of 28	61 of 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1268+00 TO STA 1331+72.03	28 of 28	62 of 118
	SIGNING, MARKING, LIGHTING AND SIGNALS ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 of 13	63 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 of 13	64 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 of 13	65 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 of 13	66 of 118

ITP Reference	Sheet Name	Sheet Number	Roll Plot Number
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 of 13	67 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 of 13	68 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 of 13	69 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 of 13	70 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 of 13	71 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 of 13	72 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 of 13	73 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 of 13	74 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 of 13	75 of 118
	EROSION CONTROL AND ENVIRONMENTAL MITIGATION ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 of 13	76 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 of 13	77 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 of 13	78 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 of 13	79 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 of 13	80 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 of 13	81 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 of 13	82 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 of 13	83 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 of 13	84 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 of 13	85 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 of 13	86 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 of 13	87 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 of 13	88 of 118
	LANDSCAPE ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 of 13	89 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 of 13	90 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 of 13	91 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 of 13	92 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 of 13	93 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 of 13	94 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 of 13	95 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 of 13	96 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 of 13	97 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 of 13	98 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 of 13	99 of 118

ITP Reference	Sheet Name	Sheet Number	Roll Plot Number
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 of 13	100 of 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 of 13	101 of 118
	UTILITY RELOCATION PLAN ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5A – UTILITY RELOCATION PLAN - I69 - STA 215+13.48 TO STA 277+00	1 of 17	102 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5B - UTILITY RELOCATION PLAN - I69 - STA 277+00 TO STA 382+00	2 of 17	103 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5B - UTILITY RELOCATION PLAN - I69 - STA 382+00 TO STA 420+00	3 of 17	104 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5B&5C - UTILITY RELOCATION PLAN - I69 - STA 420+00 TO STA 494+00	4 of 17	105 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5C - UTILITY RELOCATION PLAN - I69 - STA 494+00 TO STA 594+00	5 of 17	106 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5C&5D - UTILITY RELOCATION PLAN - I69 - STA 594+00 TO STA 698+00	6 of 17	107 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5D&5E - UTILITY RELOCATION PLAN - I69 - STA 698+00 TO STA 797+00	7 of 17	108 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5D&5E - UTILITY RELOCATION PLAN - I69 - STA 797+00 TO STA 878+00	8 of 17	109 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5E - UTILITY RELOCATION PLAN - I69 - STA 878+00 TO STA 981+00	9 of 17	110 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5E - UTILITY RELOCATION PLAN - I69 - STA 981+00 TO STA 1061+00	10 of 17	111 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5E AND 5F - UTILITY RELOCATION PLAN - I69 - STA 1061+00 TO STA 1163+00	11 of 17	112 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5F - UTILITY RELOCATION PLAN - I69 - STA 1163+00 TO STA 1268+00	12 of 17	113 of 118
ITP EXHIBIT B - 4.2.1.4	SUBSECTION 5F - UTILITY RELOCATION PLAN - I69 - STA 1268+00 TO STA 1331+72.03	13 of 17	114 of 118
ITP EXHIBIT B - 4.2.1.4	CROSSROADS - UTILITY RELOCATION PLAN - ROCKPORT RD, FULLERTON PIKE	14 of 17	115 of 118
ITP EXHIBIT B - 4.2.1.4	CROSSROADS - UTILITY RELOCATION PLAN - SR45/ 2ND ST - SR48/ 3RD ST - VERNAL PIKE	15 of 17	116 of 118
ITP EXHIBIT B - 4.2.1.4	CROSSROADS - UTILITY RELOCATION PLAN - KINSER PIKE - SAMPLE RD	16 of 17	117 of 118
ITP EXHIBIT B - 4.2.1.4	CROSSROADS - UTILITY RELOCATION PLAN - CHAMBERS PIKE - LIBERTY CHURCH RD	17 of 17	118 of 118

Appendix H-2 Part B. Risk Matrix

A detailed Risk Matrix referenced in **Section 4.1.6.d Risk Management**.

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
GAP-1	Governmental Approvals	Not obtain Governmental Approvals in time	Delays	4	2	2	0	5	IFA/INDOT/ I-69 DP	Identify and list the required Permits. Submit applications as soon as possible and carry out a strict follow up. SECTION 4.3. AND 4.4. OF PPA AND DEFINITION RELIEF EVENTS (k) and (l) are in fact a mitigation for the Developer.	2	2	2	0	3
ROW-1	Right of Way	Limitations on access to any portion of Right of Way in time	Delays	4	3	4	0	9	IFA	Advance negotiations with those affected. Dedicate professional teams	2	2	2	0	3
ROW-2	Right of Way. Additional Properties	Limitations on access to any portion of Additional Right of Way in time	Cost Overruns and Delays	4	2	2	0	5	I-69 DP	Assess at the design phase the benefits and drawbacks of using any additional properties. Make a proper decision	1	1	1	0	1
CON-1	Utilities	Not identify any of affected Utilities	Delays	4	4	4	1	12	I-69 DP	Identify to the maximum extent possible all Utility Adjustments. Design in an early stage necessary adjustments. Carry out a strict follow up.	3	3	3	1	7
CON-2	Unknown Utilities	Unforeseen Utilities within the boundary lines	Delays	3	3	3	2	8	IFA/DBC	SECTION 15.7.12 of PPA and DEFINITION RELIEF EVENTS (u) are in fact a mitigation for I-69 DP Team	2	2	2	2	4
GAP-2	Environmental Approvals	Not obtain Environmental Approvals in time	Delays	2	2	2	1	3	IFA/ I-69 DP	SECTION 4.4 of PPA and attachment 7 of TP and Definition Relief Events (K), are in fact a Mitigation for the Developer.	2	2	2	1	3
GAP-3	Permits	Not obtain Permits in time	Delays	4	2	2	1	7	I-69 DP	Identify and list all the required Permits. Submit applications as soon as possible and carry out a strict follow up.	2	2	2	1	3
	Financial														
FIN-1	Time of Financial Closing	Difficulties with Financial Agents	Project Feasibility	1	4	4	0	3	I-69 DP	Planning and follow up proper and necessary actions. I69 DP has an experienced finance team which has closed P3 deals for more than 10 years. Market Interest Rate Adjustment and Credit Spread Adjustments as defined in section 5.10.3 and 5.10.4 of the ITP are in fact a mitigation for the Developer.	1	1	3	0	1
FIN-2	Conditions of Financial Close	Disruption in Markets	Project Feasibility	2	4	2	0	4	I-69 DP		2	3	1	0	3
DESIGN AND CONSTRUCTION PHASE															
	I-69 DP has mitigated Construction Risk by transferring it to the Design-Build Contractor . This is properly implemented in the Design Build Contract.														
	Ground Risk														
GEO-1	Geology	Unexpected variations in the geologic study across the project site	Cost Overruns and Delays	2	3	3	2	5	DBC	Adequate level of site investigation. An experienced Local specialist in the study and treatment of karst areas is permanently assigned to the Project. Provided adequate Contingency Allowances. Karst Feature Treatment Work is in fact a mitigation for I-69 DP Team	1	2	2	2	2
GEO-2	Geotechnical	Unforeseen geotechnical conditions across the project site	Cost Overruns and Delays	3	3	2	1	6	DBC		3	2	1	1	4
GEO-3	Karst	Unexpected variations in the Karst Feature Treatment works across the project site	Cost Overruns and Delays	4	3	3	2	11	DBC		3	2	2	1	5
	Technological Risks														
TECH-1	Quality of equipment	Inadequate equipment	Cost Overruns and Delays. Quality Shortfall	2	2	1	3	4	DBC	Strict monitoring of Management Plan and Quality Management Plan.	1	2	1	2	2
TECH-2	Quality of construction materials	Inadequate control of construction materials	Cost Overruns and Delays. Quality Shortfall	2	2	1	3	4	DBC		1	2	1	2	2

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
CON-3	Utility Adjustment	Not comply with Identification and execution on time and costs	Cost Overruns and Delays	3	4	4	1	9	DBC	Identify to the maximum extent possible all Utility Adjustments. Design in an early stage necessary adjustments. Carry out a strict follow up, specially when the work is done by Utility Owners	2	2	3	1	4
CON-4	Interfacing Requirements with Railroads	Lack of coordination with CSX Transportation and Indiana Railroad Company	Cost Overruns and Delays	5	4	4	3	18	DBC	Properly Planning Schedule adapted to Railroads Requirements. Permanent contact with Railroads Staff and strict monitoring.	4	3	3	2	11
MOT-1	Maintenance of traffic during construction	Lack of attention. Unforeseen circumstances	Non Compliance Points	4	2	2	4	11	DBC	Strict monitoring of Traffic Management Plan and Quality Management Plan.	2	1	1	2	3
	Human (social) risk														
CON-5	Labor problems	Lack of adequate skilled labor force	Delays	2	4	2	2	5	DBC	Professional Contractor Performance	1	1	1	1	1
CON-6	Strikes	Working conditions, wages, etc.	Delays	2	4	4	2	7	DBC	Include strikes and riots in Insurance Policies	2	3	4	1	5
CON-7	Limited Contractor´s experience	Insufficient qualifications	Delays	2	3	3	2	5	DBC	Sufficient and proved. Local Partners	1	1	1	1	1
	Corporate risks														
CON-8	Limited Developer Skills and Experience	Insufficient qualifications	Delays	2	2	2	2	4	I-69 DP	Sufficient and proved. I-69 DP is presenting its best assets as Key Personnel.	1	1	1	1	1
CON-9	Limited Design-Build Contractor Skills and Experience	Insufficient qualifications	Cost Overruns and Delays. Quality Shortfall	2	2	2	2	4	DBC	Sufficient and proved. Corsan is presenting its best assets as Key Personnel.	1	1	1	1	1
CON-9	Knowledge and Quality of Subcontractors	Lack of knowledge and relationship with local companies		3	2	3	3	8	DBC	Professional Contractor Performance. Adequate selection of skilled local Subcontractors. Subcontractors with previous experience working in the corridor	2	1	2	2	3
CON-10	Knowledge and Quality of Deliverers and Suppliers	Lack of knowledge and relationship with local companies		3	2	2	3	7	DBC	Professional Contractor Performance. Adequate selection of skilled local Subcontractors	2	1	1	1	2
CON-11	Planning and Control	Failings in Planning and Control	Cost Overruns and Delays	3	3	3	2	8	DBC	Strict and Regular Monitoring of the Program and Cost Control	1	2	2	1	2
	Environmental risks														
CON-12	Weather Conditions	Worse weather condition than expected	Delays	3	3	3	1	7	DBC	Permanent attention to weather forecasts. Update schedule as appropriate. Increased means if required.	2	2	2	1	3
CON-13	Construction Noise	Not comply with technical specifications	Non Compliance Points	3	2	1	2	5	DBC	A Detailed Blasting Plan will be implemented and monitored. Strict monitoring of Environmental Management System. Strict compliance with Environmental approvals.	2	1	1	1	2
CON-14	Blasting Operations and Construction Vibration	Not comply with technical specifications		3	2	1	2	5	DBC		2	1	1	1	2
ENV-1	Air Quality	Not comply with technical specifications		2	1	1	2	3	DBC		2	1	1	1	2

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
	Main Noncompliance Events														
CON-15	Notification of Breach	Not notify IFA any Noncompliance Event	Noncompliance Points	4	1	1	2	5	I-69 DP	In its organization I-69 DP has provided for the human resources necessary, with the required expertise , to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	1	0	0	1	0
CON-16	Insurance Coverage	Not comply with the Insurance Requirements	Noncompliance Points	2	2	1	2	3	I-69 DP	Planning and follow up relations with Insurance Companies	1	2	1	1	1
CON-17	Project Management Deliverables	Not comply with delivery and recording on time and quality of the requirements provided in the Contract´s Documents	Noncompliance Points	3	2	1	2	5	I-69 DP	In its organization I-69 DP has provided for the human resources necessary, with the required expertise , to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	1	2	1	2	2
CON-18	Document Management	Not comply with Section 1.5.2.6 and 18.6 of the Technical Provisions.	Noncompliance Points	4	2	1	2	7	I-69 DP		1	2	1	2	2
CON-19	Quality Management	Not comply with the requirements of the Quality Management Plan (Section 2 of the Technical Provisions).	Noncompliance Points	4	4	1	3	11	I-69 DP		1	3	1	3	2
HM-1	Safety	Not comply with the Safety Plan. Hazardous Operations	Noncompliance Points	3	4	2	2	8	DBC/ I-69 DP	I-69 DP has provided a Safety Manager responsible for execution of the Safety Plan and monitoring and following up the safety measures and procedures	2	2	2	2	4
ENV-2	Notification of Environmental Compliance	Not Notify IFA of Hazardous Materials	Noncompliance Points	4	1	1	2	5	I-69 DP	In its organization I-69 DP has provided for the human resources necessary, with the required expertise , to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	1	1	1	2	1
OP-1	Reporting Records Accuracy	Not Report Defects or Noncompliance points as required (Section 18.6 of the TP)	Noncompliance Points	3	2	1	2	5	I-69 DP		1	1	1	2	1
MAI-1	Maintenance Records	Failure to comply with the requirements of the Maintenance Management System (Section 18.4.1.4 of the TP)	Noncompliance Points	4	4	1	4	12	DBC		1	1	1	2	1
OP-2	O&M Work Files	Not Maintain current and accurate files, related to the O&M Work (Sections 18.1.10 and 18.7.2 of the TP)	Noncompliance Points	3	2	1	2	5	DBC/ I-69 DP		1	1	1	2	1
MAI-2	Maintenance Plan	Not submit O&M Plan and Annual updates	Noncompliance Points	3	4	2	2	8	I-69 DP		1	1	2	2	2
OP-3	Notification Planned Roadway Closures	Not Notify and/or coordinate with public agencies (INDOT, etc.) planned Closures	Noncompliance Points	3	5	3	3	11	DBC/ I-69 DP		1	1	2	2	2
HM-2	Hazardous Material Management Plan	Failure to implement and comply with Hazardous Materials policy	Noncompliance Points	3	4	2	2	8	DBC/ I-69 DP	I-69 DP has provided an Environmental Compliance Manager responsible for execution of Hazardous Materials Management Plan and monitoring and following up the spillage and release of Hazardous Materials	2	2	2	2	4
OP-3	Snow and Ice Control Plan	Not comply with the annual Snow and Ice Control Plan (Section 18.3.1.9.2 of the TP)	Noncompliance Points	3	5	4	3	12	I-69 DP	In its organization I-69 DP has provided for the human resources necessary, with the required expertise , to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	2	2	1	2	3
OP-4	Winter Patrol Diary	The Winter Patrol Diary not comply with the requirements (Section 18.3.1.9.4 of the TP)	Noncompliance Points	3	3	2	2	7	I-69 DP		1	1	1	2	1
MAI-5	Drainage	The drainage system is not maintained by cleaning, clearing as appropriate	Noncompliance Points	3	3	1	2	6	DBC		1	1	1	1	1

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
MAI-7	Structures	Not maintaining condition rating. Special attention to deck and wearing surface defects, bearings, barrier railings and deck drainage system.	Noncompliance Points	3	4	2	3	9	DBC	In the Operation Plan, teams (Labor and Equipment) are dimensioned to make a permanent circuit time in order to detect in timely manner deficiencies in certain Technical Provisions Requirements. Also in the Plan, Maintenance teams are dimensioned to perform inspections at the intervals laid. Thus, I-69 DP will detect the state of the different elements and will make the necessary corrections within the time marked on the TP	1	2	1	2	2
MAI-8	Pavement Markers	Not maintaining clean and visible, day and night , whole and complete and of the correct color, type, width and length	Noncompliance Points	5	3	1	3	12	DBC		1	1	1	1	1
MAI-9	Guardrails and Barriers	Defects in placement, installation and maintenance of guardrails, safety barriers and concrete barriers	Noncompliance Points	3	3	1	2	6	DBC		1	1	1	1	1
MAI-10	Traffic Signs	Signs are not clean, correctly located, clearly visible, legible, reflective, at the correct height and free from structural and electrical defects	Noncompliance Points	3	2	1	2	5	DBC		2	1	1	2	3
MAI-11	Traffic Signals	Traffic Signals and their associated equipment are not clean and visible, correctly aligned, operational and free from damage caused by accident or vandalism	Noncompliance Points	4	3	2	3	11	DBC		1	2	1	2	2
MAI-12	Roadway Lightings	Lighting does not provide acceptable uniform lighting quality. Lanterns are not clean and free from accidental damage or vandalism. Electricity supply, feeder pillars, cabinets, switches and fittings are not electrically, mechanically and structurally sound and functioning	Noncompliance Points	3	2	2	2	6	DBC		1	1	1	1	1
	Main Unavailability Events														
MAI-3	Obstructions and Debris	Not maintaining Roadway free from obstructions and debris	Lane Closure. Noncompliance Points	4	2	1	2	7	DBC	In the Operation Plan, teams (Labor and Equipment) are dimensioned to make a permanent circuit time in order to detect in timely manner deficiencies in certain Technical Provisions Requirements. Also in the Plan, Maintenance teams are dimensioned to perform inspections at the intervals laid. Thus, I-69 DP will detect the state of the different elements and will make the necessary corrections within the time marked on the TP	2	1	1	2	3
MAI-4	Pavements Surface	Failing in having a smooth surface course free from Defects with adequate skid resistance	Lane Closure. Noncompliance Points	4	3	2	3	11	DBC		2	2	1	2	3
MAI-6	Travel Way	Water encroaches on the travel way to the extent that such water would represent a hazard	Lane Closure. Noncompliance Points	4	3	1	2	8	DBC		2	1	1	2	3
MAI-13	Slopes	Not comply with acting diligently in removal and disposal of all eroded materials from the roadway and shoulders	Lane Closure. Noncompliance Points	3	3	3	3	9	DBC		2	2	1	2	3
OP-5	Snow and Ice Control	Not comply, on time and quality, specifications of the Snow and Ice Control Plan approved. Noncompliance is a Category 1 defect.	Lane Closure. Noncompliance Points	3	5	4	3	12	I-69 DP	Implementation of Road weather system. Additional local support . Saltiness Control . Staff and equipment permanent available.	2	2	1	2	3

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION					
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
OP-6	Incident Responding	Not comply on time from Emergency responders. Re-open Lane(s) diligently	Lane Closure. Noncompliance Points	4	3	3	3	12	I-69 DP	5 operators available to patrolling 24h/365d and on call-team available which respond to any emergency situation	1	2	1	2	2
	Legal and regulatory risks															
HM-3	Hazardous Materials	Not comply with specifications Exhibit 5 of PPA	Cost Overruns and Delays	3	3	3	3	9	IFA/DBC	Provisions in Section 5.9. and 15.7.7 of PPA and Exhibit 5 Hazardous Material risk allocation terms and DEFINITION RELIEF EVENTS (PPA) (m), (n), (o), (q) and (r) are in fact a Mitigation for the I-69 DP Team. Provided adequate allowances for deductible in Section 15.6.2. of PPA. I-69 DP has provided for, the human and material resources necessary, with the expertise required, to develop and implement the protective measures for Endangered and Threatened Species, handle, preserve and protect archeological, paleontological, cultural or historic resources, or handle provisions to the spillage or release of Hazardous Materials, in accordance with applicable Laws and Governmental Approvals.	2	2	2	2	4
ENV-3	Archeological Findings	Discovery on or under RoW of archeological resources	Cost Overruns and Delays	1	3	3	1	2	IFA/DBC		1	3	3	1	2
ENV-4	Threatened / Endangered Species	Not comply with technical specifications	Cost Overruns and Delays	3	3	3	1	7	IFA/DBC		2	2	2	1	3
LEG-1	Change in Adjustment Standards	Change in Adjustment Standards	Cost Overruns	1	1	1	2	1	IFA/DBC		1	1	1	2	1
LEG-2	IFA Approvals	Contractual time Periods and/or Delays in IFA Approvals	Delays and Cost Overruns	4	2	3	2	9	IFA/ I-69 DP/DBC	In its organization,I-69 DP has provided for, the human resources necessary, with the expertise required, to develop and implement the Project Management Plan. A strict monitoring of it will allow undesirable approval delays to be mitigated. DP has provided for adequate time allowances in Schedule. Provisions in Section 3.1 of PPA defines IFA-caused Delays and constitutes in fact a Mitigation for the I-69 DP Team	2	2	2	2	4
	Political risks															
LEG-2	Change in Law	Change in Law	Claim Process	1	2	2	1	2	IFA/ I-69 DP	Section 15.7.8 of PPA and Definition of Relief Events (c), (d) and (r) constitutes in fact a Mitigation for I-69 DP	1	2	2	1	2
LEG-3	Early Termination	Early Termination	Termination Procedures and Duties	1	3	2	1	2	IFA/ I-69 DP	Article 20 and Exhibit 21 of PPA Provides compensation for early termination, including termination for convenience, which constitutes mitigation. The amounts of compensation varies based on the reason for termination.	1	3	2	1	2
	Financial risks															
FIN-3	Interest rate	Changes in Interest rate estimated	Change in the expected Return	1	2	1	0	1	I-69 DP	The financing will be provided via a fixed rate instrument, i.e. a fixed rate capital markets solution such as the PABs	1	2	1	0	1
INF-1	Inflation	Different Inflation that estimated	Change in the expected Return	1	2	1	0	1	I-69 DP	The design build contract is a fixed price contract thereby isolating movements in inflation from the project as the cost implications will not impact the cost of construction.	1	2	1	0	1
	Force Majeure															
FL-1	Flood Event	Flood Event	Cost Overruns and Delays	1	4	2	1	2	IFA/DBC/ I-69 DP	Adequate Insurance Policies	1	3	2	1	2
CON-20	Other Catastrophic Events	Other Catastrophic Events	Cost Overruns and Delays	1	3	2	1	2	IFA/DBC/ I-69 DP	Adequate Insurance Policies	1	2	2	1	2
EQ-1	Seismic Event	Seismic Event	5 million Deductible	1	5	4	1	3	IFA/DBC/ I-69 DP	Provisions in Section 15.7.11 of PPA and Definitions of Force Majeure and Relief Events (j), are in fact a Mitigation for the I-69 DP Team. Covering Seismicity in Insurance Policy, covering as much as possible the deductible	1	4	4	1	3

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
PRE-COMPLETION AND COMPLETION PHASE															
	Substantial Completion														
CON-21	Non achievement of Substantial Completion on time	Non achievement of Substantial Completion on time	Developer Default	2	4	4	1	6	DBC	Strict and regular monitoring of the Schedule	1	3	3	1	2
CON-22	Noncompliance any Technical Provision	Noncompliance any Technical Provision	Developer Default	3	4	1	4	9	DBC	Strict monitoring of Management Plan, Quality Management Plan and Environmental Approvals.	2	3	1	3	5
OP-5	O&M Condition Precedents	Not comply with requirements in 5.8.4 of PPA	Developer Default	3	1	3	2	6	I-69 DP	Properly maintain and follow up the Project Management Plan	2	1	2	2	3
OPERATION PHASE															
	Main Noncompliance Events														
OP-6	Final Acceptance	Non achieve Final Acceptance on time	Costs Overruns and Delays. DP Default	3	4	3	2	9	DBC	Follow strictly the D&B contractor obligations on the Final Acceptance requirements regarding PPA section 5.8.5 (construction works, punch list, landscaping works).	2	3	2	2	5
OP-7	Notification of Breach	Not notify IFA any Noncompliance Event	Noncompliance Points	4	1	1	2	5	I-69 DP	Strict monitoring of Environmental Management System. Strict compliance with Environmental approvals.	1	0	0	1	0
OP-8	Project Management Deliverables	Not comply with delivery and recording on time and quality of the requirements provided in the Contract´s Documents	Noncompliance Points	3	2	1	2	5	I-69 DP	In its organization I-69 DP has provided for the human resources necessary, with the expertise required, to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	1	2	1	2	2
OP-9	Document Management	Not comply with Section 1.5.2.6 and 18.6 of the Technical Provisions.	Noncompliance Points	4	2	1	2	7	I-69 DP		1	2	1	2	2
OP-10	Quality Management	Not comply with the requirements of the Quality Management Plan (Section 2 of the Technical Provisions).	Noncompliance Points	4	4	1	3	11	I-69 DP		1	3	1	3	2
HM-3	Safety	Not comply with the Safety Plan. Hazardous Operations	Noncompliance Points	3	4	2	2	8	DBC/ I-69 DP	I-69 DP has provided a Safety Manager responsible to execute Safety Plan and monitoring and following up the safety measures and procedures	2	2	2	2	4

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
OP-11	Notification of Environmental Compliance	Not Notify IFA of Hazardous Materials	Noncompliance Points	4	1	1	2	5	I-69 DP	In its organization I-69 DP has provided for, the human resources necessary, with the expertise required, to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	1	1	1	2	1
OP-12	Reporting Records Accuracy	Not Report Defects or Noncompliance points as required (Section 18.6 of the TP)	Noncompliance Points	3	2	1	2	5	I-69 DP		1	1	1	2	1
MAI-14	Maintenance Records	Failing in comply with the requirements of the Maintenance Management System (Section 18.4.1.4 of the TP)	Noncompliance Points	4	4	1	4	12	I-69 DP		1	1	1	2	1
OP-13	O&M Work Files	Not Maintain current and accurate files, related to the O&M Work (Sections 18.1.10 and 18.7.2 of the TP)	Noncompliance Points	3	2	1	2	5	I-69 DP		1	1	1	2	1
OP-14	Maintenance Plan	Not submit on time all O&M Plans and Reports required in TP	Noncompliance Points	3	4	2	2	8	I-69 DP		1	1	2	2	2
OP-15	Notification Planned Roadway Closures	Not Notify and/or coordinate with public agencies (INDOT, etc.) planned Closures	Noncompliance Points	3	5	3	3	11	I-69 DP		1	1	2	2	2
HM-4	Hazardous Material Management Plan	Failing in Implement and comply with Hazardous Materials policy	Noncompliance Points	3	4	2	2	8	I-69 DP	I-69 DP has provided an Environmental Compliance Manager responsible for executing Hazardous Materials Management Plan and monitoring and following up the spillage and release of Hazardous Materials	1	2	2	2	2
OP-16	Snow and Ice Control Plan	Not comply with the annual Snow and Ice Control Plan (Section 18.3.1.9.2 of the TP)	Noncompliance Points	3	5	4	3	12	I-69 DP	In its organization I-69 DP has provided for, the human resources necessary, with the expertise required, to develop and implement the Project Management Plan. A strict monitoring of it will enable the specific requirements of these points to be fulfilled	2	2	1	2	3
OP-17	Winter Patrol Diary	The Winter Patrol Diary not comply with the requirements (Section 18.3.1.9.4 of the TP)	Noncompliance Points	3	3	2	2	7	I-69 DP		1	1	1	2	1
MAI-17	Drainage	The drainage system is not maintained by cleaning, clearing as appropriate	Noncompliance Points	2	2	1	2	3	I-69 DP	In the Operation Plan, teams (Labor and Equipment) are dimensioned to make a permanent circuit time in order to detect in timely manner deficiencies in certain Technical Provisions requirements. Also in the Plan, Maintenance teams are dimensioned to perform inspections at the intervals laid. Thus, I-69 DP will detect the state of the different elements and will make the necessary corrections within the time marked on the TP	1	1	1	1	1
MAI-19	Structures	Not maintaining condition rating. Special attention to deck and wearing surface defects, bearings, barrier railings and deck drainage system.	Noncompliance Points	2	3	2	3	5	I-69 DP		1	2	1	2	2
MAI-20	Pavement Markers	Not maintaining clean and visible, day and night , whole and complete and of the correct color, type, width and length		3	2	1	2	5	I-69 DP		1	1	1	1	1
MAI-21	Guardrails and Barriers	Defects in placement, installation and maintenance of guardrails, safety barriers and concrete barriers	Noncompliance Points	2	2	1	2	3	I-69 DP		1	1	1	1	1
MAI-22	Traffic Signs	Signs are not clean, correctly located, clearly visible, legible, reflective, at the correct height and free from structural and electrical defects	Noncompliance Points	3	2	1	2	5	I-69 DP		2	1	1	2	3
MAI-23	Traffic Signals	Traffic Signals and their associated equipment are not clean and visible, correctly aligned, operational and free from damage caused by accident or vandalism	Noncompliance Points	3	2	2	3	7	I-69 DP		1	2	1	2	2

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3
MAI-24	Roadway Lightings	Lighting does not provide acceptable uniform lighting quality. Lanterns are not clean and free from accidental damage or vandalism. Electricity supply, feeder pillars, cabinets, switches and fittings are not electrically, mechanically and structurally sound and functioning	Noncompliance Points	2	2	2	2	4	I-69 DP		1	1	1	1	1
	Main Unavailability Events														
MAI-15	Obstructions and Debris	Not maintaining Roadway free from obstructions and debris	Lane Closure. Noncompliance Points	3	2	1	2	5	I-69 DP	In the Operation Plan, teams (Labor and Equipment) are dimensioned to make a permanent circuit time in order to detect in timely manner deficiencies in certain Technical Provisions requirements. Also in the Plan, Maintenance teams are dimensioned to perform inspections at the intervals laid. Thus, I-69 DP will detect the state of the different elements and will make the necessary corrections within the time marked on the TP	2	1	1	2	3
MAI-16	Pavements Surface	Failing in having a smooth surface course free from Defects with adequate skid resistance	Lane Closure. Noncompliance Points	3	2	2	3	7	I-69 DP		2	2	1	2	3
MAI-18	Travel Way	Water encroaches on the travel way to the extent that such water would represent a hazard	Lane Closure. Noncompliance Points	3	3	1	2	6	I-69 DP		2	1	1	2	3
MAI-25	Slopes	Not comply with acting diligently in removal and disposal of all eroded materials from the roadway and shoulders	Lane Closure. Noncompliance Points	3	3	3	3	9	I-69 DP		2	2	1	2	3
OP-18	Snow and Ice Control	Not comply, on time and quality, specifications of the Snow and Ice Control Plan approved. Noncompliance is a Category 1 defect.	Lane Closure. Noncompliance Points	3	4	3	3	10	I-69 DP	Implementation of Road weather system. Additional local support . Saltiness Control . Staff and equipment permanent available.	2	2	1	2	3
OP-19	Incident Responding	Not comply on time from Emergency responders. Re-open Lane(s) diligently	Lane Closure. Noncompliance Points	2	3	2	3	5	I-69 DP	5 operators available to patrolling 24h/365d and on call-team available which respond to any emergency situation	1	2	1	2	2
	Environmental risks														
OP-20	Noise level	Noise level exceeded	Noncompliance Points	3	3	1	3	7	I-69 DP	Strict monitoring of Management Plan, Quality Management Plan and Environmental Approvals.	1	2	1	2	2
OP-21	Hazardous Materials	Not Comply with any Environmental Requirements and Provisions	Noncompliance Points	3	3	1	3	7	I-69 DP		1	1	1	2	1
	Legal and Regulatory Risks														
LEG-4	O&M non Discriminatory Change	Change in Adjustment Standards	Cost Overruns. Deductible 250.000$/year	2	3	1	1	3	IFA/ I-69 DP	Section 15.7.1 of PPA in fact a Mitigation for I-69 DP. Provided adequate allowances for covering deductible.	2	3	1	1	3
HM-5	Hazardous Materials	Not comply with specifications Exhibit 5 of PPA	Cost Overruns	1	2	1	1	1	IFA/ I-69 DP	Provisions in Section 5.9. and 15.7.7 of PPA; Exhibit 5 Hazardous Material risk allocation terms and DEFINITION RELIEF EVENTS (PPA) (m) and (n), are in fact a Mitigation. Apply provisions to the spillage or release of Hazardous Materials during the Operating period and monitoring the compliance of Hazardous Materials Management Plan .	1	2	1	1	1
	Political Risks														
LEG-5	Change in Law	Change in Law	Claim Process	1	2	2	1	2	IFA/ I-69 DP	Section 15.7.8 of PPA and Definition of Relief Events (c), (d) and (r) constitutes in fact a Mitigation for I-69 DP.	1	2	2	1	2
LEG-6	Early Termination	Early Termination	Termination Procedures and Duties	1	3	2	1	2	IFA/ I-69 DP	Article 20 and Exhibit 21 of PPA Provides compensation for early termination, including termination for convenience, which constitutes mitigation. The amounts of compensation varies based on the reason for termination.	1	3	2	1	2

ID	RISK EVENTS	CAUSES. KEY FACTORS	POTENCIAL CONSEQUENCES	BEFORE MITIGATION						MITIGATION	AFTER MITIGATION				
				P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)/3	RISK OWNER		P	SEVERITY C	SEVERITY T	SEVERITY Q	IMPACT P*(C+T+Q)
	Financial Risks														
FIN-4	Interest rate	Changes in Interest rate estimated	Change in the expected Return	2	2	0	0	1	I-69 DP	The financing will be provided via a fixed rate instrument, i.e. a fixed rate capital markets solution such as the PABs	2	2	0	0	1
INF-2	Inflation	Different Inflation that estimated	Change in the expected Return	2	2	0	0	1	I-69 DP	The fixed indexation component of the MAP will cover our fixed rate debt. The remaining CPI indexed component will offset the variable costs of the concessionaire	2	2	0	0	1
	Force Majeure														
FL-2	Flood Event	Flood Event	Cost Overruns and Delays	2	4	2	1	5	IFA/ I-69 DP	Adequate Insurance Policies	2	3	2	1	4
CON-23	Other Catastrophic Events	Other Catastrophic Events	Cost Overruns and Delays	2	3	2	2	5	IFA/ I-69 DP	Adequate Insurance Policies	1	2	2	1	2
EQ-2	Seismic Event	Seismic Event	5 million Deductible	2	5	4	1	7	IFA/ I-69 DP	Provisions in Section 15.7.11 of PPA and Definitions of Force Majeure and Relief Events (j), are in fact a Mitigation for I-69 DP. Covering Seismicity in Insurance Policy, covering as much as possible the deductible	2	4	4	1	6
	Operation and Maintenance Overruns														
MAI-26	Ordinary Maintenance	Not Comply with Maintenance Requirements	Cost Overruns	2	3	2	3	5	I-69 DP	Strict and permanent monitoring of O&M Plan and Cost Control, exhaustive study perform in the proposal phase and proven experience of Isolux Infrastructure as equity member self-performing O&M (and analyzing O&M in proposal phases) in 8 DBFOM transportation projects	1	2	1	2	2
MAI-27	Rehabilitation Work	Not undertake in time with Rehabilitation Work	Cost Overruns	3	4	3	3	10	I-69 DP		2	3	2	2	5
	Hand Back Requirements														
RV-1	Endowment Reserve Account	Not funding Endowment Reserve Account	Cost Overruns	2	4	1	2	5	I-69 DP	Properly following the Operating Plan and duly maintaining and monitoring quality specifications of TP.	1	3	1	2	2
RV-2	Five years Handback Plan	Not undertake the 5 years Handback Plan	Cost Overruns	2	2	2	3	5	I-69 DP		1	2	1	2	2
RV-3	Handback acceptance	Not comply with Handback Requirements	Cost Overruns	3	4	3	2	9	I-69 DP	Proper maintenance following the Operation Plan and control ~~the~~ parameters. Follow strictly the Rehabilitation Works Schedule.	2	3	2	2	5

LEGEND

PROJECT PARTIES	*Acronym*
Indiana Finance Authority	IFA
Indiana Departament of Transportation	INDOT
I-69 Development Partners	I-69 DP
Design-Build Contractor	DBC
Subcontrators	SBC

SEVERITY FACTORS	
Concept	ID
Probability	P
Cost	C
Time	T
Quality	Q

CATEGORY	ID
Construction Completion	CON
Design	DES
Earthquake	EQ
Environmental	ENV
Financing	FIN
Flooding	FLO
Geological Conditions	GEO
Governmental Approvals	GAP
Hazardous Materials	HM
Inflation	INF
Legislative Policy	LEG
Maintenance	MAI
Maintenance of Traffic during construction	MOT
Operation	OP
Residual Value	RV
Right of Way	ROW
Technology	TECH

INCIDENCE QUALIFICATION	
Category	Value
Null	0
Very Low	1
Low	2
Medium	3
High	4
Very High	5

IMPACT QUALIFICATION		
Category	Value	Icon
Null	0	0
Very Low	1-2	2
Low	3-7	7
Medium	8-14	14
High	15-20	20
Very High	20-25	25

Appendix H-3: Detailed Project Schedule

Appendix H-3 Detailed Project Schedule

Overall Plan to Complete the Project

The I-69 DP Team has developed a Preliminary Project Baseline Schedule (PPBS) through an iterative process during the development of the I-69 DP proposal. Alternative Work Breakdown Structures (WBS) were developed and reviewed to develop a preliminary outline that accurately reflects the entire Project scope and provides a reasonable and accurate tool for planning the Project through completion.

Contract Administration

IFA has provided a detailed outline of requirements that the I-69 DP Team will follow to ensure that the Project is built in a manner that will meet the expectations of all the local stakeholders. Our schedule incorporates critical requirements that essentially provide a summary checklist for IFA and the I-69 DP Team to follow as we meet each of the requirements for obtaining NTP1, Commercial Close, Commencement of Design Work, Financial Close, NTP2, and the Commencement of Construction. These significant deadlines, as listed in Form N of the I-69 DP proposal, represent a collaborative commitment on the behalf of all our Team members.

Satisfying NTP1 Requirements: The I-69 DP Team has put together concise preliminary DBE and Worksite Diversity & Small Business Enterprise Performance Plans with input from local subconsultants and contractors working on INDOT projects. During the 40-day window following announcement of the Preferred Proposer to when we receive the executed agreement, the I-69 DP Team will take full advantage to coordinate with the IFA to fully develop our Performance Plans.

Commencement of Design: The I-69 DP Team has developed a nearly complete **Project Management Plan (PMP).** Final approval of the I-69 DP PMP and DBE Performance plans represent the most critical requirements for IFA to issue the Commencement to begin Design Work within 40 days of NTP1. However, our Design Team has asked begin some of the preliminary engineering work "at risk" to further accelerate the design process and meet IFA's goals for the 2014 construction season.

The I-69 DP Team is able to build upon our proven, past experiences developing similar plans. The time and personnel investment we made to develop these plans displays a commitment on our behalf to get this Project moving towards design approvals as efficiently as possible.

We will schedule the Design Workshop immediately following issuing of NTP1 so that the Design Review Plan and Schedule can be incorporated into the PMP. With an immediate and collaborative effort, we will work closely with IFA to ensure we are prepared to begin official final design work by April 30, 2014.

Meeting Financial Close: Financial Close is expected to occur by June 23, 2014. The process to achieve this milestone is fully outlined within our proposal.

Satisfying NTP2 Requirements: Beyond the critical design requirements of satisfying NTP2, there are a number of other key submittals and coordination efforts that must be completed. Many of these have already been partially or fully developed during the proposal preparation process. The I-69 DP Team is confident in our ability to satisfy each of the listed requirements but makes specific note of the requirements to establish an Interim Project Office and a permanent Field Office. Establishing an office location and preparing the facility will be critical to the overall project's success. We have already identified a location to support the project team throughout the project's duration at an existing facility located near Sample Road. Having the permanent Project Office established earlier than required will ensure that the Project gets started as quickly as possible and with minimal interim interruption.

Design (All Sections)

The design portion of the I-69 DP Team's preliminary baseline schedule is organized by what is effectively a proposed structure for Design Units on the project. This includes the following as early RFC packages:

- Utilities Design (especially those affecting That Road and Rockport Road and Bridge)
- Temporary erosion and sediment control
- That Road
- Rockport Road, Bridge and Walls
- Mainline widening in Zone 1 (Station 215+13.46 to 340+00)

To meet the deadlines associated with work in the south end of the project, the I-69 DP Team proposes to begin some preliminary work prior to NTP 1. This work will include geotechnical tasks, topographic survey and development of the drainage reports. Final design of Zone 1 will begin after NTP 1. We have arranged the design into Design Units that generally concentrate on common types of design work such as I-69 mainline, local roads and structures. All pertinent design disciplines will be included within these Design Units. This enables better interaction with IFA reviewers as they too can assign staff experienced in those types of works. We will also have a Design Unit specifically dedicated to That Road and Rockport Road.

Our proposal to begin work prior to NTP1 should not impact the approval of the Design Review Plan and PMP. Assuming approval of the PMP and Design Work on April 30, 2014, all Stage 1 submittals will occur after these documents have been approved.

The I-69 DP Team has gone through an iterative process between schedules to allow non-critical portions of the design schedule to be leveraged against the construction sequence. This process will continue throughout the development of the final baseline schedule and our coordinated effort with IFA.

Construction

Starting construction on August 1, 2014 is contingent on receiving approved design submittals for the Traffic Control Plan, early RFC for MOT and erosion control and the accompanying approvals for the environmental permit submittals.

Other significant requirements include the Quality Plan for construction operations. Work on these items will begin at NTP1 and we expect to have them submitted and approved well in advance of reaching the required design submits at approvals.

A partial listing of milestones specified in the ITP that the I-69 DP Team is committed to fulfill include:

1. Start of bridge construction, roadway construction (secondary and primary), building demolition and utility relocation in Bloomington area (Considered South of Sample Road Interchange). The I-69 DP Team will initiate this work in 2014 and will continue on an ongoing basis until completed.
2. Local access roads and improvements associated with That Road will be completed by June 1, 2015.
3. Overpass and local road improvements associated with Rockport Road will be completed by June 1, 2015.
4. Interchanges and associated entrance and exit ramps at Fullerton Pike and Tapp Road will be completed by December 31, 2015.
5. Interchanges and associated entrance and exit ramps at Vernal Pike completion will be complete by December 31, 2015.

General Scope: For the organization of work and further diversification of resources it was decided to divide the work into three well-defined working areas (zones) as is described below:

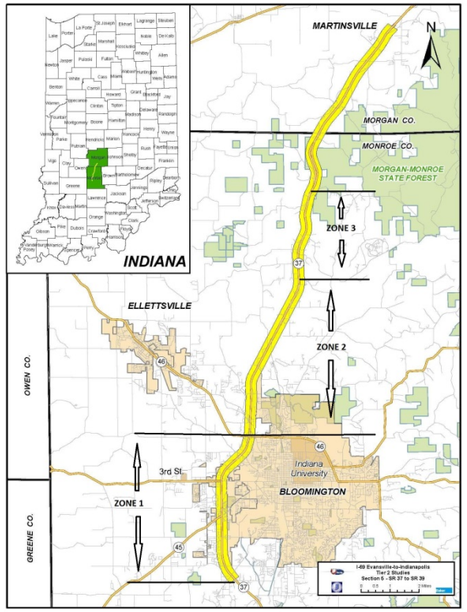
Zone 1 starts at the beginning of the project at station 215+13.46 and terminates at station 504+00, which coincides with the SR 46 interchange and measures approximately 29,000 Feet (5.47 Miles). This area is considered to be urban. The rest of the Project is divided into two parts of similar length. In this area there are four interchanges, twenty local

roads and eight bridges. This will include the expansion of the existing four lane roadway into a six-lane facility having three lanes in each direction with adjacent access roads.

Zone 2 limits are from Station 504+00 to Station 916+00 and is considered to be in a semi-urban area. With a length of approximately 41,200 Feet (7.80 Miles), this area has three interchanges, four local roads and thirteen bridges. This section is also expanded to three lanes in each direction.

Zone 3 runs from station 916+00 to station 1331+72.03. With a length of approximately 41,600 Feet (7.87 Miles) and is considered to be a rural area. In this zone there is one interchange, twenty-eight local roads and seven bridges.

Detailed discussion of each zone is provided below.



I-69 DP Construction Zones

Zone 1

The start date of the work in the Zone 1 coincides with the Commencement of Construction, which is August 1, 2014. We will begin work simultaneously on the following work elements:

- Mainline median widening
- Vernal Pike Road
- Tapp Road Interchange
- Rockport Road Bridge and That Road.

These activities begin when different machinery and equipment is incorporated to the worksite. Relocation of the utilities, clearing of the ROW and excavation work, accompanied by drainage works will be completed in advance by our crews.

We will have also completed inspection of the karst and the works required for erosion control prior to the start of earthwork operations.

Local access roads and improvements associated with That Road will be completed by January 2015.

According to our schedule, the completion date for most of the work will be November 12, 2014, but considering the cul-de-sac of That Road is within this zone, the completion day will be May 15, 2015, in compliance with the IFA Milestones.

The overpass and local road improvements associated with Rockport Road will be completed by May 11, 2015, approximately one month before **the IFA Milestones**.

In our PPBS, the completion date for other major **IFA Milestones** are:

- Tapp Road Interchange: July 23, 2015 (approximately four months ahead of the IFA Milestone)
- Fullerton Pike Interchange: December 31, 2015
- Vernal Pike: October 2, 2015 (approximately three months ahead of the IFA Milestone)

Mainline median and related activities: Mainline median work will begin on both shoulders in each direction to divert traffic to allow two lanes of traffic in each direction. This work will be performed at night between the hours of 9 pm and 6 am.

After traffic has been diverted, the inside widening of both northbound and southbound SR 37 will begin from south to north. Topsoil materials will be stripped and stockpiled while overburden will be properly disposed.

For implementation of mainline median construction, traffic will be managed in accordance with the **Section 12.4.8 of the Technical Provisions** titled F**reeway/Ramp/Roadway Closures and Restrictions**.

Work will continue to progress until the arrival of the winter season restrictions for asphalt mixtures. During the winter season, the remaining crews will continue to progress at a much slower rate, but we will not have a winter shutdown. Work on the mainline median is scheduled to end on July 9, 2015.

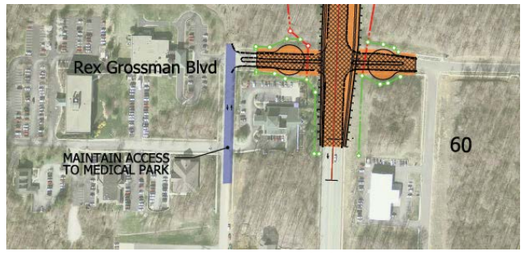
Completion of the mainline median allows for the pavement rehabilitation of the existing lanes. The most challenging task when performing the pavement rehabilitation is dealing with existing traffic, however with our experience and in-depth study, we have developed detailed MOT and Sequencing Plans (see Appendix H-2) that will guarantee success. It should be noted that in Zone 1, three lanes are being constructed, so it will always be possible to have two open lanes in each direction. Placement of bridge beams will also be performed at night between 9:30 pm and 6 am.

Local Roads and Interchanges

Vernal Pike Road and its related activities: Work on this local road will be started simultaneously with the mainline median, as already discussed.
In addition to the typical earthwork, paving, drainage, and incidental construction, utility relocations will be required for AT&T Distribution, Comcast Central Indiana and Zayo Fiber, which are all on the critical path for the completion of this interchange. Therefore expediting these relocations is extremely important.

The winter season is also a consideration due to the restrictions on the placement of hot mix asphalt. Therefore the paving works must be split into two seasons before and after the winter break. Work on Vernal Pike Road will be completed on October 2, 2015.

Tapp Road Interchange and its related activities: The Tapp Road Interchange construction is very complex. The complexity stems from the maintenance of traffic for all movements while the interchange is under construction coupled with the winter season. To handle these concerns we have implemented the use of two hot mix asphalt crews, as can be observed in our schedule.



Tapp Road Access Limitations

Work on the Tapp Road Interchange also requires the reconstruction of some local roads that and are reflected in the PPBS. At this point it shall be emphasized that access to the medical park shall be maintained at all times.
Work at the Tapp Road Interchange, including the structure and auxiliary streets, will be completed and open to traffic on July 23, 2015, which is about five months ahead of the IFA requirement of December 31, 2015.
After the completion of Tapp Road Interchange, the crews will move to Fullerton Pike to conclude this work before the arrival of winter season break. We will complete this interchange by December 31, 2015.
After the completion of Fullerton Pike, these crews will move to the SR 48/3rd Street interchange and then to the SR 45/2nd Street interchange (where the approval of our ATC #10 greatly reduces the amount of work required).

Rockport Road and related activities: Improvements to Rockford Road and related local roads must be completed no later than June 1, 2015. Besides the typical road construction activities of road, utilities will need to be relocated and large amounts of cut and fill will be required. In the process of organizing the work, and driven by these facts, the inability of finishing paving work before the first winter break was detected. Therefore we decided to start work on That Road first as it has a smaller volume of earthwork, allowing the completion of this work before the arrival of the winter season.

The construction of the corresponding bridges over SR 37/I-69 accommodates the needs of the maintenance of traffic. As a general concept, structures work in the median (such as foundations and piers) will be completed early so that work on the mainline median widening can proceed with minimal interference with traffic.

Bridges

In addition to the bridges previously described we will also construct the following bridge widenings:

- I-69 NB over CSX Railroad (Widening)
- I-69 SB over CSX Railroad (Widening)

The remaining Local Roads that are to be constructed in Zone 1 will be accomplished utilizing two teams as listed below:

Team 1:

- Danlyn Road
- Barger Lane
- Maple Leaf Drive
- Oak Leaf Drive
- South Yonkers Street: Close as soon as construction of the Fullerton Pike Interchange commences
- Rex Grossman Boulevard
- Whitehall Crossing Boulevard

Team 2:

- Distributor Road (NB & SB)
- Industrial Park Road
- North Packinghouse Road
- Crescent Road
- Monroe Medical Park Boulevard
- Judd Avenue: Close as soon as construction of the Fullerton Pike Interchange commences
- 17th Street

All work in Zone 1 will be completed by September 16, 2016.

Zone 2:

Work in Zone 2 is scheduled to start on July 10, 2015, by continuing work in the mainline median beginning at the termination of the Zone 1 mainline median.

In our work plan, no paving will occur from December to April, therefore we expect to begin works at Local Roads in this zone by April 1, 2015.

Mainline Median and Related Activities

There is no provision in our schedule for the interruption of work on the mainline median between Zones 1 and 2. Once the work is completed on the mainline median, rehabilitating of the pavement will be undertaken. We shall make an effort to have crews doing pavement reinforcement in Zone 1 to continue on to Zone 2 to avoid unnecessary downtimes or stoppages. This also will be coordinated with the predictable December to April winter pavement moratorium.

As discussed below, and to meet the goal of finishing the work on October 31, 2016, it will be necessary to incorporate a new crew in Zone 3.

Sample Road Interchange and Related Activities

The construction of the interchange requires a specific sequence of phases to allow the flow of traffic according to the instructions provided in the **Technical Provisions**.

The recurring issue we face is having to complete the work or as much of the work as possible before the onset of Winter in 2015-2016. Furthermore, the maintenance of traffic must be coordinated with the work on the mainline median. We have estimated that grading will begin at this interchange by April 2015. Therefore, one week before we will have begun preparations for mobilization, utility relocations, Indiana University fiber optic line coordination, clearing of the ROW and pavement removal.

Once the teams have completed their work, they will proceed to the Liberty Church Interchange, which is included in Zone 3 and will be described later.

Local Roads

We have organized the construction of the local roads by forming four teams with assignments as listed below:

Team 1 will construct the following local roads in the order shown below:

- Griffith Cemetery Access Road 1 & 2
- Acuff Road
- Connaught Road
- Ellis Road
- Griffith Cemetery Road
- Wylie Road
- Stonebelt Purcell Drive

Team 2 will construct the following improvements in the order shown below:

- Sample Road
- Wayport Road (South) and Wayport Road (North)
- Work on Sample Road will coincide with the work being performed on the Sample Road Interchange.

Team 3 will construct the following improvements in the order shown below:

- Duxbury Drive
- Simpson Chapel Road
- Lee Paul Road
- Fox Hollow Road
- North Crossover Road
- Bryants Creek Road
- Petro Road and Cooksey Lane.

Team 4 will construct the following work:

- Sylvan Lane
- Sparks Lane
- Burma Road
- Turkey Track Road
- Liberty Church South Access Road
- Liberty Church North Access Road
- Legendary Drive
- Highlight the Access South Liberty Church Road
- Liberty Church North Access Road corresponding to zone 3 construction the performance of the Liberty Church Interchange.

Bridges

The following bridges will be constructed in Zone 2:

- Kinser Pike Over I-69 (New Bridge)
- Sample Road Over I-69 (New Bridge)
- I-69 SB & NB Over Beanblossom Creek (Widening)
- I-69 SB & NB Over Griffy Creek (Widening & Lengthening)
- I-69 SB & NB Over Beanblossom Creek Overflow (Widening)

Work at the bridges on I-69 have been scheduled in accordance with the progress of work on the mainline median, thereby allowing the construction of the median foundations, piers and pier caps. Once the abutments are done, beams will be placed. This work is expected to be done during the night shift.

All work in Zone 2 will be completed by October 31, 2016.

Zone 3:

Work on the mainline is reduced in this area to rehabilitating the existing pavement. In the absence of a third lane, it is necessary to reduce traffic flow to one lane in each direction while working in the other lane. This has been taken into account, as stated in the restrictions in Section **12.4.8 of the Technical Provisions.**

Local Roads, Liberty Church Interchange and Related Activities

While working in the Interchange we will also work on the following local roads: Liberty Church South Access Road, North Liberty Church, Liberty Church Road and Access Road.

Work in this Zone is expected to be executed by two teams. Team 1 will sequentially construct the following improvements:

- Wayport Access Road - South of Sample Road Interchange
- Showers Road
- Wayport Access Road - North of Sample Road Interchange
- Southbound Access Road
- Road One Local Service
- Local Service Road Two
- Three Local Service Road
- Old SR 37 Access Road # 3
- Team 2 will construct the following improvements:
- Pine Boulevard
- Old SR 37 Access Road # 1
- Old SR 37 Access Road # 2
- Godsey Road
- Paragon Road
- Kinser Pike Local Roads
- Local Chambers Pike Road

Bridges

The following bridges will be widened or constructed in Zone 3:

- I-69 SB & NB over Little Indian Creek (Widening)
- I-69 SB & NB over Jordan Creek (Widening)
- I-69 SB & NB over Bryants Creek (Widening)
- Chambers Pike Over I-69 (New Bridge)
- Liberty Church Road Over I-69 (New Bridge)
- Liberty Church SB Exit Ramp Over Jordan Creek (New Bridge)
- Liberty Church West Access Road Over Little Indian Creek (New Bridge)
- Liberty Church East Access Road Over Jordan Creek (New Bridge)
- Liberty Church West Access Road Over Jordan Creek (New Bridge)

All work in Zone 3 will be completed by October 31, 2016.

The I-69 DP Team Substantial Completion vs. IFA Substantial Completion

The I-69 DP Team is committed to opening I-69 Section 5 Project by October 31, 2016 in accordance with the **IFA's Required Substantial Completion date**.

Planned Work Schedule

Work Days per Week: We will utilize five production days and one non-production day (Saturday) for use as needed. Night work will be required on a limited basis to accommodate MOT restrictions.

Limitations to Work: The following items have been taken into consideration to accurately define the allowable working days:

Month	Estimated number of days	
	R, RS, and M Contracts	T and B Contracts
April	18	8
May	8	5
June	5	3
July	5	3
August	4	3
September	5	3
October	6	4
November	12	5

Non-Working Days According to INDOT Standard Specifications

1. Mandatory milestones already mentioned in previous sections, which determine the order of execution of the work, due to the fact that activities having critical dates should logically be undertaken before non-critical activities.
2. Practical non-working days according to the Standard Specifications as shown to the right.

   For the months between December and March the minimum number of working days are as follows:

   - December 9 days
   - January: 11 days
   - February: 10 days
   - March: 7 days

For placing hot mix asphalt, the months from December to March are considered non-working months, according to the experience of our local subcontractors.

The following holidays were also considered non-working days:

- All Saturdays and Sundays
- New Year's Day
- Martin Luther King Day
- Lincoln's Birthday
- Washington's Birthday
- Memorial Day
- Independence Day
- Labor Day
- Columbus Day
- Veteran's Day
- Thanksgiving Day
- Friday after Thanksgiving Day
- Christmas Day

3. Restrictions due to environmental conditions:
   - No work within the stream jurisdictional limits from April 1 to June 30. This impacts bridge foundation work within streams.
   - Indiana Bat Work Restriction from April 1 until August 15 which affects clearing of the right of way and earthwork.
4. Optimization of our production equipment to match the availability of labor.

All these aspects have been merged into our schedule to achieve a balanced program that takes into account all factors to reach IFA's required Substantial Completion date.

Review of 'LAG' Usage: Lag has been used as needed within the Contract Administration section of the Schedule to provide an appropriate depiction of the anticipated critical items and to account for a portion of the restrictions set

forth within the PPA and Technical Proposal. Extensive lag use has been made within the O&M portion of the schedule to cycle recurring activities appropriately without the use of constraints.

Necessary lag use has been included within the construction portion of the schedule. In selected long duration earthwork, subgrade, and drainage activities, reasonable lag periods have been included to better reflect the parallel construction that occurs over large areas.

Critical construction areas also have minimal use of lag relationships to better reflect the overlap anticipated during actual construction and to ensure the appropriate items are identified as critical.

Unresolved Actual Or Anticipated Problems: None at this time.

Unresolved Actual Or Anticipated Delays: None at this time.

Critical Path Description

As a definition included in the Standard Specifications, Critical Path is defined as the longest path of activities which determines the scheduled completion date of the Project.

Critical Path Activities, from the beginning of the project to the substantial completion are:

- Mainline Median: Stations 215+13.46 to 504+00
- Tapp Road and Fullerton Pike Interchanges (Due to IFA Commitments)
- Mainline Median: Stations 504+00 to 916+00
- Pavement Rehabilitation: Station 504+00 to 916+00

Further Explanations: Use of a five-day production week provides schedule float in case there are delays due to external circumstances that occur during the Project duration. Although we have taken into consideration realistic production rates and work coordination based on our experience, extenuating circumstances may require that we lengthen the work day or work week to remain on schedule.

O&M Schedule

The section of the schedule for O&M activities is developed to indicate the anticipated frequency of recurring rehabilitation work that will occur on the project. These activities occur separately from the annual and continuous maintenance items. The work is generally considered performance based and ultimately will result from the annual or bi-annual inspections of the roadway and bridge elements, respectively.

I-69 SECTION 5 PROJECT

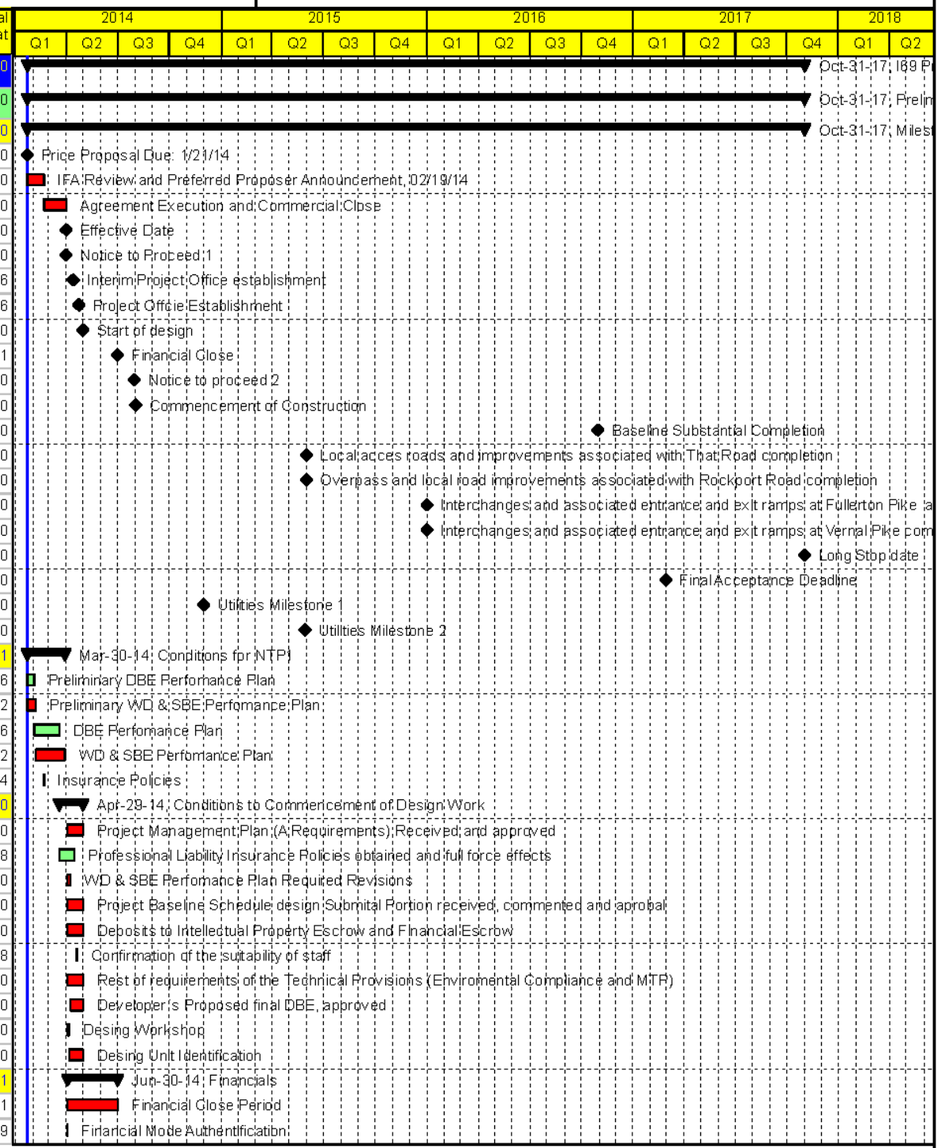
PRELIMINARY

PROJECT BASELINE SCHEDULE

I69 DP

VOLUME 2 APPENDICE

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
I69 Preliminary Project Baseline Schedule		874	Jan-21-14	Oct-31-17	0
Preliminary Task & Milestones		874	Jan-21-14	Oct-31-17	0
Milestones		874	Jan-21-14	Oct-31-17	0
03	Price Proposal Due: 1/21/14	0	Jan-21-14*		0
04	IFA Review and Preferred Proposer Announcement, 02/19/14	30	Jan-21-14	Feb-19-14*	0
05	Agreement Execution and Commercial Close	41	Feb-20-14	Apr-01-14	0
06	Effective Date	0		Apr-01-14	0
07	Notice to Proceed 1	0		Apr-01-14	0
08	Interim Project Office establishment	0	Apr-14-14		16
09	Project Offcie Establishment	0	Apr-24-14		6
10	Start of design	0	Apr-30-14*		0
11	Financial Close	0		Jun-30-14	1
12	Notice to proceed 2	0	Jul-31-14*		0
13	Commencement of Construction	0	Aug-01-14*		0
14	Baseline Substantial Completion	0		Oct-31-16*	0
15	Local acces roads and improvements associated with That Road completion	0		Jun-01-15*	0
16	Overpass and local road improvements associated with Rockport Road completion	0		Jun-01-15*	0
17	Interchanges and associated entrance and exit ramps at Fullerton Pike and Tapp Road completion	0		Dec-31-15*	0
18	Interchanges and associated entrance and exit ramps at Vernal Pike completion	0		Dec-31-15*	0
19	Long Stop date	0		Oct-31-17	0
20	Final Acceptance Deadline	0		Feb-28-17	0
21A	Utilities Milestone 1	0		Nov-30-14*	0
21B	Utilities Milestone 2	0		May-30-15*	0
Conditions for NTP1		48	Jan-21-14	Mar-30-14	1
22	Preliminary DBE Perfomance Plan	10	Jan-21-14	Feb-03-14	6
23	Preliminary WD & SBE Perfomance Plan	12	Jan-21-14	Feb-05-14	2
24	DBE Perfomance Plan	31	Feb-04-14	Mar-18-14	6
25	WD & SBE Perfomance Plan	53	Feb-06-14	Mar-30-14	2
26	Insurance Policies	1	Feb-20-14	Feb-20-14	24
Conditions to Commencement of Design Work		42	Mar-19-14	Apr-29-14	0
28	Project Management Plan (A Requirements) Received and approved	27	Apr-03-14	Apr-29-14	0
29	Professional Liability Insurance Policies obtained and full force effects	29	Mar-19-14	Apr-16-14	8
30	WD & SBE Perfomance Plan Required Revisions	5	Apr-03-14	Apr-07-14	0
31	Project Baseline Schedule design Submital Portion received, commented and aprobal	27	Apr-03-14	Apr-29-14	0
32	Deposits to Intellectual Property Escrow and Financial Escrow	27	Apr-03-14	Apr-29-14	0
33	Confirmation of the suitability of staff	5	Apr-17-14	Apr-21-14	8
34	Rest of requirements of the Technical Provisions (Enviromental Compliance and MTP)	27	Apr-03-14	Apr-29-14	0
35	Developer´s Proposed final DBE, approved	22	Apr-08-14	Apr-29-14	0
36	Desing Workshop	2	Apr-03-14	Apr-04-14	0
37	Desing Unit Identification	25	Apr-05-14	Apr-29-14	0
Financials		90	Apr-02-14	Jun-30-14	1
39	Financial Close Period	90	Apr-02-14	Jun-30-14	1
40	Financial Mode Authentification	1	Apr-02-14	Apr-02-14	89



Actual Work
Remaining Work
Critical Remaining Work
Milestone
Summary
Actual Work

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I-69 SECTION 5 PROJECT

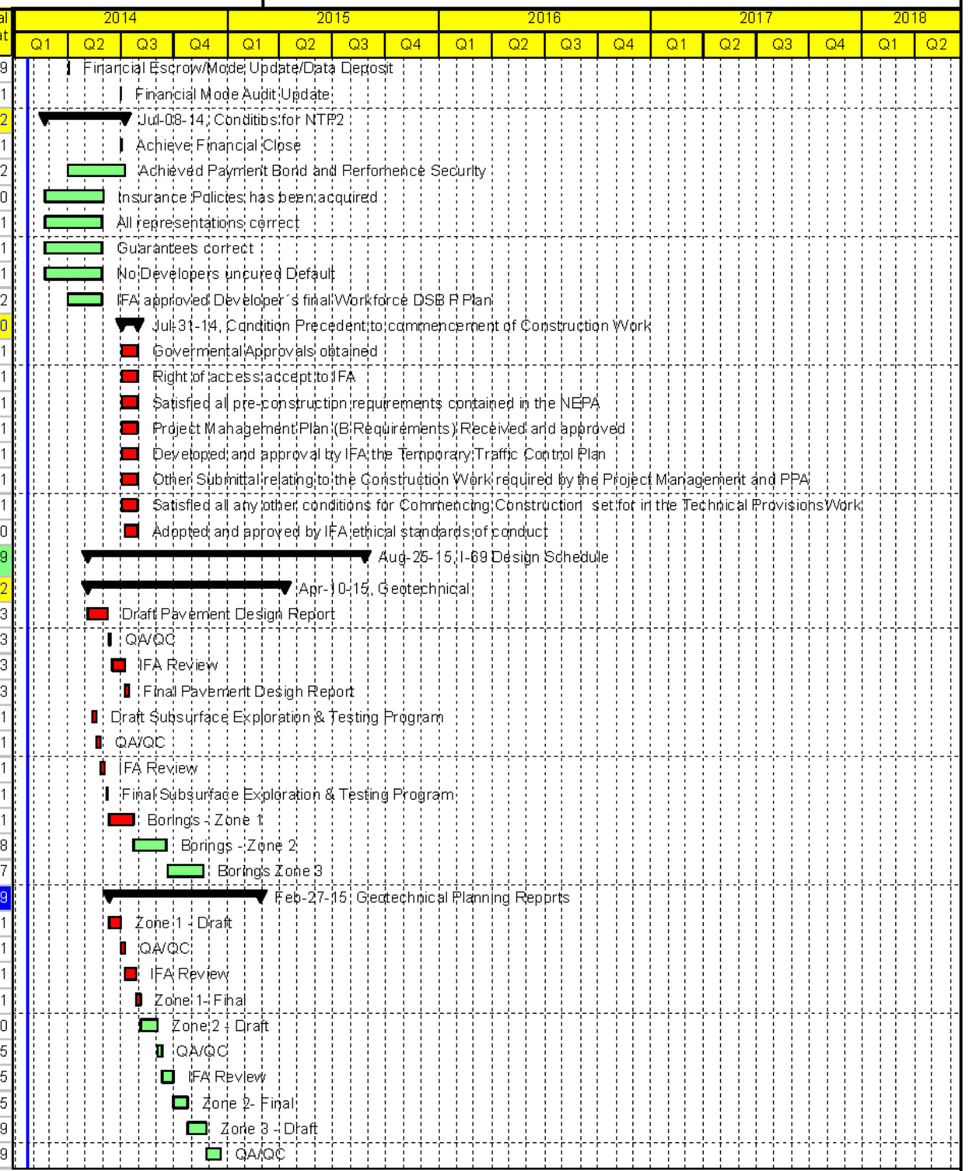
PRELIMINARY

PROJECT BASELINE SCHEDULE

I69 DP

VOLUME 2 APPENDICE

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
41	Financial Escrow/Mode Update/Data Deposit	1	Apr-03-14	Apr-03-14	89
42	Financial Mode Audit Update	1	Jun-30-14	Jun-30-14	1
Conditios for NTP2		139	Feb-20-14	Jul-08-14	22
44	Achieve Financial Close	3	Jul-01-14	Jul-03-14	1
45	Achieved Payment Bond and Perfomence Security	100	Mar-31-14	Jul-08-14	22
46	Insurance Policies has been acquired	100	Feb-21-14	May-31-14	60
47	All representations correct	100	Feb-20-14	May-30-14	61
48	Guarantees correct	100	Feb-20-14	May-30-14	61
49	No Developers uncured Default	100	Feb-20-14	May-30-14	61
50	IFA approved Developer´s final Workforce DSB P Plan	60	Mar-31-14	May-29-14	62
Condition Precedent to commencement of Construction Work		19	Jul-04-14	Jul-31-14	0
52	Govermental Approvals obtained	27	Jul-04-14	Jul-30-14	1
53	Right of access accept to IFA	27	Jul-04-14	Jul-30-14	1
54	Satisfied all pre-construction requirements contained in the NEPA	27	Jul-04-14	Jul-30-14	1
55	Project Management Plan (B Requirements) Received and approved	27	Jul-04-14	Jul-30-14	1
56	Developed and approval by IFA the Temporary Traffic Control Plan	27	Jul-04-14	Jul-30-14	1
57	Other Submittal relating to the Construction Work required by the Project Management and PPA	27	Jul-04-14	Jul-30-14	1
58	Satisfied all any other conditions for Commencing Construction set for in the Technical ProvisionsV	27	Jul-04-14	Jul-30-14	1
59	Adopted and aproved by IFA ethical standards of conduct	19	Jul-07-14	Jul-31-14	0
I-69 Design Schedule		270	May-05-14	Aug-25-15	179
Geotechnical		185	May-05-14	Apr-10-15	122
62	Draft Pavement Design Report	20	May-05-14	Jun-09-14	3
63	QA/QC	3	Jun-10-14	Jun-13-14	3
64	IFA Review	15	Jun-16-14	Jul-07-14	3
65	Final Pavement Design Report	5	Jul-08-14	Jul-14-14	3
66	Draft Subsurface Exploration & Testing Program	5	May-13-14	May-20-14	1
67	QA/QC	3	May-21-14	May-27-14	1
68	IFA Review	5	May-28-14	Jun-04-14	1
69	Final Subsurface Exploration & Testing Program	2	Jun-06-14	Jun-09-14	1
70	Borings - Zone 1	30	Jun-10-14	Jul-23-14	1
71	Borings - Zone 2	40	Jul-24-14	Sep-18-14	18
72	Borings Zone 3	40	Sep-19-14	Nov-20-14	67
Geotechnical Planning Reports		148	Jun-10-14	Feb-27-15	129
74	Zone 1 - Draft	15	Jun-10-14*	Jul-01-14	1
75	QA/QC	3	Jul-02-14	Jul-07-14	1
76	IFA Review	15	Jul-08-14	Jul-28-14	1
77	Zone 1- Final	5	Jul-29-14	Aug-04-14	1
78	Zone 2 - Draft	20	Aug-05-14	Sep-02-14	30
79	QA/QC	5	Sep-03-14	Sep-09-14	125
80	IFA Review	15	Sep-10-14	Sep-30-14	125
81	Zone 2- Final	15	Oct-01-14	Oct-23-14	125
82	Zone 3 - Draft	20	Oct-24-14	Nov-25-14	129
83	QA/QC	5	Nov-26-14	Dec-19-14	129



Actual Work
Remaining Work
Critical Remaining Work
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I-69 SECTION 5 PROJECT

PRELIMINARY

PROJECT BASELINE SCHEDULE

I69 DP

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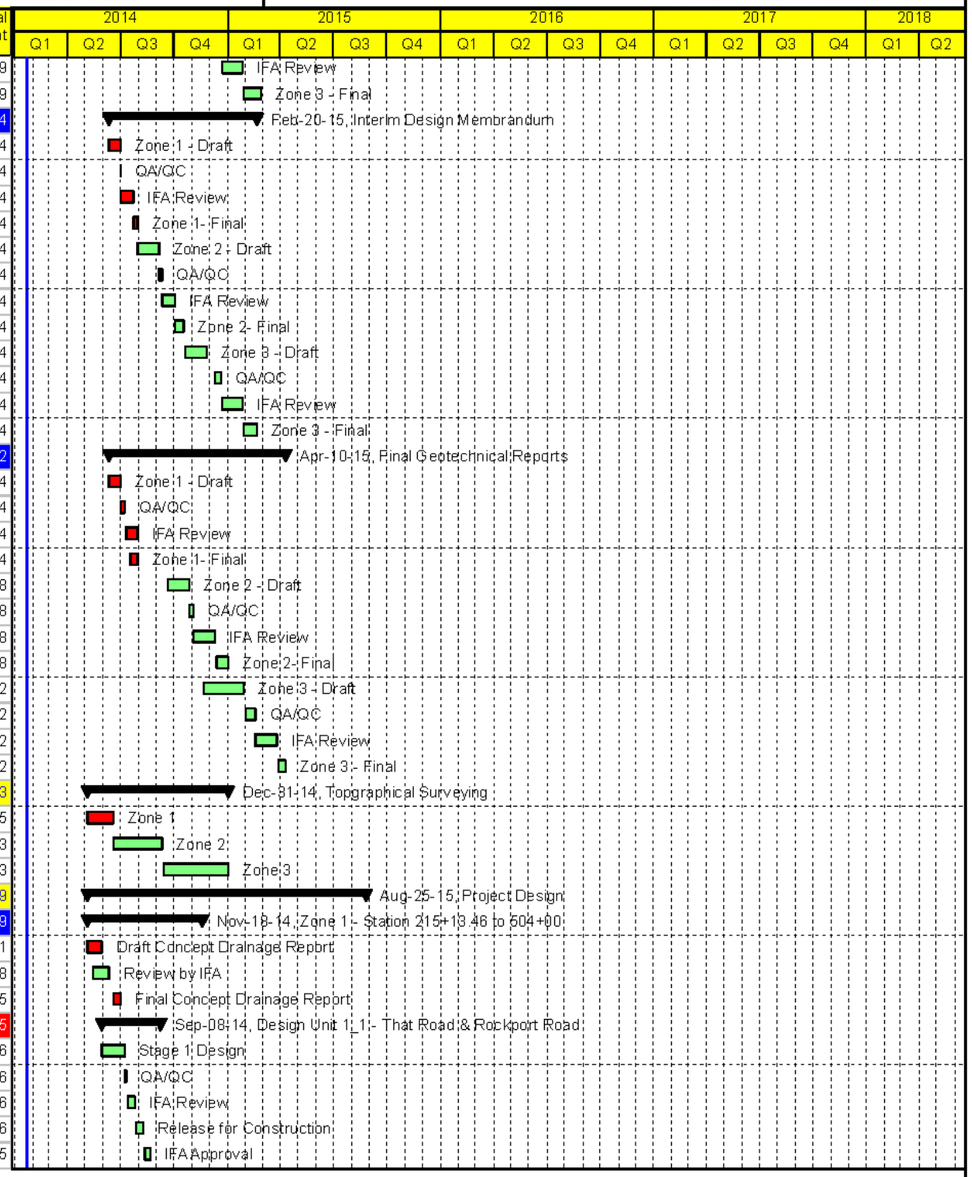
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
84	IFA Review	15	Dec-22-14	Jan-27-15	129
85	Zone 3 - Final	15	Jan-28-15	Feb-27-15	129
Interim Design Memorandum		143	Jun-10-14	Feb-20-15	134
87	Zone 1 - Draft	15	Jun-10-14*	Jul-01-14	4
88	QA/QC	2	Jun-30-14	Jul-01-14	4
89	IFA Review	15	Jul-02-14	Jul-23-14	4
90	Zone 1- Final	5	Jul-24-14	Jul-30-14	4
91	Zone 2 - Draft	25	Jul-31-14	Sep-04-14	134
92	QA/QC	4	Sep-05-14	Sep-10-14	134
93	IFA Review	15	Sep-11-14	Oct-01-14	134
94	Zone 2- Final	10	Oct-02-14	Oct-17-14	134
95	Zone 3 - Draft	25	Oct-20-14	Nov-26-14	134
96	QA/QC	4	Dec-11-14	Dec-19-14	134
97	IFA Review	15	Dec-22-14	Jan-27-15	134
98	Zone 3 - Final	10	Jan-28-15	Feb-20-15	134
Final Geotechnical Reports		165	Jun-10-14	Apr-10-15	122
100	Zone 1 - Draft	15	Jun-10-14	Jul-01-14	4
101	QA/QC	5	Jul-02-14	Jul-09-14	4
102	IFA Review	15	Jul-10-14	Jul-30-14	4
103	Zone 1- Final	10	Jul-17-14	Jul-30-14	4
104	Zone 2 - Draft	25	Sep-19-14	Oct-27-14	108
105	QA/QC	5	Oct-28-14	Nov-03-14	108
106	IFA Review	15	Nov-04-14	Dec-11-14	108
107	Zone 2- Final	10	Dec-12-14	Dec-31-14	108
108	Zone 3 - Draft	25	Nov-21-14	Jan-29-15	122
109	QA/QC	5	Jan-30-15	Feb-17-15	122
110	IFA Review	15	Feb-18-15	Mar-27-15	122
111	Zone 3 - Final	10	Mar-30-15	Apr-10-15	122
Topgraphical Surveying		145	May-05-14	Dec-31-14	83
113	Zone 1	25	May-05-14*	Jun-17-14	5
114	Zone 2	60	Jun-18-14	Sep-11-14	83
115	Zone 3	60	Sep-12-14	Dec-31-14	83
Project Design		270	May-05-14	Aug-25-15	179
Zone 1 - Station 215+13.46 to 504+00		128	May-05-14	Nov-18-14	179
118	Draft Concept Drainage Report	15	May-05-14*	May-30-14	1
119	Review by IFA	15	May-16-14	Jun-11-14	8
120	Final Concept Drainage Report	10	Jun-18-14	Jul-01-14	5
Design Unit 1_1 - That Road & Rockport Road		68	May-30-14	Sep-08-14	155
122_1	Stage 1 Design	25	May-30-14	Jul-08-14	6
123_1	QA/QC	3	Jul-09-14	Jul-11-14	6
124_1	IFA Review	10	Jul-14-14	Jul-25-14	6
125_1	Release for Construction	10	Jul-28-14	Aug-08-14	6
126_	IFA Approval	10	Aug-11-14	Aug-22-14	155



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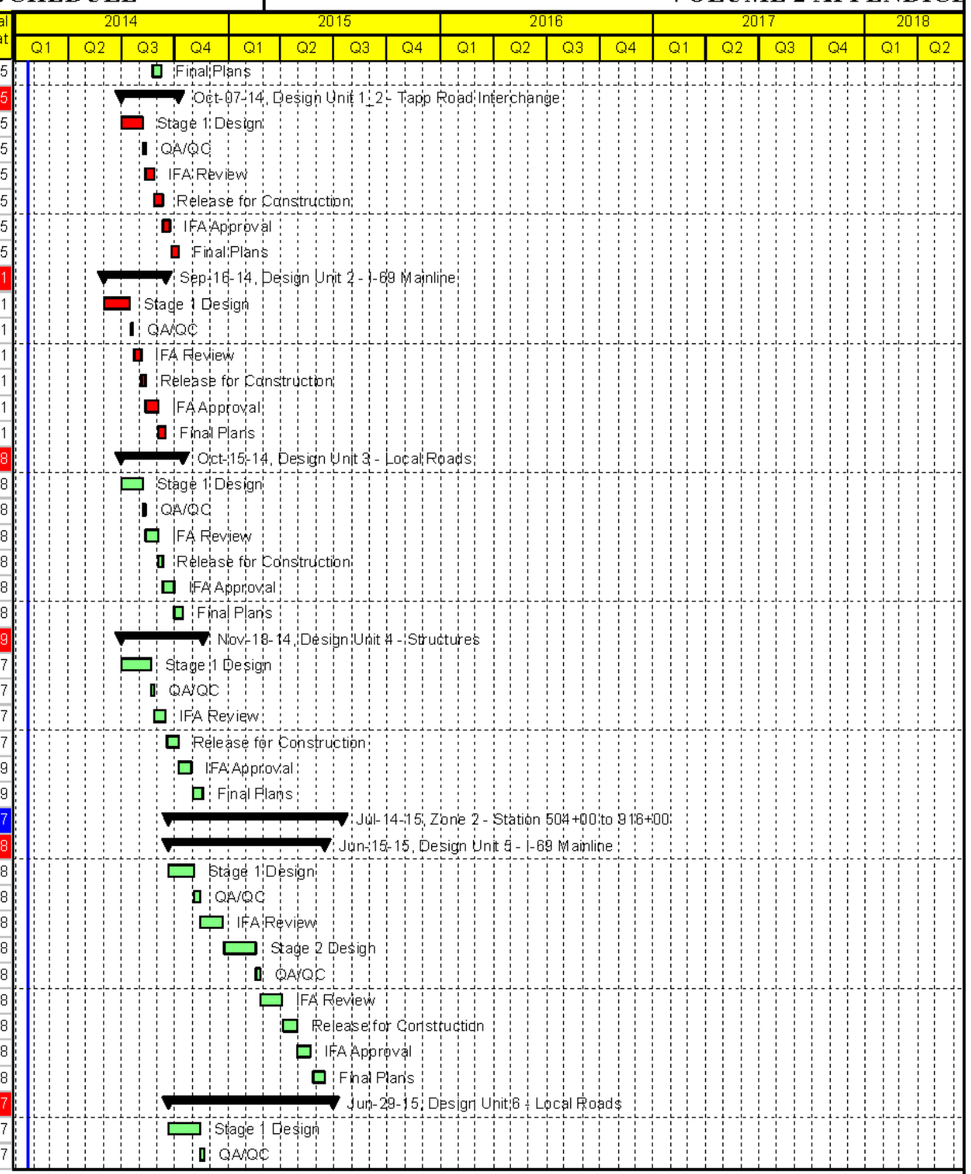
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
127_1	Final Plans	10	Aug-25-14	Sep-08-14	155
Design Unit 1_2 - Tapp Road Interchange		68	Jul-02-14	Oct-07-14	5
122_2	Stage 1 Design	25	Jul-02-14	Aug-06-14	5
123_2	QA/QC	3	Aug-07-14	Aug-11-14	5
124_2	IFA Review	10	Aug-12-14	Aug-25-14	5
125_2	Release for Construction	10	Aug-26-14	Sep-09-14	5
126_1	IFA Approval	10	Sep-10-14	Sep-23-14	5
127_2	Final Plans	10	Sep-24-14	Oct-07-14	5
Design Unit 2 - I-69 Mainline		73	Jun-02-14	Sep-16-14	1
129	Stage 1 Design	30	Jun-02-14*	Jul-16-14	1
130	QA/QC	3	Jul-17-14	Jul-21-14	1
131	IFA Review	10	Jul-22-14	Aug-04-14	1
132	Release for Construction	5	Aug-05-14	Aug-11-14	1
133	IFA Approval	15	Aug-12-14	Sep-02-14	1
134	Final Plans	10	Sep-03-14	Sep-16-14	1
Design Unit 3 - Local Roads		73	Jul-02-14	Oct-15-14	118
136	Stage 1 Design	25	Jul-02-14	Aug-06-14	118
137	QA/QC	3	Aug-07-14	Aug-11-14	118
138	IFA Review	15	Aug-12-14	Sep-02-14	118
139	Release for Construction	5	Sep-03-14	Sep-09-14	118
140	IFA Approval	15	Sep-10-14	Sep-30-14	118
141	Final Plans	10	Oct-01-14	Oct-15-14	118
Design Unit 4 - Structures		93	Jul-02-14	Nov-18-14	179
143	Stage 1 Design	35	Jul-02-14	Aug-20-14	47
144	QA/QC	3	Aug-21-14	Aug-25-14	47
145	IFA Review	15	Aug-26-14	Sep-16-14	47
146	Release for Construction	15	Sep-17-14	Oct-07-14	47
147	IFA Approval	15	Oct-08-14	Oct-30-14	179
148	Final Plans	10	Oct-31-14	Nov-18-14	179
Zone 2 - Station 504+00 to 916+00		150	Sep-19-14	Jul-14-15	97
Design Unit 5 - I-69 Mainline		130	Sep-19-14	Jun-15-15	18
151	Stage 1 Design	30	Sep-19-14	Nov-03-14	18
152	QA/QC	5	Nov-04-14	Nov-13-14	18
153	IFA Review	15	Nov-14-14	Dec-23-14	18
154	Stage 2 Design	20	Dec-24-14	Feb-17-15	18
155	QA/QC	5	Feb-18-15	Feb-24-15	18
156	IFA Review	15	Feb-25-15	Apr-03-15	18
157	Release for Construction	10	Apr-06-15	Apr-30-15	18
158	IFA Approval	15	May-01-15	May-22-15	18
159	Final Plans	15	May-26-15	Jun-15-15	18
Design Unit 6 - Local Roads		140	Sep-19-14	Jun-29-15	107
161	Stage 1 Design	35	Sep-19-14	Nov-13-14	37
162	QA/QC	5	Nov-14-14	Nov-20-14	37



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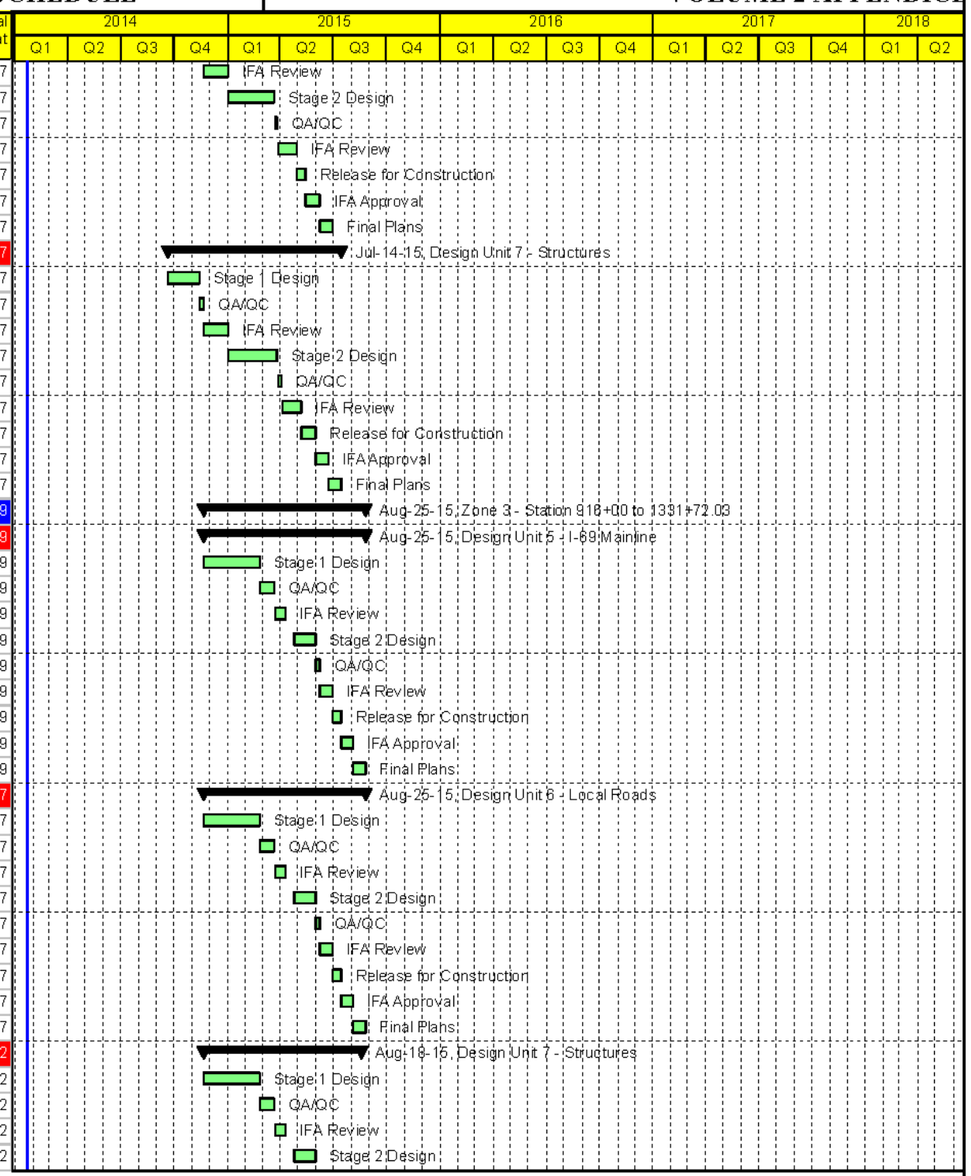
163	IFA Review	15	Nov-21-14	Dec-31-14	37
164	Stage 2 Design	25	Jan-02-15	Mar-20-15	37
165	QA/QC	5	Mar-23-15	Mar-27-15	37
166	IFA Review	15	Mar-30-15	Apr-30-15	37
167	Release for Construction	10	May-01-15	May-14-15	37
168	IFA Approval	15	May-15-15	Jun-08-15	107
169	Final Plans	15	Jun-09-15	Jun-29-15	107
Design Unit 7 - Structures		150	Sep-19-14	Jul-14-15	97
171	Stage 1 Design	35	Sep-19-14	Nov-13-14	37
172	QA/QC	5	Nov-14-14	Nov-20-14	37
173	IFA Review	15	Nov-21-14	Dec-31-14	37
174	Stage 2 Design	30	Jan-02-15	Mar-27-15	37
175	QA/QC	5	Mar-30-15	Apr-03-15	37
176	IFA Review	15	Apr-06-15	May-07-15	37
177	Release for Construction	15	May-08-15	Jun-01-15	37
178	IFA Approval	15	Jun-02-15	Jun-22-15	97
179	Final Plans	15	Jun-23-15	Jul-14-15	97
Zone 3 - Station 916+00 to 1331+72.03		140	Nov-21-14	Aug-25-15	179
Design Unit 5 - I-69 Mainline		140	Nov-21-14	Aug-25-15	179
182	Stage 1 Design	35	Nov-21-14	Feb-24-15	179
183	QA/QC	5	Feb-25-15	Mar-20-15	179
184	IFA Review	15	Mar-23-15	Apr-10-15	179
185	Stage 2 Design	25	Apr-24-15	Jun-01-15	179
186	QA/QC	5	Jun-02-15	Jun-08-15	179
187	IFA Review	15	Jun-09-15	Jun-29-15	179
188	Release for Construction	10	Jun-30-15	Jul-14-15	179
189	IFA Approval	15	Jul-15-15	Aug-04-15	179
190	Final Plans	15	Aug-05-15	Aug-25-15	179
Design Unit 6 - Local Roads		140	Nov-21-14	Aug-25-15	67
192	Stage 1 Design	35	Nov-21-14	Feb-24-15	67
193	QA/QC	5	Feb-25-15	Mar-20-15	67
194	IFA Review	15	Mar-23-15	Apr-10-15	67
195	Stage 2 Design	25	Apr-24-15	Jun-01-15	67
196	QA/QC	5	Jun-02-15	Jun-08-15	67
197	IFA Review	15	Jun-09-15	Jun-29-15	67
198	Release for Construction	10	Jun-30-15	Jul-14-15	67
199	IFA Approval	15	Jul-15-15	Aug-04-15	67
200	Final Plans	15	Aug-05-15	Aug-25-15	67
Design Unit 7 - Structures		135	Nov-21-14	Aug-18-15	72
202	Stage 1 Design	35	Nov-21-14	Feb-24-15	72
203	QA/QC	5	Feb-25-15	Mar-20-15	72
204	IFA Review	15	Mar-23-15	Apr-10-15	72
205	Stage 2 Design	25	Apr-24-15	Jun-01-15	72



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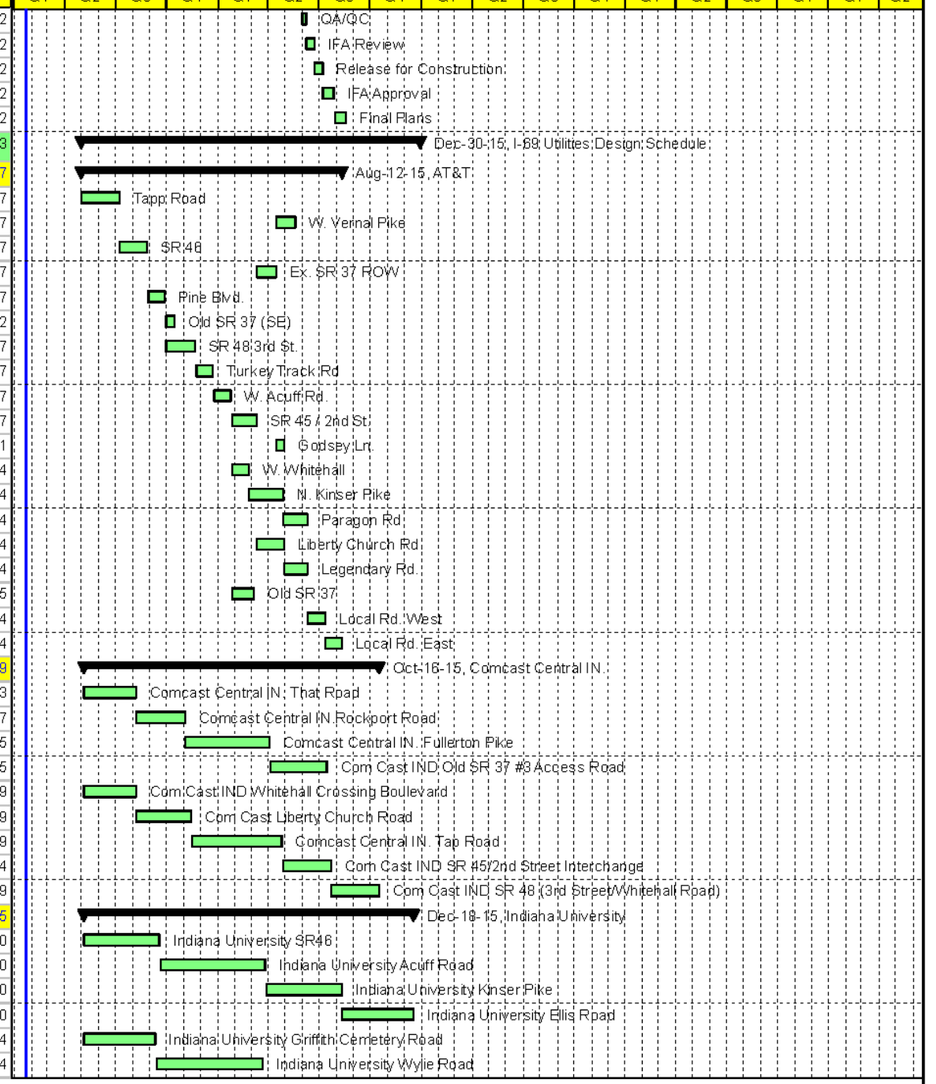
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
206	QA/QC	5	Jun-02-15	Jun-08-15	72
207	IFA Review	10	Jun-09-15	Jun-22-15	72
208	Release for Construction	10	Jun-23-15	Jul-07-15	72
209	IFA Approval	15	Jul-08-15	Jul-28-15	72
210	Final Plans	15	Jul-29-15	Aug-18-15	72
I-69 Utilities Design Schedule		352	Apr-30-14	Dec-30-15	143
AT&T		336	Apr-30-14	Aug-12-15	107
213	Tapp Road	49	Apr-30-14	Jul-07-14	47
214	W. Vernal Pike	25	Apr-16-15	May-20-15	167
215	SR 46	37	Jul-08-14	Aug-27-14	47
216	Ex. SR 37 ROW	25	Mar-12-15	Apr-15-15	47
217	Pine Blvd.	22	Aug-28-14	Sep-26-14	47
218	Old SR 37 (SE)	13	Sep-29-14	Oct-15-14	152
219	SR 48 3rd St.	40	Sep-29-14	Nov-21-14	47
220	Turkey Track Rd	22	Nov-24-14	Dec-23-14	47
221	W. Acuff Rd.	23	Dec-24-14	Jan-23-15	47
222	SR 45 / 2nd St.	33	Jan-26-15	Mar-11-15	47
223	Godsey Ln.	10	Apr-16-15	Apr-29-15	101
224	W. Whitehall	22	Jan-26-15	Feb-24-15	84
225	N. Kinser Pike	44	Feb-25-15	Apr-27-15	84
226	Paragon Rd	33	Apr-28-15	Jun-11-15	84
227	Liberty Church Rd.	36	Mar-12-15	Apr-30-15	84
228	Legendary Rd.	30	May-01-15	Jun-11-15	84
229	Old SR 37	30	Jan-26-15	Mar-06-15	75
230	Local Rd. West	22	Jun-12-15	Jul-13-15	84
231	Local Rd. East	22	Jul-14-15	Aug-12-15	84
Comcast Central IN.		306	May-05-14	Oct-16-15	189
233	Comcast Central IN. That Road	60	May-05-14	Aug-06-14	13
234	Comcast Central IN.Rockport Road	60	Aug-07-14	Nov-03-14	17
235	Comcast Central IN. Fullerton Pike	60	Nov-04-14	Apr-03-15	35
236	Com Cast IND Old SR 37 #3 Access Road	60	Apr-06-15	Jul-14-15	35
237	Com Cast IND Whitehall Crossing Boulevard	60	May-05-14	Aug-06-14	119
238	Com Cast Liberty Church Road	66	Aug-07-14	Nov-14-14	119
239	Comcast Central IN. Tap Road	60	Nov-17-14	Apr-24-15	119
240	Com Cast IND SR 45/2nd Street Interchange	60	Apr-27-15	Jul-22-15	184
241	Com Cast IND SR 48 (3rd Street/Whitehall Road)	60	Jul-23-15	Oct-16-15	189
Indiana University		345	May-05-14	Dec-18-15	135
243	Indiana University SR46	90	May-05-14	Sep-18-14	60
244	Indiana University Acuff Road	85	Sep-19-14	Mar-27-15	60
245	Indiana University Kinser Pike	85	Mar-30-15	Aug-11-15	60
246	Indiana University Ellis Road	85	Aug-12-15	Dec-18-15	60
247	Indiana University Griffith Cemetery Road	85	May-05-14	Sep-11-14	34
248	Indiana University Wylie Road	85	Sep-12-14	Mar-20-15	34



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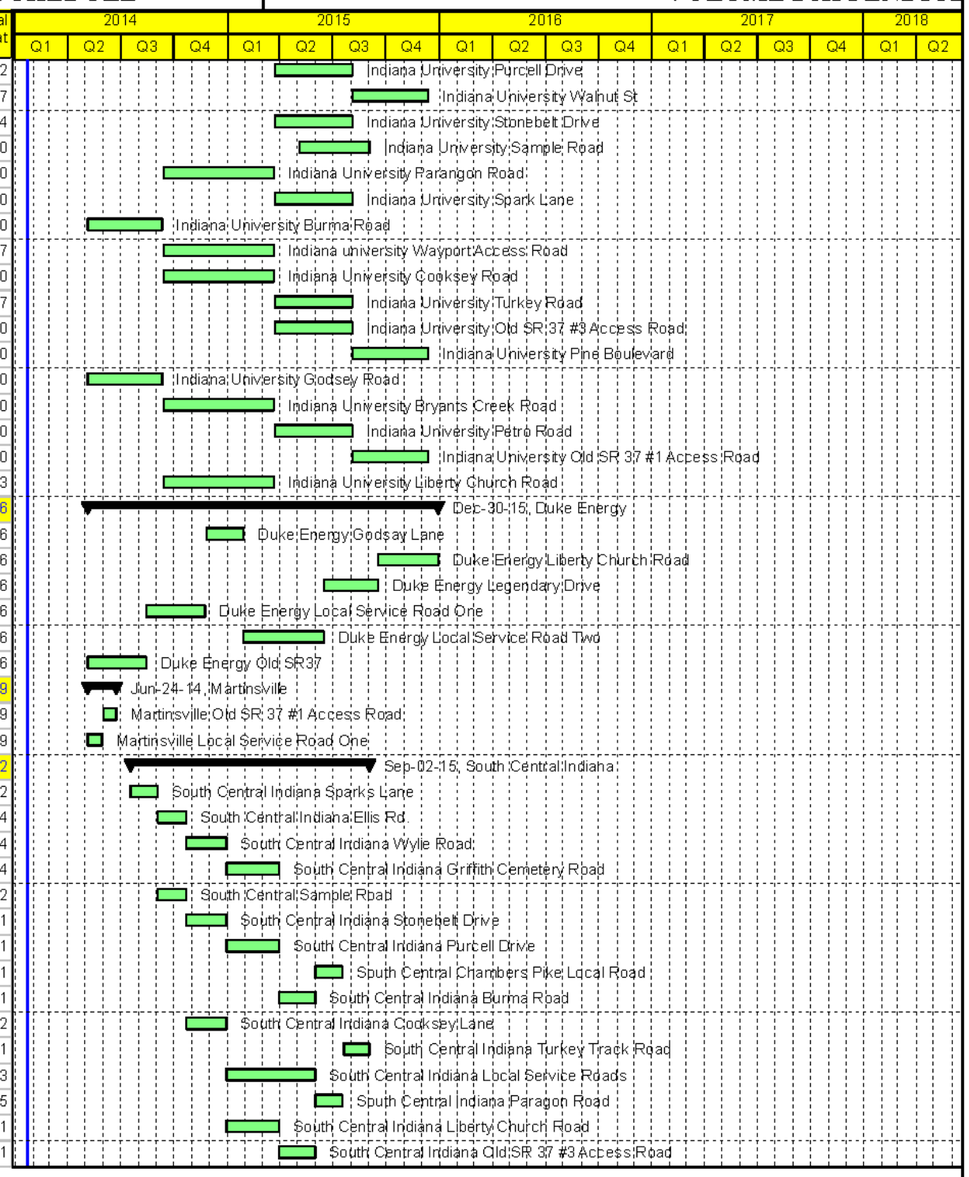
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
249	Indiana University Purcell Drive	85	Mar-23-15	Aug-04-15	72
250	Indiana University Walnut St	85	Aug-05-15	Dec-11-15	117
251	Indiana University Stonebelt Drive	85	Mar-23-15	Aug-04-15	34
252	Indiana University Sample Road	85	May-05-15	Sep-03-15	70
253	Indiana University Parangon Road	85	Sep-12-14	Mar-20-15	140
254	Indiana University Spark Lane	85	Mar-23-15	Aug-04-15	140
255	Indiana University Burma Road	85	May-05-14	Sep-11-14	20
256	Indiana university Wayport Access Road	85	Sep-12-14	Mar-20-15	117
257	Indiana University Cooksey Road	85	Sep-12-14	Mar-20-15	20
258	Indiana University Turkey Road	85	Mar-23-15	Aug-04-15	117
259	Indiana University Old SR 37 #3 Access Road	85	Mar-23-15	Aug-04-15	20
260	Indiana University Pine Boulevard	85	Aug-05-15	Dec-11-15	50
261	Indiana University Godsey Road	85	May-05-14	Sep-11-14	140
262	Indiana University Bryants Creek Road	85	Sep-12-14	Mar-20-15	140
263	Indiana University Petro Road	85	Mar-23-15	Aug-04-15	140
264	Indiana University Old SR 37 #1 Access Road	85	Aug-05-15	Dec-11-15	140
265	Indiana University Liberty Church Road	85	Sep-12-14	Mar-20-15	193
Duke Energy		352	May-05-14	Dec-30-15	6
267	Duke Energy Godsay Lane	22	Nov-25-14	Jan-28-15	6
268	Duke Energy Liberty Church Road	66	Sep-18-15	Dec-30-15	6
269	Duke Energy Legendary Drive	66	Jun-16-15	Sep-17-15	6
270	Duke Energy Local Service Road One	66	Aug-15-14	Nov-24-14	6
271	Duke Energy Local Service Road Two	66	Jan-29-15	Jun-15-15	6
272	Duke Energy Old SR37	66	May-05-14	Aug-14-14	6
Martinsville		30	May-05-14	Jun-24-14	109
274	Martinsville Old SR 37 #1 Access Road	15	Jun-02-14	Jun-24-14	109
275	Martinsville Local Service Road One	15	May-05-14	May-30-14	109
South Central Indiana		231	Jul-17-14	Sep-02-15	112
277	South Central Indiana Sparks Lane	33	Jul-17-14	Sep-02-14	52
278	South Central Indiana Ellis Rd.	33	Sep-03-14	Oct-21-14	94
279	South Central Indiana Wylie Road	33	Oct-22-14	Dec-30-14	94
280	South Central Indiana Griffith Cemetery Road	33	Dec-31-14	Mar-31-15	94
281	South Central Sample Road	33	Sep-03-14	Oct-21-14	52
282	South Central Indiana Stonebelt Drive	33	Oct-22-14	Dec-30-14	61
283	South Central Indiana Purcell Drive	33	Dec-31-14	Mar-31-15	61
284	South Central Chambers Pike Local Road	33	Jun-02-15	Jul-17-15	61
285	South Central Indiana Burma Road	33	Apr-01-15	Jun-01-15	61
286	South Central Indiana Cooksey Lane	33	Oct-22-14	Dec-30-14	52
287	South Central Indiana Turkey Track Road	33	Jul-20-15	Sep-02-15	61
288	South Central Indiana Local Service Roads	66	Dec-31-14	Jun-01-15	63
289	South Central Indiana Paragon Road	33	Jun-02-15	Jul-17-15	145
290	South Central Indiana Liberty Church Road	33	Dec-31-14	Mar-31-15	61
291	South Central Indiana Old SR 37 #3 Access Road	33	Apr-01-15	Jun-01-15	61



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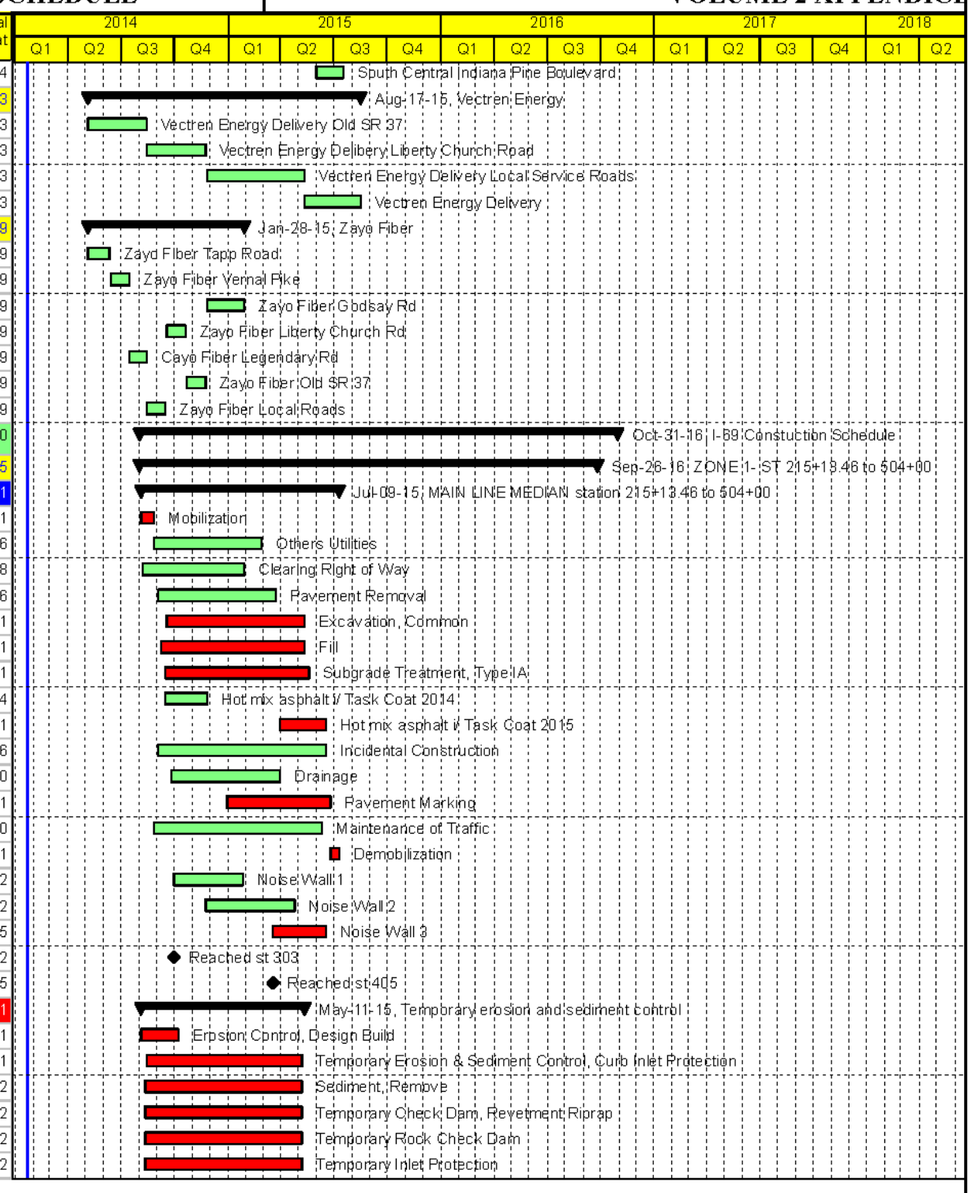
292	South Central Indiana Pine Boulevard	33	Jun-02-15	Jul-17-15	144
Vectren Energy		264	May-05-14	Aug-17-15	73
294	Vectren Energy Delivery Old SR 37	66	May-05-14	Aug-14-14	73
295	Vectren Energy Delibery Liberty Church Road	66	Aug-15-14	Nov-24-14	73
296	Vectren Energy Delivery Local Service Roads	66	Nov-25-14	May-12-15	73
297	Vectren Energy Delivery	66	May-13-15	Aug-17-15	73
Zayo Fiber		154	May-05-14	Jan-28-15	159
299	Zayo Fiber Tapp Road	22	May-05-14	Jun-11-14	139
300	Zayo Fiber Vernal Pike	22	Jun-13-14	Jul-15-14	139
301	Zayo Fiber Godsay Rd	22	Nov-25-14	Jan-28-15	159
302	Zayo Fiber Liberty Church Rd	22	Sep-17-14	Oct-20-14	139
303	Cayo Fiber Legendary Rd	22	Jul-16-14	Aug-14-14	139
304	Zayo Fiber Old SR 37	22	Oct-21-14	Nov-24-14	139
305	Zayo Fiber Local Roads	22	Aug-15-14	Sep-16-14	139
I-69 Constuction Schedule		495	Aug-01-14	Oct-31-16	0
ZONE 1- ST 215+13.46 to 504+00		470	Aug-01-14	Sep-26-16	25
MAIN LINE MEDIAN station 215+13.46 to 504+00		179	Aug-05-14	Jul-09-15	1
309	Mobilization	15	Aug-05-14	Aug-25-14	1
310	Others Utilities	94	Aug-26-14	Feb-26-15	6
311	Clearing Right of Way	94	Aug-08-14	Jan-29-15	18
312	Pavement Removal	94	Sep-03-14	Mar-24-15	6
346	Excavation, Common	109	Sep-17-14	May-11-15	1
347	Fill	115	Sep-09-14	May-11-15	1
348	Subgrade Treatment, Type IA	116	Sep-15-14	May-18-15	1
349	Hot mix asphalt i/ Task Coat 2014	48	Sep-15-14	Nov-26-14	44
350	Hot mix asphalt i/ Task Coat 2015	45	Apr-01-15	Jun-17-15	1
351	Incidental Construction	143	Sep-04-14	Jun-17-15	6
352	Drainage	85	Sep-24-14	Apr-01-15	50
353	Pavement Marking	85	Dec-29-14	Jun-24-15	1
354	Maintenance of Traffic	145	Aug-26-14	Jun-11-15	10
355	Demobilization	10	Jun-25-15	Jul-09-15	1
356	Noise Wall 1	55	Oct-01-14	Jan-27-15	42
357	Noise Wall 2	55	Nov-24-14	Apr-24-15	42
358	Noise Wall 3	55	Mar-19-15	Jun-18-15	5
359	Reached st 303	0	Oct-01-14		42
360	Reached st 405	0	Mar-19-15		5
Temporary erosion and sediment control		139	Aug-05-14	May-11-15	1
314	Erosion Control, Design Build	45	Aug-05-14	Oct-07-14	1
315	Temporary Erosion & Sediment Control, Curb Inlet Protection	132	Aug-13-14	May-08-15	1
316	Sediment, Remove	132	Aug-12-14	May-07-15	2
317	Temporary Check Dam, Revetment Riprap	132	Aug-12-14	May-07-15	2
318	Temporary Rock Check Dam	132	Aug-12-14	May-07-15	2
319	Temporary Inlet Protection	132	Aug-12-14	May-07-15	2



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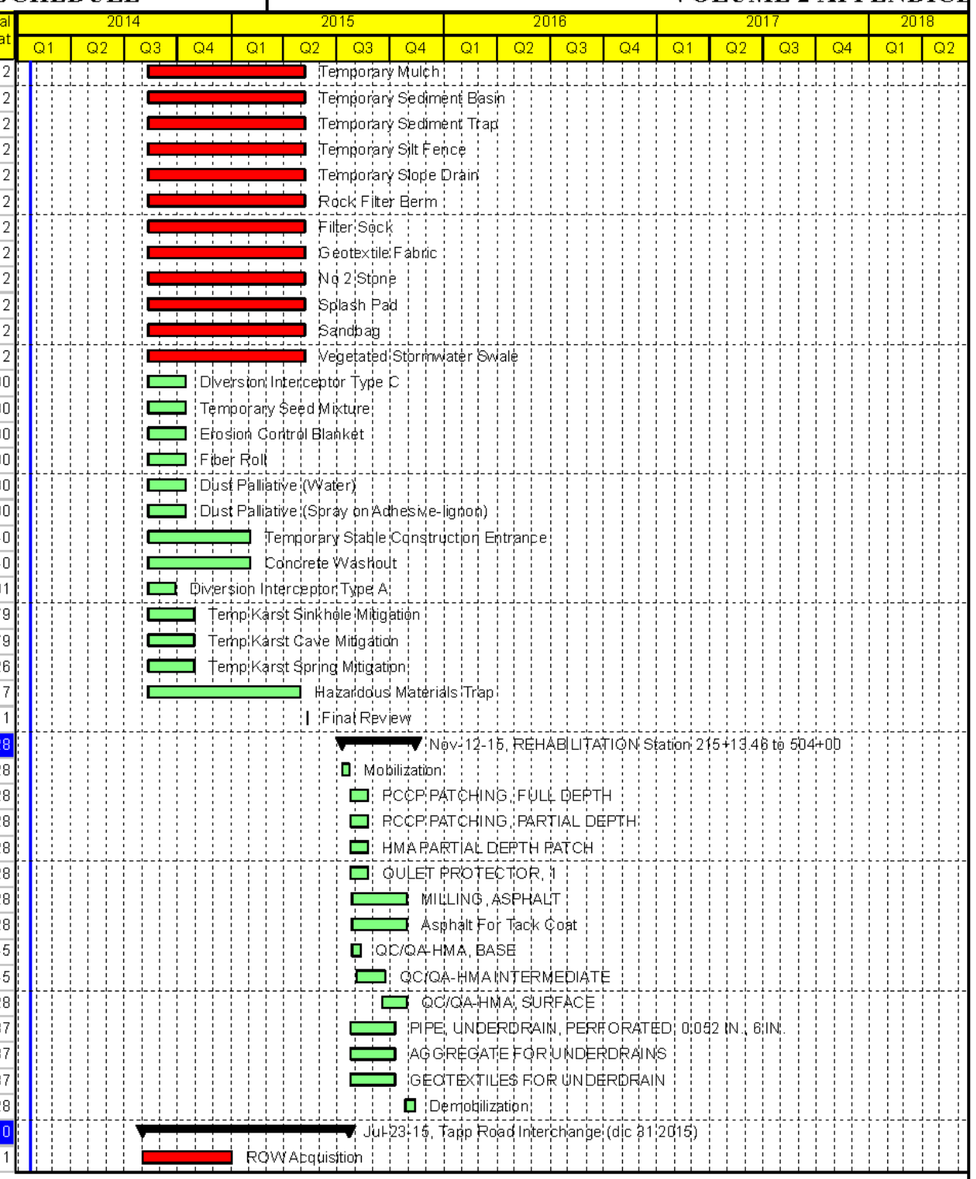
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
320	Temporary Mulch	132	Aug-12-14	May-07-15	2
321	Temporary Sediment Basin	132	Aug-12-14	May-07-15	2
322	Temporary Sediment Trap	132	Aug-12-14	May-07-15	2
323	Temporary Silt Fence	132	Aug-12-14	May-07-15	2
324	Temporary Slope Drain	132	Aug-12-14	May-07-15	2
325	Rock Filter Berm	132	Aug-12-14	May-07-15	2
326	Filter Sock	132	Aug-12-14	May-07-15	2
327	Geotextile Fabric	132	Aug-12-14	May-07-15	2
328	No 2 Stone	132	Aug-12-14	May-07-15	2
329	Splash Pad	132	Aug-12-14	May-07-15	2
330	Sandbag	132	Aug-12-14	May-07-15	2
331	Vegetated Stormwater Swale	132	Aug-12-14	May-07-15	2
332	Diversion Interceptor Type C	44	Aug-12-14	Oct-14-14	90
333	Temporary Seed Mixture	44	Aug-12-14	Oct-14-14	90
334	Erosion Control Blanket	44	Aug-12-14	Oct-14-14	90
335	Fiber Roll	44	Aug-12-14	Oct-14-14	90
336	Dust Palliative (Water)	44	Aug-12-14	Oct-14-14	90
337	Dust Palliative (Spray on Adhesive-lignon)	44	Aug-12-14	Oct-14-14	90
338	Temporary Stable Construction Entrance	94	Aug-12-14	Feb-02-15	40
339	Concrete Washout	94	Aug-12-14	Feb-02-15	40
340	Diversion Interceptor Type A	33	Aug-12-14	Sep-26-14	101
341	Temp Karst Sinkhole Mitigation	55	Aug-12-14	Oct-30-14	79
342	Temp Karst Cave Mitigation	55	Aug-12-14	Oct-30-14	79
343	Temp Karst Spring Mitigation	55	Aug-12-14	Oct-30-14	26
344	Hazardous Materials Trap	127	Aug-12-14	Apr-30-15	7
345	Final Review	1	May-11-15	May-11-15	1
REHABILITATION Station 215+13.46 to 504+00		84	Jul-10-15	Nov-12-15	128
362	Mobilization	10	Jul-10-15	Jul-23-15	128
364	PCCP PATCHING, FULL DEPTH	22	Jul-24-15	Aug-24-15	128
365	PCCP PATCHING, PARTIAL DEPTH	22	Jul-24-15	Aug-24-15	128
366	HMA PARTIAL DEPTH PATCH	22	Jul-24-15	Aug-24-15	128
367	OULET PROTECTOR, 1	22	Jul-24-15	Aug-24-15	128
368	MILLING, ASPHALT	67	Jul-27-15	Oct-29-15	128
369	Asphalt For Tack Coat	67	Jul-28-15	Oct-30-15	128
370	QC/QA-HMA, BASE	10	Jul-28-15	Aug-10-15	145
371	QC/QA-HMA INTERMEDIATE	35	Aug-04-15	Sep-22-15	145
373	QC/QA-HMA, SURFACE	31	Sep-17-15	Oct-30-15	128
375	PIPE, UNDERDRAIN, PERFORATED, 0.052 IN., 6 IN.	55	Jul-24-15	Oct-09-15	137
376	AGGREGATE FOR UNDERDRAINS	55	Jul-24-15	Oct-09-15	137
377	GEOTEXTILES FOR UNDERDRAIN	55	Jul-24-15	Oct-09-15	137
378	Demobilization	10	Oct-26-15	Nov-12-15	128
Tapp Road Interchange (dic 31 2015)		191	Aug-01-14	Jul-23-15	0
379	ROW Acquisition	153	Aug-01-14	Dec-31-14	1



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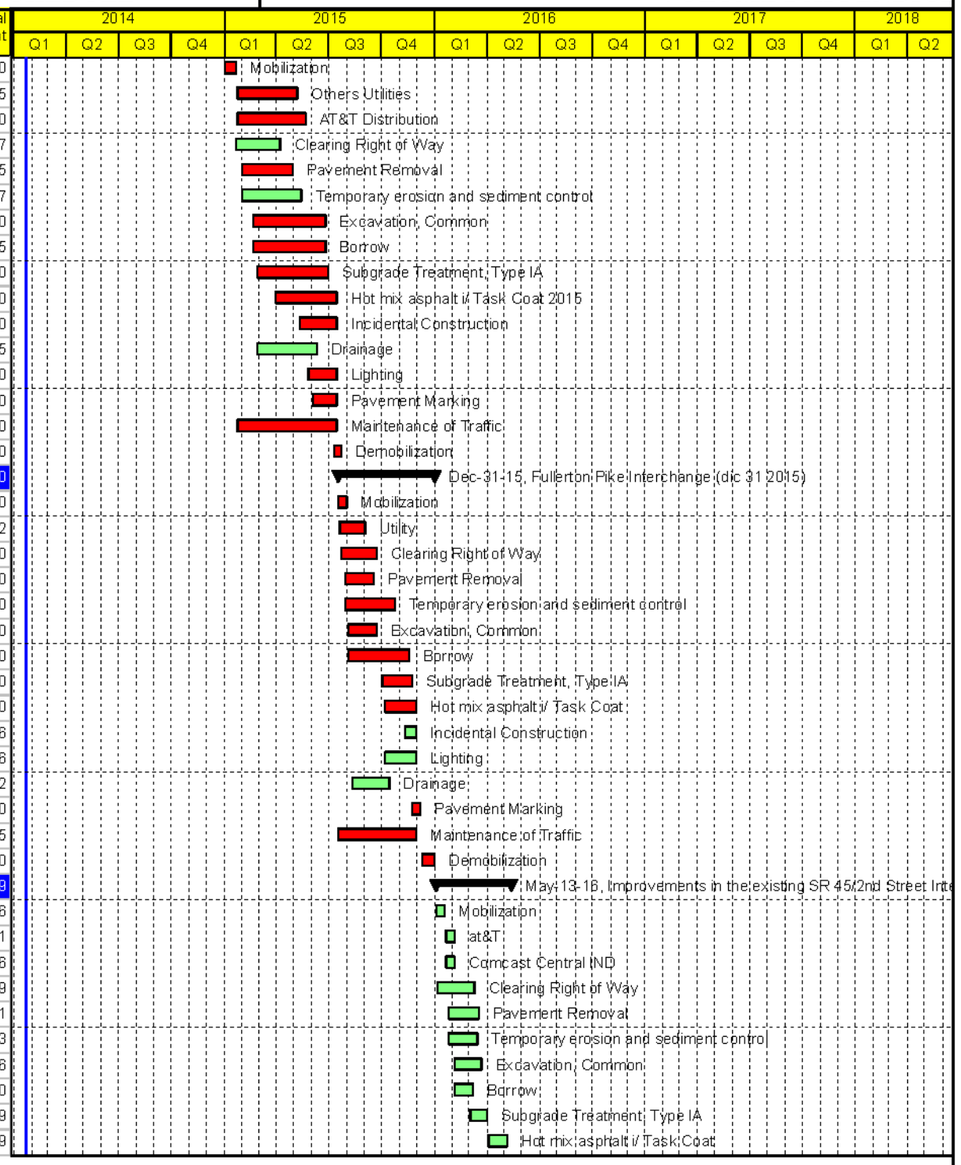
380	Mobilization	5	Jan-02-15	Jan-22-15	0
381	Others Utilities	45	Jan-23-15	May-07-15	5
382	AT&T Distribution	55	Jan-23-15	May-22-15	0
383	Clearing Right of Way	35	Jan-21-15	Apr-08-15	7
384	Pavement Removal	35	Jan-30-15	Apr-30-15	5
385	Temporary erosion and sediment control	45	Jan-30-15	May-14-15	27
386	Excavation, Common	65	Feb-20-15	Jun-24-15	0
387	Borrow	65	Feb-20-15	Jun-24-15	5
388	Subgrade Treatment, Type IA	65	Feb-27-15	Jul-01-15	0
389	Hot mix asphalt i/ Task Coat 2015	65	Apr-01-15	Jul-16-15	0
390	Incidental Construction	45	May-12-15	Jul-16-15	0
391	Drainage	50	Feb-27-15	Jun-10-15	25
392	Lighting	35	May-28-15	Jul-16-15	0
393	Pavement Marking	30	Jun-04-15	Jul-16-15	0
394	Maintenance of Traffic	92	Jan-23-15	Jul-16-15	0
395	Demobilization	10	Jul-10-15	Jul-23-15	0
Fullerton Pike Interchange (dic 31 2015)		111	Jul-17-15	Dec-31-15	0
397	Mobilization	11	Jul-17-15	Jul-31-15	0
398	Utility	32	Jul-20-15	Sep-01-15	2
399	Clearing Right of Way	45	Jul-22-15	Sep-23-15	0
400	Pavement Removal	37	Jul-29-15	Sep-18-15	0
401	Temporary erosion and sediment control	61	Jul-29-15	Oct-23-15	0
402	Excavation, Common	33	Aug-05-15	Sep-21-15	0
403	Borrow	69	Aug-05-15	Nov-17-15	0
404	Subgrade Treatment, Type IA	33	Oct-01-15	Nov-23-15	0
405	Hot mix asphalt i/ Task Coat	32	Oct-06-15	Nov-30-15	0
406	Incidental Construction	12	Nov-10-15	Nov-30-15	6
407	Lighting	33	Oct-06-15	Nov-30-15	6
408	Drainage	45	Aug-12-15	Oct-15-15	32
409	Pavement Marking	10	Nov-23-15	Dec-08-15	0
410	Maintenance of Traffic	90	Jul-17-15	Dec-01-15	5
411	Demobilization	16	Dec-09-15	Dec-31-15	0
Improvements in the existing SR 45/2nd Street Interchange (st 340)		79	Jan-04-16	May-13-16	119
413	Mobilization	11	Jan-04-16	Jan-19-16	66
414	at&T	12	Jan-20-16	Feb-04-16	71
415	Comcast Central IND	12	Jan-20-16	Feb-04-16	66
416	Clearing Right of Way	45	Jan-07-16	Mar-11-16	79
417	Pavement Removal	37	Jan-27-16	Mar-18-16	71
418	Temporary erosion and sediment control	33	Jan-27-16	Mar-14-16	73
419	Excavation, Common	33	Feb-05-16	Mar-23-16	66
420	Borrow	22	Feb-05-16	Mar-08-16	130
421	Subgrade Treatment, Type IA	20	Mar-04-16	Mar-31-16	119
422	Hot mix asphalt i/ Task Coat	14	Apr-04-16	May-06-16	119



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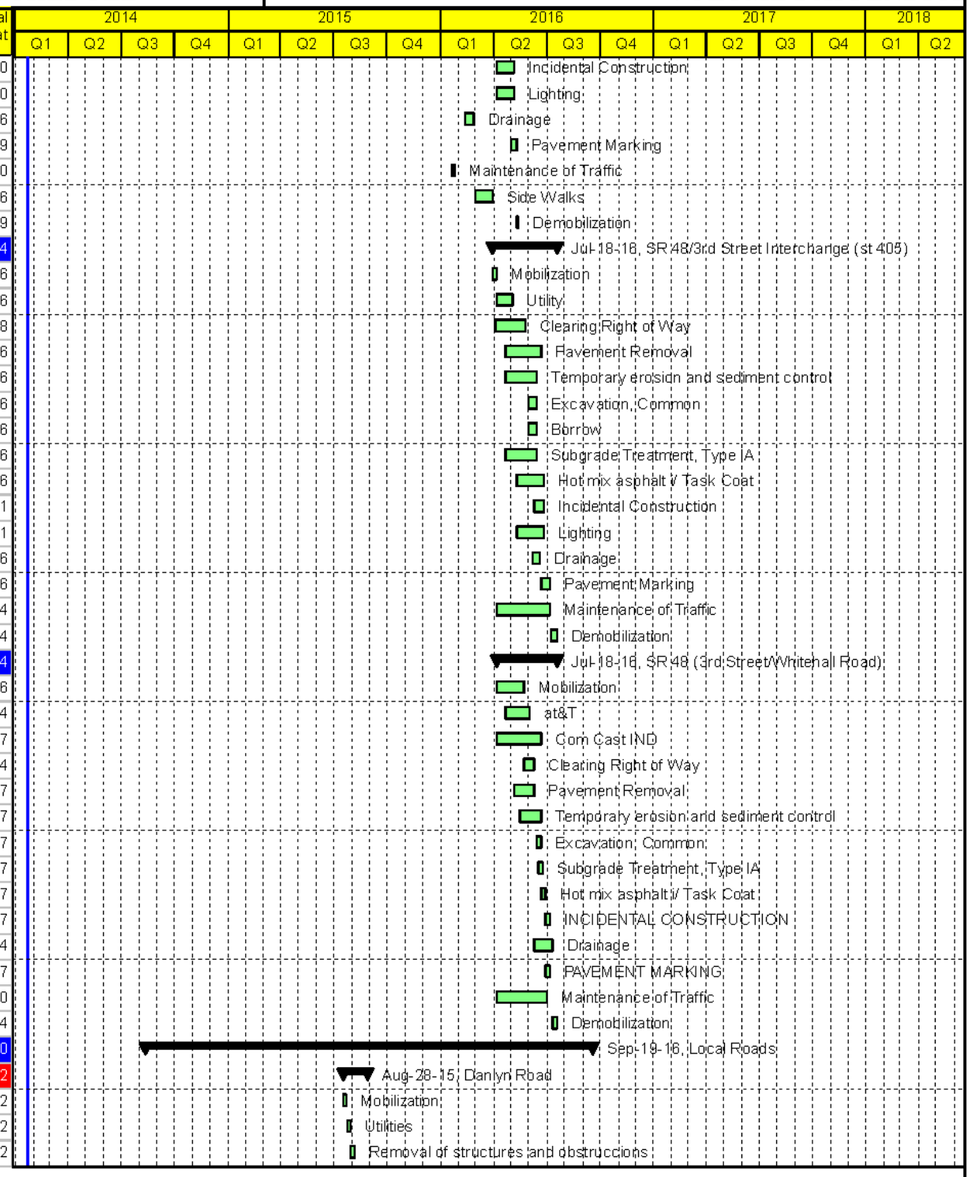
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
423	Incidental Construction	12	Apr-06-16	May-06-16	120
424	Lighting	12	Apr-06-16	May-06-16	120
425	Drainage	10	Feb-12-16	Feb-26-16	66
426	Pavement Marking	5	May-02-16	May-11-16	119
427	Maintenance of Traffic	5	Jan-20-16	Jan-26-16	180
428	Side Walks	22	Feb-29-16	Mar-29-16	66
429	Demobilization	2	May-11-16	May-13-16	119
SR 48/3rd Street Interchange (st 405)		64	Mar-30-16	Jul-18-16	74
431	Mobilization	5	Mar-30-16	Apr-06-16	66
432	Utility	10	Apr-07-16	May-04-16	76
433	Clearing Right of Way	25	Apr-05-16	May-25-16	78
434	Pavement Removal	37	Apr-21-16	Jun-22-16	76
435	Temporary erosion and sediment control	30	Apr-21-16	Jun-13-16	76
436	Excavation, Common	10	May-31-16	Jun-13-16	76
437	Borrow	10	May-31-16	Jun-13-16	76
438	Subgrade Treatment, Type IA	33	Apr-20-16	Jun-15-16	76
439	Hot mix asphalt i/ Task Coat	32	May-11-16	Jun-27-16	76
440	Incidental Construction	12	Jun-10-16	Jun-27-16	81
441	Lighting	33	May-11-16	Jun-27-16	81
442	Drainage	10	Jun-07-16	Jun-20-16	86
443	Pavement Marking	10	Jun-21-16	Jul-05-16	76
444	Maintenance of Traffic	52	Apr-07-16	Jul-07-16	74
445	Demobilization	7	Jul-08-16	Jul-18-16	74
SR 48 (3rd Street/Whitehall Road)		59	Apr-07-16	Jul-18-16	74
462	Mobilization	21	Apr-07-16	May-23-16	66
463	at&T	22	Apr-21-16	Jun-01-16	74
464	Com Cast IND	41	Apr-07-16	Jun-21-16	77
465	Clearing Right of Way	12	May-23-16	Jun-08-16	74
466	Pavement Removal	22	May-05-16	Jun-08-16	77
467	Temporary erosion and sediment control	26	May-16-16	Jun-21-16	77
468	Excavation, Common	6	Jun-14-16	Jun-21-16	77
469	Subgrade Treatment, Type IA	7	Jun-16-16	Jun-24-16	77
470	Hot mix asphalt i/ Task Coat	6	Jun-21-16	Jun-28-16	77
471	INCIDENTAL CONSTRUCTION	5	Jun-29-16	Jul-06-16	77
472	Drainage	22	Jun-09-16	Jul-11-16	74
473	PAVEMENT MARKING	5	Jun-29-16	Jul-06-16	77
474	Maintenance of Traffic	48	Apr-07-16	Jun-30-16	80
475	Demobilization	5	Jul-12-16	Jul-18-16	74
Local Roads		459	Aug-11-14	Sep-19-16	30
Danlyn Road		31	Jul-17-15	Aug-28-15	52
478	Mobilization	5	Jul-17-15	Jul-23-15	52
479	Utilities	5	Jul-24-15	Jul-30-15	52
480	Removal of structures and obstruccions	5	Jul-31-15	Aug-06-15	52



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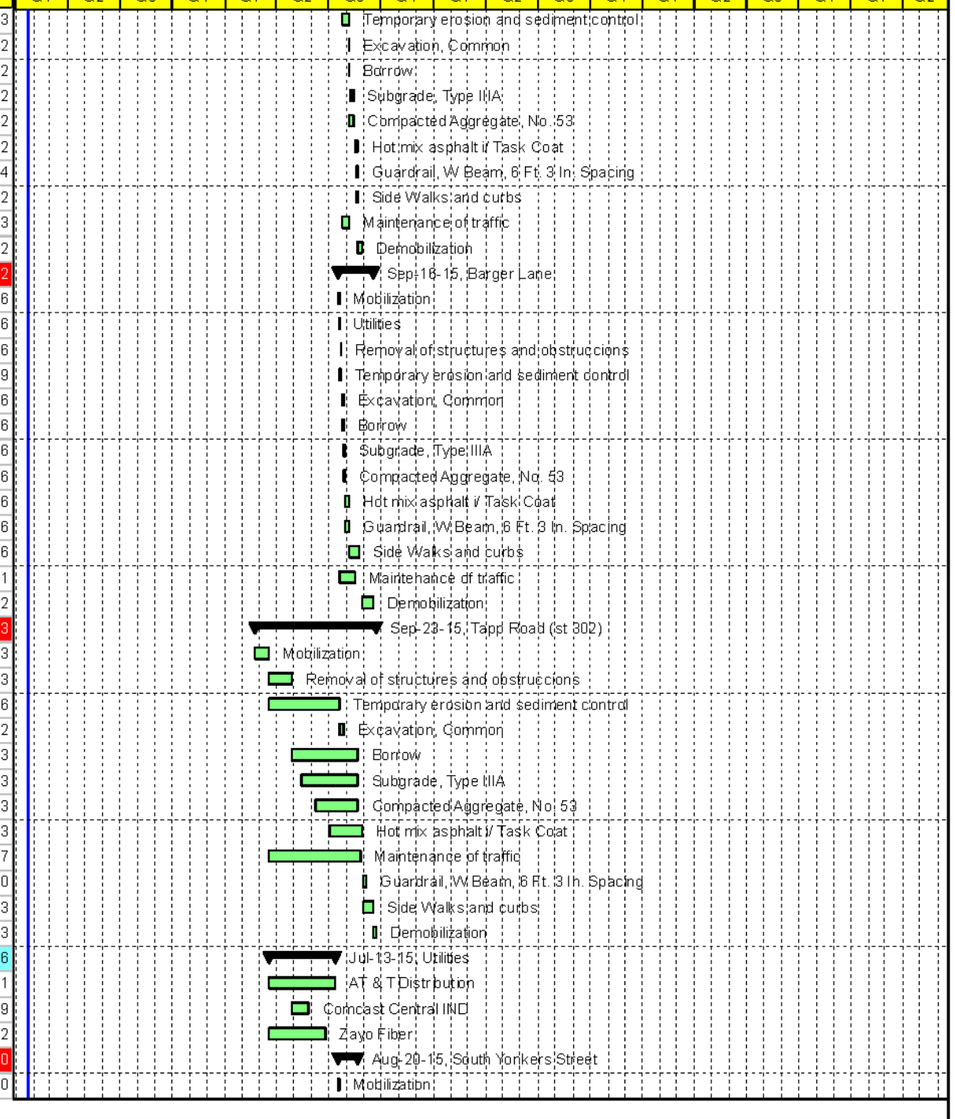
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
481	Temporary erosion and sediment control	10	Jul-24-15	Aug-06-15	53
482	Excavation, Common	1	Aug-07-15	Aug-07-15	52
483	Borrow	1	Aug-07-15	Aug-07-15	52
484	Subgrade, Type IIIA	5	Aug-10-15	Aug-14-15	52
485	Compacted Aggregate, No. 53	6	Aug-07-15	Aug-14-15	52
486	Hot mix asphalt i/ Task Coat	5	Aug-17-15	Aug-21-15	52
487	Guardrail, W Beam, 6 Ft. 3 In. Spacing	2	Aug-19-15	Aug-21-15	54
488	Side Walks and curbs	2	Aug-19-15	Aug-21-15	52
489	Maintenance of traffic	10	Jul-24-15	Aug-06-15	63
490	Demobilization	5	Aug-21-15	Aug-28-15	52
Barger Lane		43	Jul-17-15	Sep-16-15	52
492	Mobilization	2	Jul-17-15	Jul-20-15	56
493	Utilities	1	Jul-21-15	Jul-21-15	56
494	Removal of structures and obstruccions	2	Jul-22-15	Jul-23-15	56
495	Temporary erosion and sediment control	2	Jul-21-15	Jul-22-15	59
496	Excavation, Common	2	Jul-24-15	Jul-27-15	56
497	Borrow	2	Jul-24-15	Jul-27-15	56
498	Subgrade, Type IIIA	2	Jul-28-15	Jul-29-15	56
499	Compacted Aggregate, No. 53	2	Jul-28-15	Jul-29-15	56
500	Hot mix asphalt i/ Task Coat	6	Jul-30-15	Aug-06-15	56
501	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Jul-31-15	Aug-06-15	56
502	Side Walks and curbs	12	Aug-07-15	Aug-24-15	56
503	Maintenance of traffic	20	Jul-21-15	Aug-17-15	61
504	Demobilization	12	Aug-28-15	Sep-16-15	52
Tapp Road (st 302)		127	Feb-23-15	Sep-23-15	63
506	Mobilization	6	Feb-23-15	Mar-19-15	63
511	Removal of structures and obstruccions	18	Mar-20-15	Apr-27-15	63
512	Temporary erosion and sediment control	75	Mar-20-15	Jul-20-15	76
513	Excavation, Common	6	Jul-20-15	Jul-27-15	82
514	Borrow	81	Apr-28-15	Aug-21-15	63
515	Subgrade, Type IIIA	68	May-15-15	Aug-21-15	63
516	Compacted Aggregate, No. 53	53	Jun-09-15	Aug-21-15	63
517	Hot mix asphalt i/ Task Coat	40	Jul-02-15	Aug-28-15	63
518	Maintenance of traffic	102	Mar-20-15	Aug-26-15	77
519	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Aug-31-15	Sep-04-15	70
520	Side Walks and curbs	12	Aug-31-15	Sep-16-15	63
521	Demobilization	5	Sep-17-15	Sep-23-15	63
Utilities		70	Mar-20-15	Jul-13-15	86
508	AT & T Distribution	70	Mar-20-15	Jul-13-15	71
509	Comcast Central IND	20	Apr-27-15	May-26-15	119
510	Zayo Fiber	60	Mar-20-15	Jun-26-15	82
South Yonkers Street		25	Jul-17-15	Aug-20-15	30
523	Mobilization	2	Jul-17-15	Jul-20-15	30



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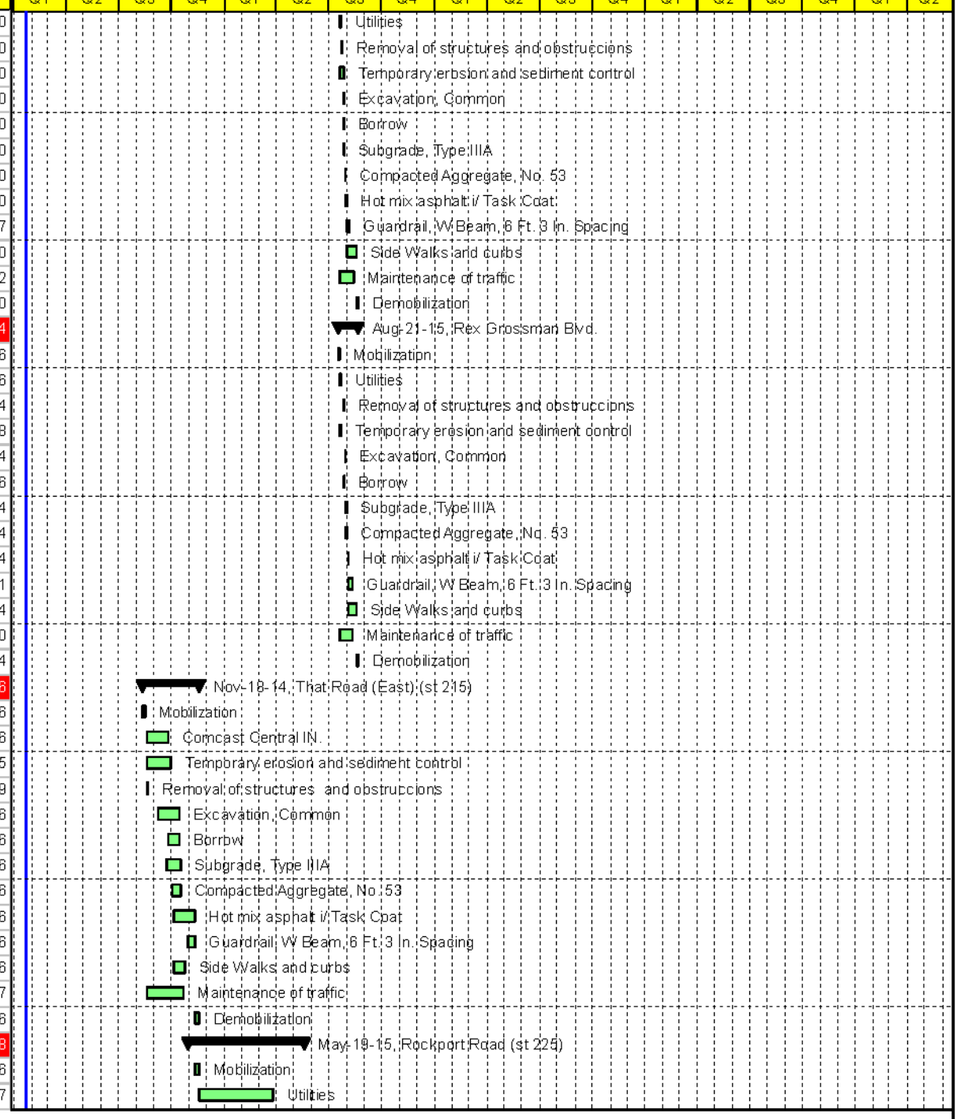
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
524	Utilities	2	Jul-21-15	Jul-22-15	30
525	Removal of structures and obstruccions	2	Jul-23-15	Jul-24-15	30
526	Temporary erosion and sediment control	5	Jul-21-15	Jul-27-15	30
527	Excavation, Common	1	Jul-27-15	Jul-27-15	30
528	Borrow	1	Jul-27-15	Jul-27-15	30
529	Subgrade, Type IIIA	1	Jul-28-15	Jul-28-15	30
530	Compacted Aggregate, No. 53	1	Jul-29-15	Jul-29-15	30
531	Hot mix asphalt i/ Task Coat	2	Jul-30-15	Jul-31-15	30
532	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Jul-31-15	Aug-07-15	37
533	Side Walks and curbs	12	Jul-31-15	Aug-18-15	30
534	Maintenance of traffic	19	Jul-21-15	Aug-14-15	32
535	Demobilization	2	Aug-18-15	Aug-20-15	30
Rex Grossman Blvd.		26	Jul-17-15	Aug-21-15	144
537	Mobilization	2	Jul-17-15	Jul-20-15	146
538	Utilities	2	Jul-21-15	Jul-22-15	146
539	Removal of structures and obstruccions	2	Jul-27-15	Jul-28-15	144
540	Temporary erosion and sediment control	2	Jul-21-15	Jul-22-15	148
541	Excavation, Common	1	Jul-29-15	Jul-29-15	144
542	Borrow	1	Jul-27-15	Jul-27-15	146
543	Subgrade, Type IIIA	2	Jul-30-15	Jul-31-15	144
544	Compacted Aggregate, No. 53	2	Jul-30-15	Jul-31-15	144
545	Hot mix asphalt i/ Task Coat	1	Aug-03-15	Aug-03-15	144
546	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Aug-03-15	Aug-10-15	151
547	Side Walks and curbs	12	Aug-03-15	Aug-19-15	144
548	Maintenance of traffic	16	Jul-21-15	Aug-11-15	150
549	Demobilization	2	Aug-19-15	Aug-21-15	144
That Road (East) (st 215)		66	Aug-11-14	Nov-18-14	6
551	Mobilization	5	Aug-11-14	Aug-15-14	6
552	Comcast Central IN.	28	Aug-18-14	Sep-25-14	6
553	Temporary erosion and sediment control	31	Aug-18-14	Sep-30-14	15
554	Removal of structures and obstruccions	5	Aug-18-14	Aug-22-14	19
555	Excavation, Common	25	Sep-09-14	Oct-14-14	6
556	Borrow	13	Sep-25-14	Oct-14-14	6
557	Subgrade, Type IIIA	18	Sep-22-14	Oct-17-14	6
558	Compacted Aggregate, No. 53	10	Oct-02-14	Oct-17-14	6
559	Hot mix asphalt i/ Task Coat	22	Oct-06-14	Nov-10-14	6
560	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Oct-30-14	Nov-10-14	6
561	Side Walks and curbs	12	Oct-06-14	Oct-23-14	16
562	Maintenance of traffic	45	Aug-18-14	Oct-22-14	17
563	Demobilization	5	Nov-10-14	Nov-18-14	6
Rockport Road (st 225)		86	Oct-29-14	May-19-15	8
565	Mobilization	6	Nov-10-14	Nov-19-14	6
566	Utilities	46	Nov-19-14	Mar-27-15	27



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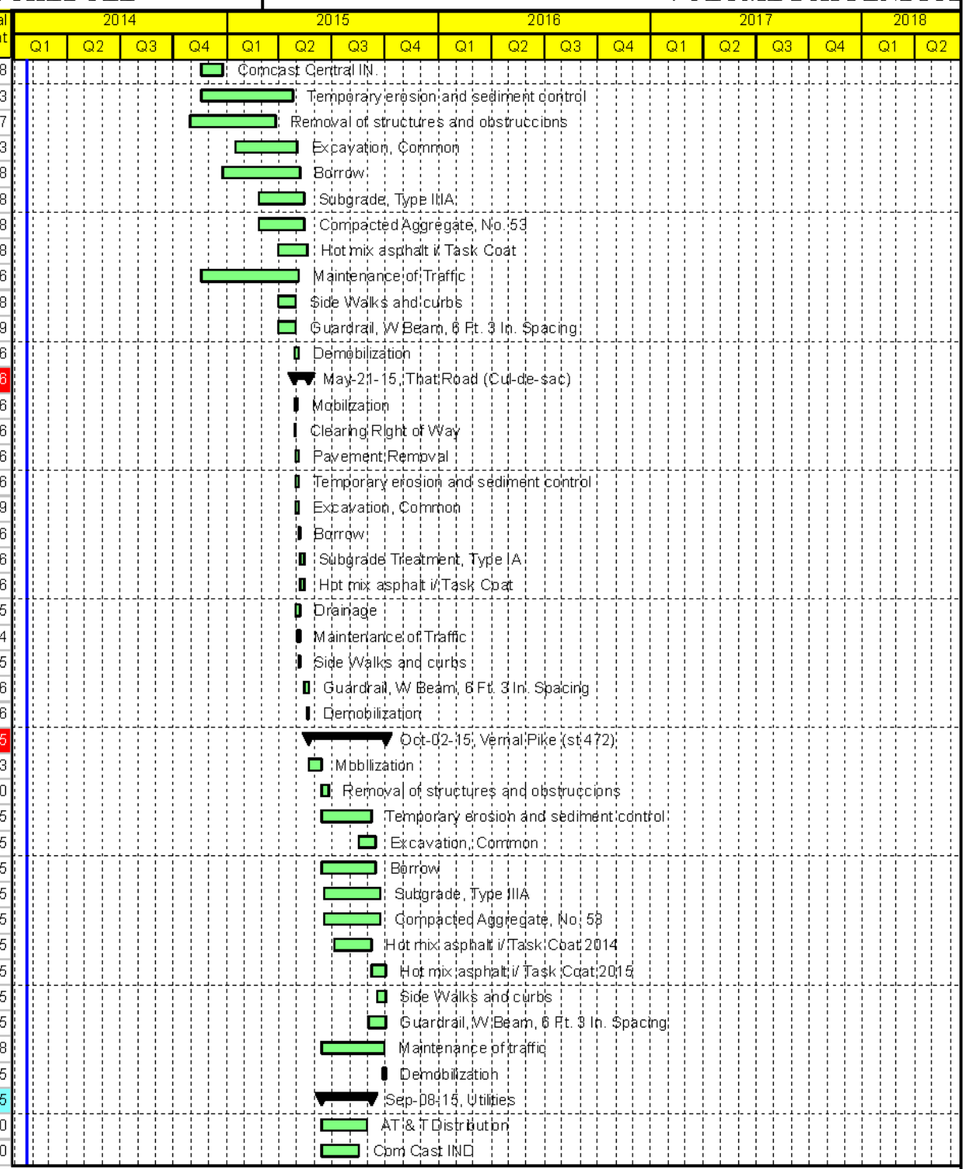
567	Comcast Central IN.	12	Nov-19-14	Dec-24-14	8
568	Temporary erosion and sediment control	57	Nov-19-14	Apr-24-15	13
569	Removal of structures and obstruccions	58	Oct-29-14	Mar-27-15	27
570	Excavation, Common	44	Jan-16-15	May-01-15	13
571	Borrow	55	Dec-24-14	May-08-15	8
572	Subgrade, Type IIIA	35	Feb-25-15	May-15-15	8
573	Compacted Aggregate, No. 53	35	Feb-25-15	May-15-15	8
574	Hot mix asphalt i/ Task Coat	25	Apr-01-15	May-19-15	8
575	Maintenance of Traffic	63	Nov-19-14	May-04-15	6
576	Side Walks and curbs	12	Apr-01-15	Apr-30-15	8
577	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Apr-01-15	Apr-29-15	9
578	Demobilization	5	Apr-27-15	May-04-15	6
That Road (Cul-de-sac)		17	Apr-27-15	May-21-15	6
580	Mobilization	4	Apr-27-15	May-01-15	6
581	Clearing Right of Way	3	Apr-27-15	Apr-30-15	6
582	Pavement Removal	3	Apr-30-15	May-05-15	6
583	Temporary erosion and sediment control	3	Apr-30-15	May-05-15	6
584	Excavation, Common	3	Apr-30-15	May-05-15	9
585	Borrow	3	May-05-15	May-08-15	6
586	Subgrade Treatment, Type IA	5	May-08-15	May-15-15	6
587	Hot mix asphalt i/ Task Coat	6	May-07-15	May-15-15	6
588	Drainage	4	Apr-30-15	May-06-15	15
589	Maintenance of Traffic	5	May-01-15	May-08-15	14
590	Side Walks and curbs	2	May-05-15	May-07-15	15
591	Guardrail, W Beam, 6 Ft. 3 In. Spacing	3	May-15-15	May-21-15	6
592	Demobilization	1	May-19-15	May-21-15	6
Vernal Pike (st 472)		94	May-21-15	Oct-02-15	135
594	Mobilization	15	May-21-15	Jun-12-15	43
599	Removal of structures and obstruccions	10	Jun-12-15	Jun-26-15	190
600	Temporary erosion and sediment control	60	Jun-12-15	Sep-08-15	135
601	Excavation, Common	20	Aug-17-15	Sep-15-15	135
602	Borrow	65	Jun-12-15	Sep-15-15	135
603	Subgrade, Type IIIA	65	Jun-19-15	Sep-22-15	135
604	Compacted Aggregate, No. 53	65	Jun-19-15	Sep-22-15	135
605	Hot mix asphalt i/ Task Coat 2014	45	Jul-06-15	Sep-08-15	135
606	Hot mix asphalt i/ Task Coat 2015	19	Sep-08-15	Oct-02-15	135
607	Side Walks and curbs	12	Sep-17-15	Oct-02-15	135
608	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Sep-03-15	Oct-02-15	135
609	Maintenance of traffic	75	Jun-12-15	Sep-29-15	138
610	Demobilization	5	Sep-28-15	Oct-02-15	135
Utilities		60	Jun-12-15	Sep-08-15	135
596	AT & T Distribution	55	Jun-12-15	Aug-31-15	140
597	Com Cast IND	45	Jun-12-15	Aug-17-15	150



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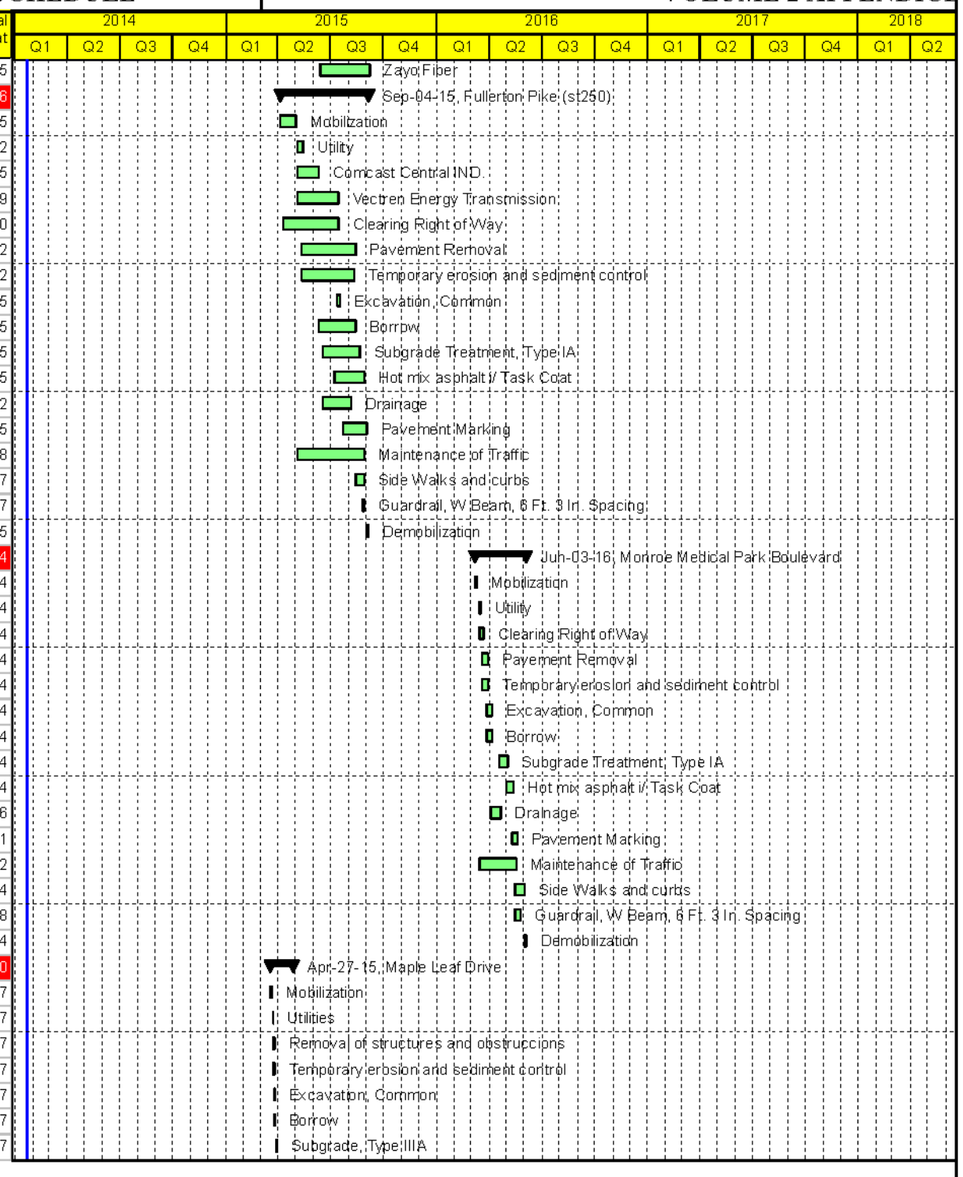
598	Zayo Fiber	60	Jun-12-15	Sep-08-15	135
Fullerton Pike (st250)		98	Apr-06-15	Sep-04-15	76
612	Mobilization	11	Apr-06-15	May-01-15	75
613	Utility	10	May-04-15	May-15-15	92
614	Comcast Central IND.	27	May-04-15	Jun-11-15	75
615	Vectren Energy Transmission	50	May-04-15	Jul-15-15	89
616	Clearing Right of Way	59	Apr-09-15	Jul-16-15	100
617	Pavement Removal	66	May-11-15	Aug-13-15	92
618	Temporary erosion and sediment control	65	May-11-15	Aug-12-15	92
619	Excavation, Common	5	Jul-13-15	Jul-17-15	95
620	Borrow	45	Jun-12-15	Aug-14-15	75
621	Subgrade Treatment, Type IA	45	Jun-19-15	Aug-21-15	75
622	Hot mix asphalt i/ Task Coat	38	Jul-07-15	Aug-28-15	75
623	Drainage	35	Jun-19-15	Aug-07-15	92
624	Pavement Marking	29	Jul-23-15	Sep-01-15	75
625	Maintenance of Traffic	81	May-04-15	Aug-27-15	78
626	Side Walks and curbs	12	Aug-13-15	Aug-28-15	77
627	Guardrail, W Beam, 6 Ft. 3 In. Spacing	4	Aug-25-15	Aug-28-15	77
628	Demobilization	3	Sep-02-15	Sep-04-15	75
Monroe Medical Park Boulevard		49	Mar-09-16	Jun-03-16	104
630	Mobilization	3	Mar-09-16	Mar-11-16	104
631	Utility	5	Mar-14-16	Mar-18-16	104
632	Clearing Right of Way	7	Mar-14-16	Mar-22-16	104
633	Pavement Removal	7	Mar-21-16	Mar-29-16	104
634	Temporary erosion and sediment control	7	Mar-21-16	Mar-29-16	104
635	Excavation, Common	7	Mar-28-16	Apr-06-16	104
636	Borrow	7	Mar-28-16	Apr-06-16	104
637	Subgrade Treatment, Type IA	7	Apr-19-16	May-04-16	104
638	Hot mix asphalt i/ Task Coat	8	May-02-16	May-13-16	104
639	Drainage	7	Apr-05-16	Apr-20-16	126
640	Pavement Marking	7	May-12-16	May-20-16	111
641	Maintenance of Traffic	36	Mar-14-16	May-19-16	112
642	Side Walks and curbs	12	May-16-16	Jun-01-16	104
643	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	May-16-16	May-25-16	108
644	Demobilization	2	Jun-02-16	Jun-03-16	104
Maple Leaf Drive		18	Mar-20-15	Apr-27-15	40
646	Mobilization	1	Mar-20-15	Mar-20-15	37
647	Utilities	2	Mar-23-15	Mar-24-15	37
648	Removal of structures and obstruccions	2	Mar-25-15	Mar-26-15	37
649	Temporary erosion and sediment control	5	Mar-23-15	Mar-27-15	37
650	Excavation, Common	1	Mar-27-15	Mar-27-15	37
651	Borrow	1	Mar-27-15	Mar-27-15	37
652	Subgrade, Type IIIA	1	Mar-30-15	Mar-30-15	37



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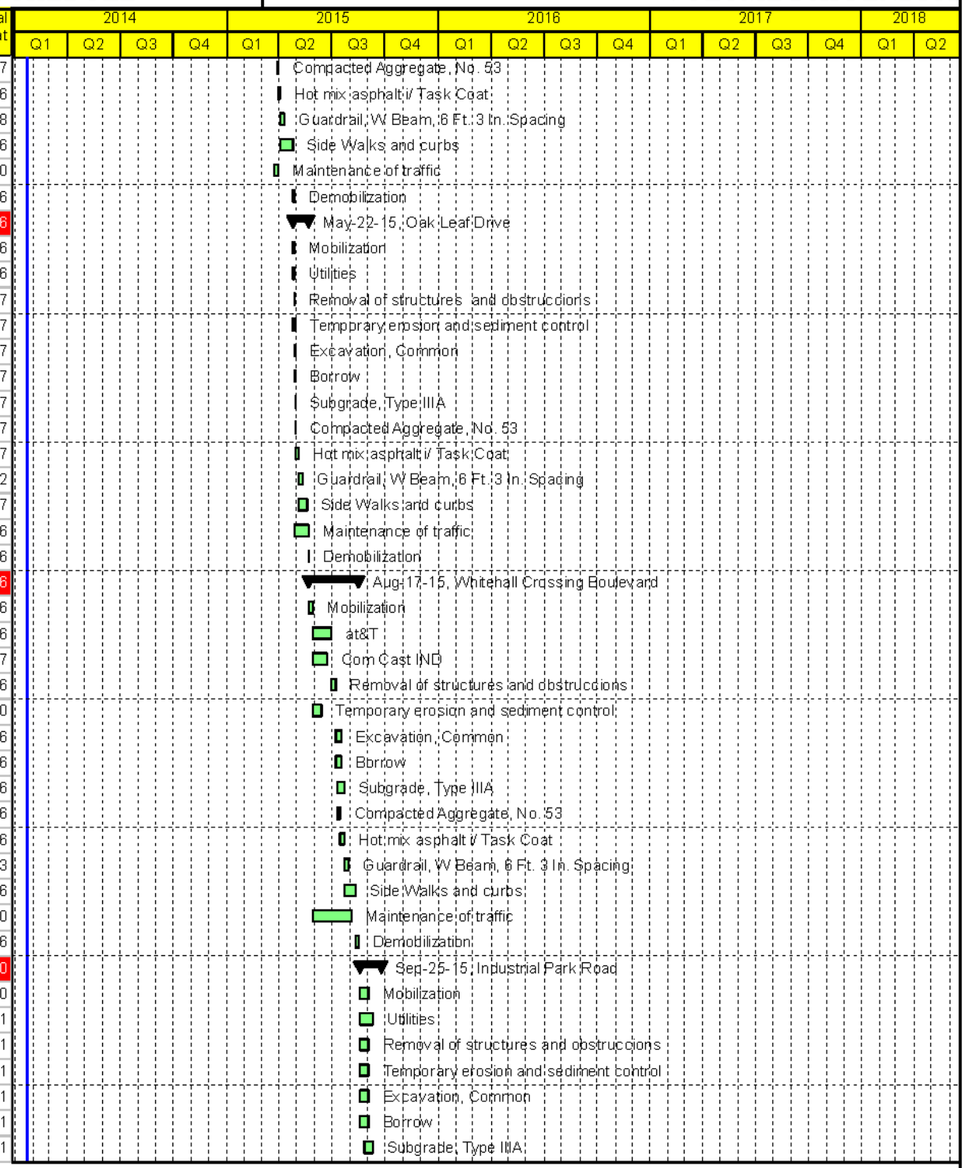
653	Compacted Aggregate, No. 53	1	Mar-30-15	Mar-30-15	37
654	Hot mix asphalt i/ Task Coat	2	Apr-01-15	Apr-02-15	36
655	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Apr-02-15	Apr-09-15	38
656	Side Walks and curbs	7	Apr-02-15	Apr-24-15	36
657	Maintenance of traffic	5	Mar-25-15	Mar-31-15	50
658	Demobilization	1	Apr-24-15	Apr-27-15	36
Oak Leaf Drive		19	Apr-24-15	May-22-15	36
660	Mobilization	1	Apr-24-15	Apr-27-15	36
661	Utilities	1	Apr-24-15	Apr-27-15	36
662	Removal of structures and obstruccions	1	Apr-27-15	Apr-28-15	37
663	Temporary erosion and sediment control	3	Apr-24-15	Apr-29-15	37
664	Excavation, Common	1	Apr-28-15	Apr-29-15	37
665	Borrow	1	Apr-28-15	Apr-29-15	37
666	Subgrade, Type IIIA	1	Apr-29-15	Apr-30-15	37
667	Compacted Aggregate, No. 53	1	Apr-29-15	Apr-30-15	37
668	Hot mix asphalt i/ Task Coat	3	Apr-30-15	May-05-15	37
669	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	May-05-15	May-12-15	42
670	Side Walks and curbs	10	May-05-15	May-19-15	37
671	Maintenance of traffic	17	Apr-27-15	May-21-15	36
672	Demobilization	1	May-21-15	May-22-15	36
Whitehall Crossing Boulevard		60	May-21-15	Aug-17-15	36
674	Mobilization	5	May-21-15	May-29-15	36
675	at&T	22	May-29-15	Jun-30-15	36
676	Com Cast IND	16	May-29-15	Jun-22-15	47
677	Removal of structures and obstruccions	5	Jun-30-15	Jul-08-15	36
678	Temporary erosion and sediment control	10	May-29-15	Jun-12-15	60
679	Excavation, Common	7	Jul-08-15	Jul-17-15	36
680	Borrow	7	Jul-08-15	Jul-17-15	36
681	Subgrade, Type IIIA	10	Jul-09-15	Jul-23-15	36
682	Compacted Aggregate, No. 53	5	Jul-09-15	Jul-16-15	36
683	Hot mix asphalt i/ Task Coat	5	Jul-16-15	Jul-23-15	36
684	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Jul-23-15	Jul-30-15	43
685	Side Walks and curbs	12	Jul-23-15	Aug-10-15	36
686	Maintenance of traffic	46	May-29-15	Aug-04-15	40
687	Demobilization	5	Aug-10-15	Aug-17-15	36
Industrial Park Road		27	Aug-18-15	Sep-25-15	30
689	Mobilization	10	Aug-18-15	Sep-01-15	30
690	Utilities	16	Aug-18-15	Sep-10-15	31
691	Removal of structures and obstruccions	10	Aug-18-15	Sep-01-15	31
692	Temporary erosion and sediment control	10	Aug-18-15	Sep-01-15	31
693	Excavation, Common	10	Aug-18-15	Sep-01-15	31
694	Borrow	10	Aug-18-15	Sep-01-15	31
695	Subgrade, Type IIIA	9	Aug-26-15	Sep-09-15	31



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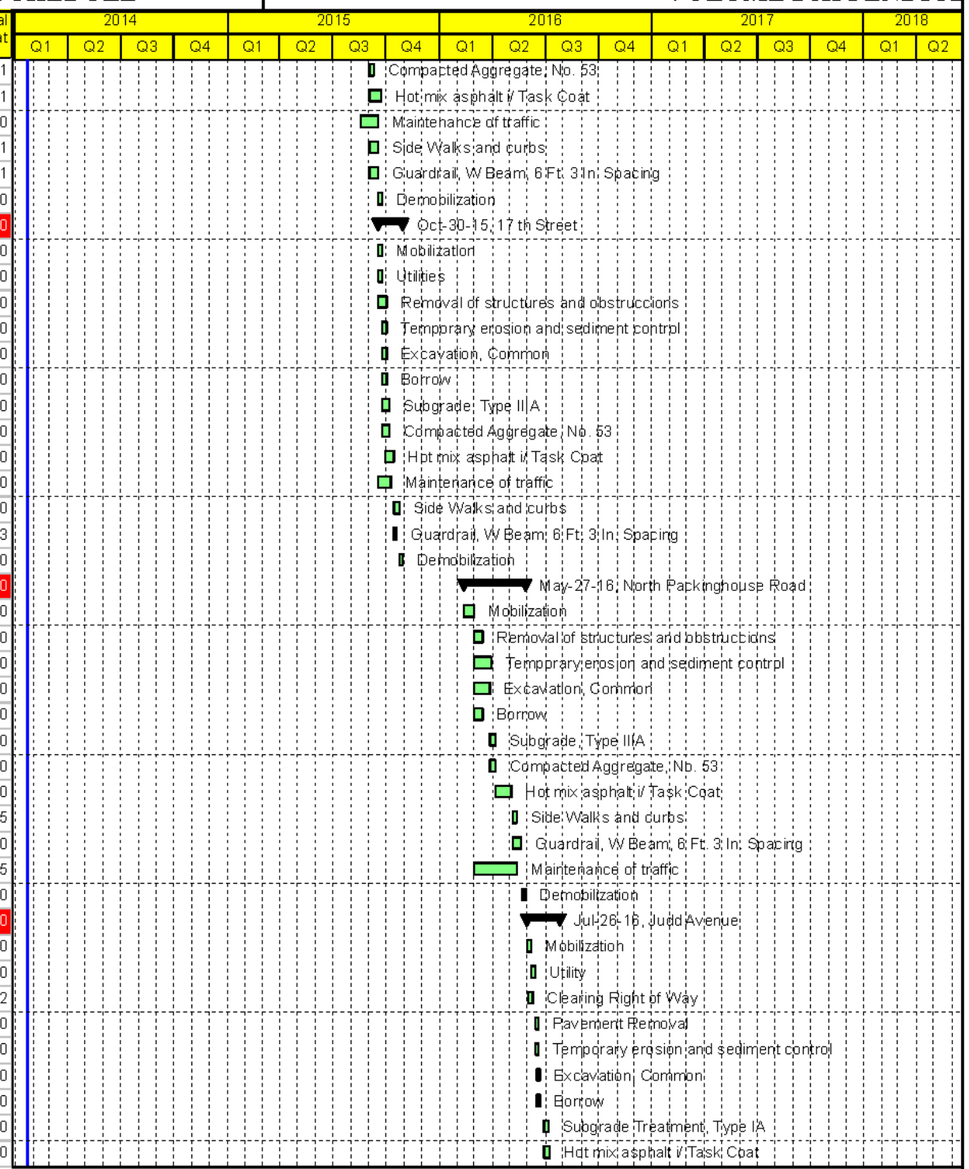
696	Compacted Aggregate, No. 53	5	Sep-01-15	Sep-09-15	31
697	Hot mix asphalt i/ Task Coat	12	Sep-03-15	Sep-22-15	31
698	Maintenance of traffic	22	Aug-18-15	Sep-18-15	30
699	Side Walks and curbs	9	Sep-03-15	Sep-17-15	31
700	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Sep-03-15	Sep-17-15	31
701	Demobilization	5	Sep-18-15	Sep-25-15	30
17 th Street		29	Sep-18-15	Oct-30-15	30
703	Mobilization	5	Sep-18-15	Sep-25-15	30
704	Utilities	5	Sep-18-15	Sep-25-15	30
705	Removal of structures and obstruccions	10	Sep-18-15	Oct-02-15	30
706	Temporary erosion and sediment control	5	Sep-25-15	Oct-02-15	30
707	Excavation, Common	5	Sep-25-15	Oct-02-15	30
708	Borrow	5	Sep-25-15	Oct-02-15	30
709	Subgrade, Type IIIA	7	Sep-25-15	Oct-06-15	30
710	Compacted Aggregate, No. 53	7	Sep-25-15	Oct-06-15	30
711	Hot mix asphalt i/ Task Coat	9	Sep-29-15	Oct-13-15	30
712	Maintenance of traffic	14	Sep-18-15	Oct-08-15	40
713	Side Walks and curbs	8	Oct-13-15	Oct-23-15	30
714	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Oct-13-15	Oct-20-15	33
715	Demobilization	5	Oct-23-15	Oct-30-15	30
North Packinghouse Road		61	Feb-12-16	May-27-16	30
717	Mobilization	10	Feb-12-16	Feb-29-16	30
718	Removal of structures and obstruccions	10	Feb-29-16	Mar-14-16	40
719	Temporary erosion and sediment control	22	Feb-29-16	Mar-30-16	30
720	Excavation, Common	20	Feb-29-16	Mar-28-16	30
721	Borrow	10	Feb-29-16	Mar-14-16	40
722	Subgrade, Type IIIA	5	Mar-28-16	Apr-05-16	30
723	Compacted Aggregate, No. 53	5	Mar-28-16	Apr-05-16	30
724	Hot mix asphalt i/ Task Coat	11	Apr-05-16	May-04-16	30
725	Side Walks and curbs	5	May-05-16	May-13-16	35
726	Guardrail, W Beam, 6 Ft. 3 In. Spacing	10	May-05-16	May-20-16	30
727	Maintenance of traffic	41	Feb-29-16	May-13-16	35
728	Demobilization	5	May-23-16	May-27-16	30
Judd Avenue		40	May-31-16	Jul-26-16	30
730	Mobilization	5	May-31-16	Jun-06-16	30
731	Utility	5	Jun-07-16	Jun-13-16	30
732	Clearing Right of Way	5	Jun-03-16	Jun-09-16	32
733	Pavement Removal	5	Jun-14-16	Jun-20-16	30
734	Temporary erosion and sediment control	5	Jun-14-16	Jun-20-16	50
735	Excavation, Common	5	Jun-16-16	Jun-22-16	30
736	Borrow	5	Jun-16-16	Jun-22-16	30
737	Subgrade Treatment, Type IA	5	Jun-30-16	Jul-07-16	30
738	Hot mix asphalt i/ Task Coat	6	Jun-30-16	Jul-08-16	30



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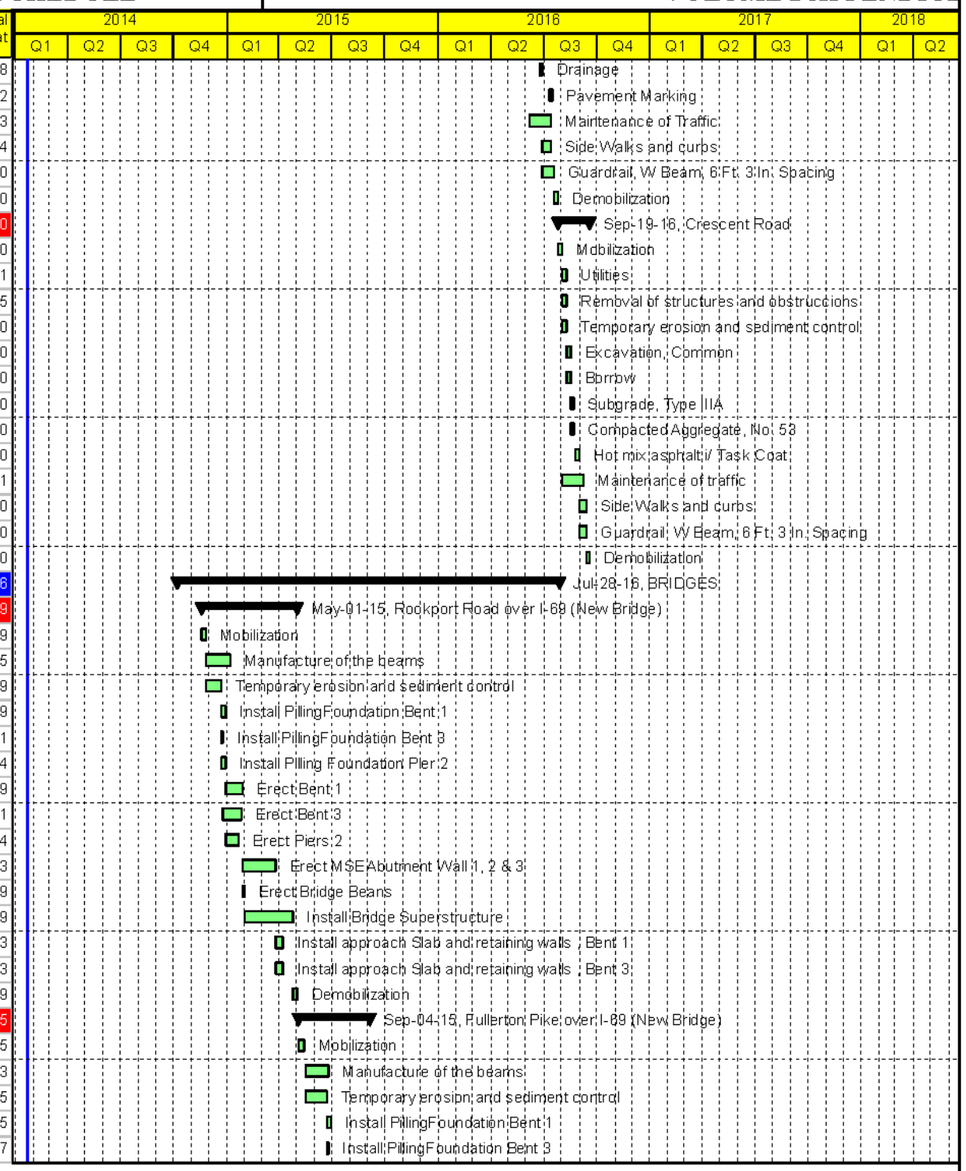
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
739	Drainage	5	Jun-23-16	Jun-29-16	38
740	Pavement Marking	5	Jul-11-16	Jul-15-16	32
741	Maintenance of Traffic	27	Jun-07-16	Jul-14-16	33
742	Side Walks and curbs	9	Jun-30-16	Jul-13-16	34
743	Guardrail, W Beam, 6 Ft. 3 In. Spacing	13	Jun-30-16	Jul-19-16	30
744	Demobilization	5	Jul-20-16	Jul-26-16	30
Crescent Road		38	Jul-27-16	Sep-19-16	30
746	Mobilization	5	Jul-27-16	Aug-02-16	30
747	Utilities	5	Aug-03-16	Aug-09-16	31
748	Removal of structures and obstruccions	5	Aug-03-16	Aug-09-16	35
749	Temporary erosion and sediment control	5	Aug-03-16	Aug-09-16	30
750	Excavation, Common	5	Aug-10-16	Aug-16-16	30
751	Borrow	5	Aug-10-16	Aug-16-16	30
752	Subgrade, Type IIIA	5	Aug-17-16	Aug-23-16	30
753	Compacted Aggregate, No. 53	5	Aug-17-16	Aug-23-16	30
754	Hot mix asphalt i/ Task Coat	6	Aug-24-16	Aug-31-16	30
755	Maintenance of traffic	27	Aug-03-16	Sep-09-16	31
756	Side Walks and curbs	7	Sep-01-16	Sep-12-16	30
757	Guardrail, W Beam, 6 Ft. 3 In. Spacing	7	Sep-01-16	Sep-12-16	30
758	Demobilization	5	Sep-13-16	Sep-19-16	30
BRIDGES		382	Oct-08-14	Jul-28-16	66
Rockport Road over I-69 (New Bridge)		62	Nov-19-14	May-01-15	19
761	Mobilization	5	Nov-19-14	Nov-26-14	19
762	Manufacture of the beams	30	Nov-26-14	Jan-07-15	55
763	Temporary erosion and sediment control	5	Nov-26-14	Dec-22-14	19
764	Install PilingFoundation Bent 1	5	Dec-22-14	Dec-30-14	19
765	Install PilingFoundation Bent 3	3	Dec-22-14	Dec-26-14	21
766	Install Pilling Foundation Pier 2	5	Dec-22-14	Dec-30-14	24
767	Erect Bent 1	10	Dec-30-14	Jan-28-15	19
768	Erect Bent 3	10	Dec-26-14	Jan-26-15	21
769	Erect Piers 2	5	Dec-30-14	Jan-21-15	24
770	Erect MSE Abutment Wall 1, 2 & 3	20	Jan-28-15	Mar-26-15	23
771	Erect Bridge Beans	2	Jan-28-15	Jan-30-15	19
772	Install Bridge Superstructure	30	Jan-30-15	Apr-24-15	19
773	Install approach Slab and retaining walls , Bent 1	8	Mar-26-15	Apr-07-15	23
774	Install approach Slab and retaining walls , Bent 3	8	Mar-26-15	Apr-07-15	23
775	Demobilization	5	Apr-24-15	May-01-15	19
Fullerton Pike over I-69 (New Bridge)		87	May-04-15	Sep-04-15	75
777	Mobilization	10	May-04-15	May-15-15	75
778	Manufacture of the beams	30	May-18-15	Jun-26-15	93
779	Temporary erosion and sediment control	25	May-18-15	Jun-23-15	75
780	Install PilingFoundation Bent 1	5	Jun-24-15	Jun-30-15	75
781	Install PilingFoundation Bent 3	3	Jun-24-15	Jun-26-15	77



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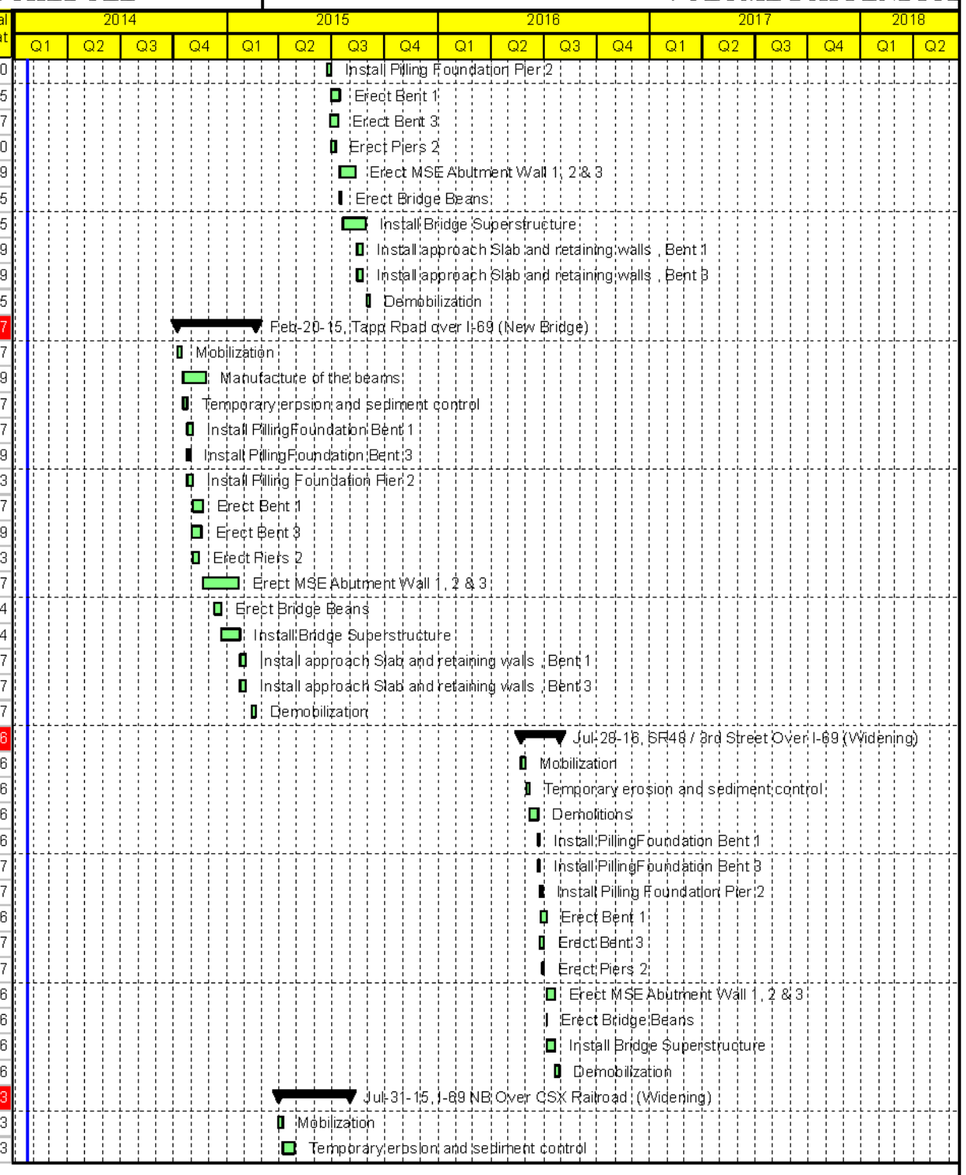
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
782	Install Pilling Foundation Pier 2	5	Jun-24-15	Jun-30-15	80
783	Erect Bent 1	10	Jul-01-15	Jul-15-15	75
784	Erect Bent 3	10	Jun-29-15	Jul-13-15	77
785	Erect Piers 2	5	Jul-01-15	Jul-08-15	80
786	Erect MSE Abutment Wall 1, 2 & 3	20	Jul-16-15	Aug-12-15	79
787	Erect Bridge Beans	2	Jul-16-15	Jul-17-15	75
788	Install Bridge Superstructure	30	Jul-20-15	Aug-28-15	75
789	Install approach Slab and retaining walls , Bent 1	8	Aug-13-15	Aug-24-15	79
790	Install approach Slab and retaining walls , Bent 3	8	Aug-13-15	Aug-24-15	79
791	Demobilization	5	Aug-31-15	Sep-04-15	75
Tapp Road over I-69 (New Bridge)		60	Oct-08-14	Feb-20-15	47
793	Mobilization	5	Oct-08-14	Oct-15-14	47
794	Manufacture of the beams	30	Oct-16-14	Nov-26-14	109
795	Temporary erosion and sediment control	5	Oct-17-14	Oct-23-14	47
796	Install PilingFoundation Bent 1	7	Oct-24-14	Nov-03-14	47
797	Install PilingFoundation Bent 3	5	Oct-24-14	Oct-30-14	49
798	Install Pilling Foundation Pier 2	7	Oct-24-14	Nov-03-14	63
799	Erect Bent 1	10	Nov-04-14	Nov-20-14	47
800	Erect Bent 3	10	Oct-31-14	Nov-18-14	49
801	Erect Piers 2	5	Nov-04-14	Nov-13-14	63
802	Erect MSE Abutment Wall 1, 2 & 3	20	Nov-21-14	Jan-22-15	47
803	Erect Bridge Beans	5	Dec-11-14	Dec-22-14	54
804	Install Bridge Superstructure	12	Dec-23-14	Jan-23-15	54
805	Install approach Slab and retaining walls , Bent 1	8	Jan-23-15	Feb-03-15	47
806	Install approach Slab and retaining walls , Bent 3	8	Jan-23-15	Feb-03-15	47
807	Demobilization	5	Feb-13-15	Feb-20-15	47
SR48 / 3rd Street Over I-69 (Widening)		46	May-24-16	Jul-28-16	66
825	Mobilization	5	May-24-16	May-31-16	66
826	Temporary erosion and sediment control	5	Jun-01-16	Jun-07-16	66
827	Demolitions	10	Jun-08-16	Jun-21-16	66
828	Install PilingFoundation Bent 1	3	Jun-22-16	Jun-24-16	66
829	Install PilingFoundation Bent 3	2	Jun-22-16	Jun-23-16	67
830	Install Pilling Foundation Pier 2	3	Jun-24-16	Jun-28-16	67
831	Erect Bent 1	6	Jun-27-16	Jul-05-16	66
832	Erect Bent 3	6	Jun-24-16	Jul-01-16	67
833	Erect Piers 2	3	Jun-29-16	Jul-01-16	67
834	Erect MSE Abutment Wall 1, 2 & 3	12	Jul-06-16	Jul-21-16	66
835	Erect Bridge Beans	2	Jul-06-16	Jul-07-16	76
836	Install Bridge Superstructure	12	Jul-06-16	Jul-21-16	66
837	Demobilization	5	Jul-22-16	Jul-28-16	66
I-69 NB Over CSX Railroad (Widening)		78	Apr-01-15	Jul-31-15	73
839	Mobilization	5	Apr-01-15	Apr-07-15	73
840	Temporary erosion and sediment control	5	Apr-08-15	Apr-27-15	73



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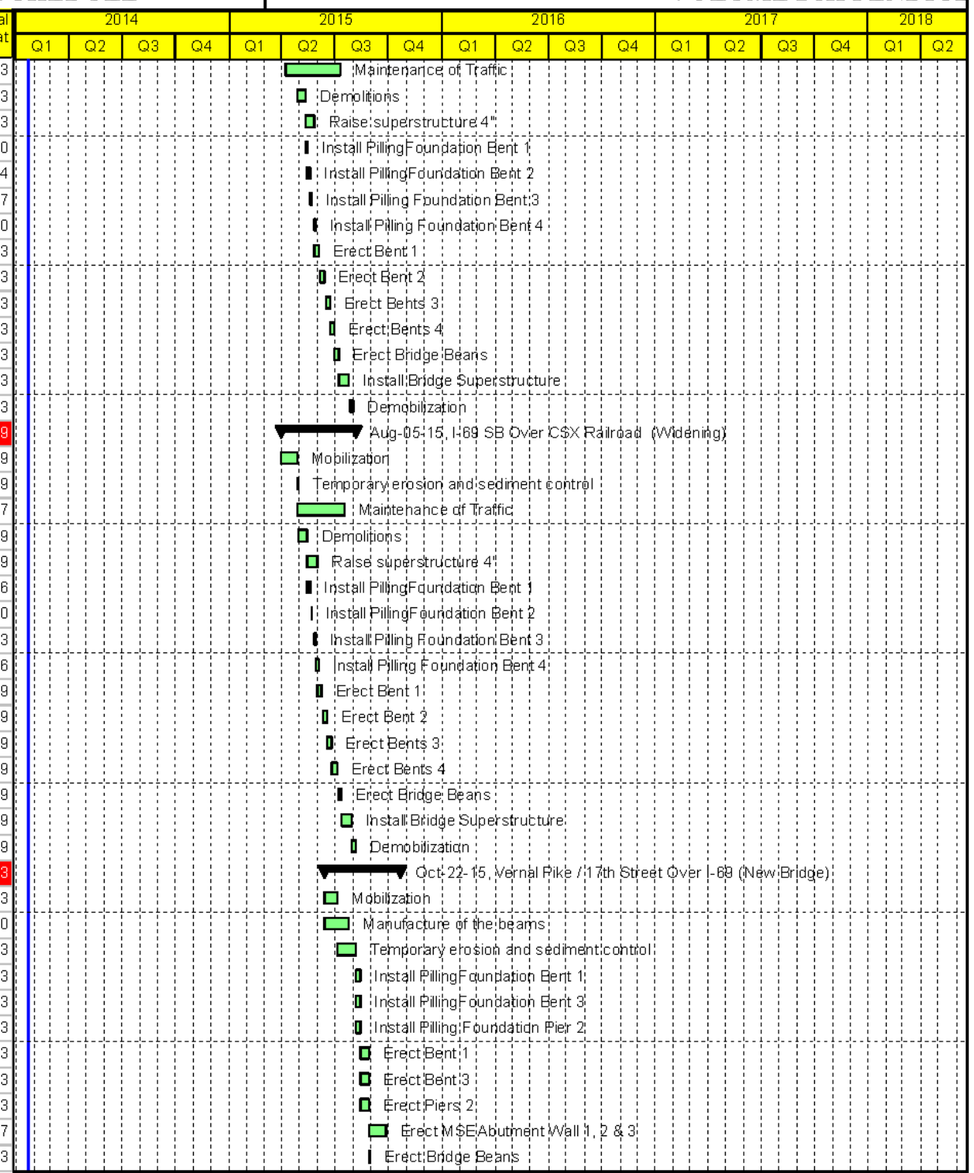
841	Maintenance of Traffic	56	Apr-08-15	Jul-10-15	83
842	Demolitions	10	Apr-28-15	May-11-15	73
843	Raise superstructure 4"	10	May-12-15	May-27-15	73
844	Install PilingFoundation Bent 1	3	May-12-15	May-14-15	80
845	Install PilingFoundation Bent 2	2	May-15-15	May-18-15	84
846	Install Piling Foundation Bent 3	3	May-19-15	May-22-15	87
847	Install Piling Foundation Bent 4	3	May-26-15	May-28-15	90
848	Erect Bent 1	6	May-28-15	Jun-04-15	73
849	Erect Bent 2	6	Jun-05-15	Jun-12-15	73
850	Erect Bents 3	6	Jun-15-15	Jun-22-15	73
851	Erect Bents 4	6	Jun-23-15	Jun-30-15	73
852	Erect Bridge Beans	5	Jul-01-15	Jul-08-15	73
853	Install Bridge Superstructure	12	Jul-09-15	Jul-24-15	73
854	Demobilization	5	Jul-27-15	Jul-31-15	73
I-69 SB Over CSX Railroad (Widening)		79	Apr-01-15	Aug-05-15	149
856	Mobilization	10	Apr-01-15	Apr-27-15	149
857	Temporary erosion and sediment control	3	Apr-28-15	Apr-30-15	149
858	Maintenance of Traffic	56	Apr-28-15	Jul-17-15	157
859	Demolitions	10	May-01-15	May-14-15	149
860	Raise superstructure 4"	10	May-15-15	Jun-01-15	149
861	Install PilingFoundation Bent 1	3	May-15-15	May-19-15	156
862	Install PilingFoundation Bent 2	2	May-21-15	May-22-15	160
863	Install Piling Foundation Bent 3	3	May-26-15	May-28-15	163
864	Install Piling Foundation Bent 4	3	May-29-15	Jun-02-15	166
865	Erect Bent 1	6	Jun-02-15	Jun-09-15	149
866	Erect Bent 2	6	Jun-10-15	Jun-17-15	149
867	Erect Bents 3	6	Jun-18-15	Jun-25-15	149
868	Erect Bents 4	6	Jun-26-15	Jul-06-15	149
869	Erect Bridge Beans	5	Jul-07-15	Jul-13-15	149
870	Install Bridge Superstructure	12	Jul-14-15	Jul-29-15	149
871	Demobilization	5	Jul-30-15	Aug-05-15	149
Vernal Pike / 17th Street Over I-69 (New Bridge)		91	Jun-12-15	Oct-22-15	43
873	Mobilization	15	Jun-12-15	Jul-06-15	43
874	Manufacture of the beams	30	Jun-12-15	Jul-24-15	70
875	Temporary erosion and sediment control	23	Jul-06-15	Aug-06-15	43
876	Install PilingFoundation Bent 1	6	Aug-06-15	Aug-14-15	43
877	Install PilingFoundation Bent 3	6	Aug-06-15	Aug-14-15	43
878	Install Piling Foundation Pier 2	6	Aug-06-15	Aug-14-15	43
879	Erect Bent 1	10	Aug-14-15	Aug-28-15	43
880	Erect Bent 3	10	Aug-14-15	Aug-28-15	43
881	Erect Piers 2	10	Aug-14-15	Aug-28-15	43
882	Erect MSE Abutment Wall 1, 2 & 3	20	Aug-28-15	Sep-28-15	47
883	Erect Bridge Beans	2	Aug-28-15	Sep-01-15	43



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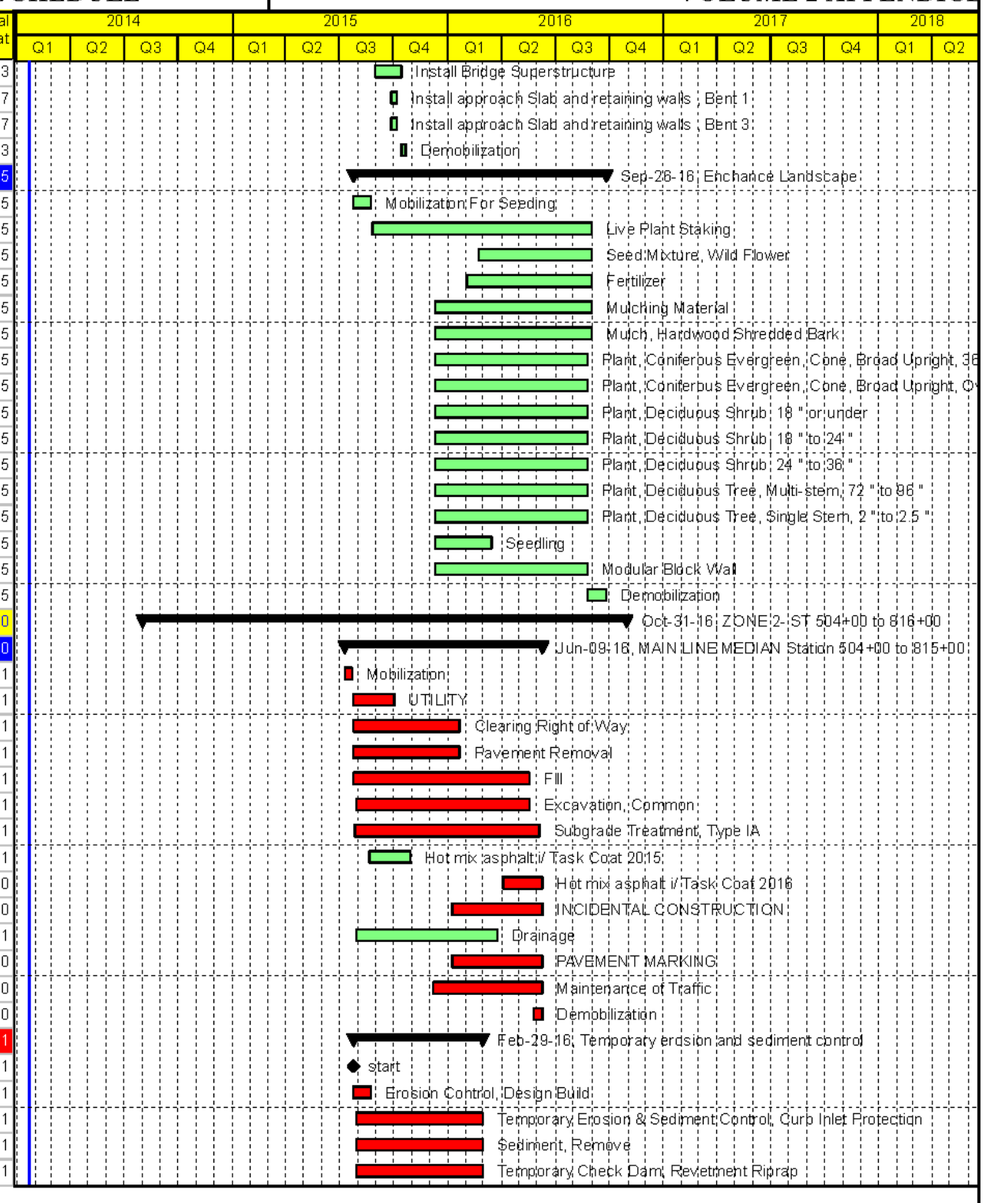
884	Install Bridge Superstructure	30	Sep-01-15	Oct-15-15	43
885	Install approach Slab and retaining walls , Bent 1	8	Sep-28-15	Oct-08-15	47
886	Install approach Slab and retaining walls , Bent 3	8	Sep-28-15	Oct-08-15	47
887	Demobilization	5	Oct-15-15	Oct-22-15	43
Enchance Landscape		279	Jul-24-15	Sep-26-16	25
889	Mobilization For Seeding	22	Jul-24-15	Aug-24-15	25
890	Live Plant Staking	241	Aug-25-15	Sep-01-16	25
891	Seed Mixture, Wild Flower	123	Feb-23-16	Sep-01-16	25
892	Fertilizer	137	Feb-02-16	Sep-01-16	25
893	Mulching Material	172	Dec-10-15	Sep-01-16	25
894	Mulch, Hardwood Shredded Bark	172	Dec-10-15	Sep-01-16	25
895	Plant, Coniferous Evergreen, Cone, Broad Upright, 36 " or Under	166	Dec-10-15	Aug-24-16	25
896	Plant, Coniferous Evergreen, Cone, Broad Upright, Over 72 " to 96 "	166	Dec-10-15	Aug-24-16	25
897	Plant, Deciduous Shrub, 18 " or under	166	Dec-10-15	Aug-24-16	25
898	Plant, Deciduous Shrub, 18 " to 24 "	166	Dec-10-15	Aug-24-16	25
899	Plant, Deciduous Shrub, 24 " to 36 "	166	Dec-10-15	Aug-24-16	25
900	Plant, Deciduous Tree, Multi-stem, 72 " to 96 "	166	Dec-10-15	Aug-24-16	25
901	Plant, Deciduous Tree, Single Stem, 2 " to 2.5 "	166	Dec-10-15	Aug-24-16	25
902	Seedling	66	Dec-10-15	Mar-16-16	125
903	Modular Block Wall	166	Dec-10-15	Aug-24-16	25
904	Demobilization	22	Aug-25-16	Sep-26-16	25
ZONE 2- ST 504+00 to 816+00		495	Aug-01-14	Oct-31-16	0
MAIN LINE MEDIAN Station 504+00 to 815+00		214	Jul-10-15	Jun-09-16	0
907	Mobilization	10	Jul-10-15	Jul-23-15	1
908	UTILITY	50	Jul-24-15	Oct-02-15	1
909	Clearing Right of Way	119	Jul-24-15	Jan-21-16	1
910	Pavement Removal	119	Jul-24-15	Jan-21-16	1
945	Fill	190	Jul-24-15	May-19-16	1
946	Excavation, Common	185	Jul-31-15	May-19-16	1
947	Subgrade Treatment, Type IA	198	Jul-28-15	Jun-03-16	1
949	Hot mix asphalt i/ Task Coat 2015	50	Aug-20-15	Oct-30-15	91
950	Hot mix asphalt i/ Task Coat 2016	36	Apr-04-16	Jun-09-16	0
951	INCIDENTAL CONSTRUCTION	94	Jan-08-16	Jun-09-16	0
952	Drainage	158	Jul-31-15	Mar-24-16	41
953	PAVEMENT MARKING	94	Jan-08-16	Jun-09-16	0
954	Maintenance of Traffic	115	Dec-08-15	Jun-09-16	0
955	Demobilization	10	May-26-16	Jun-09-16	0
Temporary erosion and sediment control		145	Jul-24-15	Feb-29-16	1
912	start	0	Jul-24-15		1
913	Erosion Control, Design Build	22	Jul-24-15	Aug-24-15	1
914	Temporary Erosion & Sediment Control, Curb Inlet Protection	140	Jul-31-15	Feb-29-16	1
915	Sediment, Remove	140	Jul-31-15	Feb-29-16	1
916	Temporary Check Dam, Revetment Riprap	140	Jul-31-15	Feb-29-16	1



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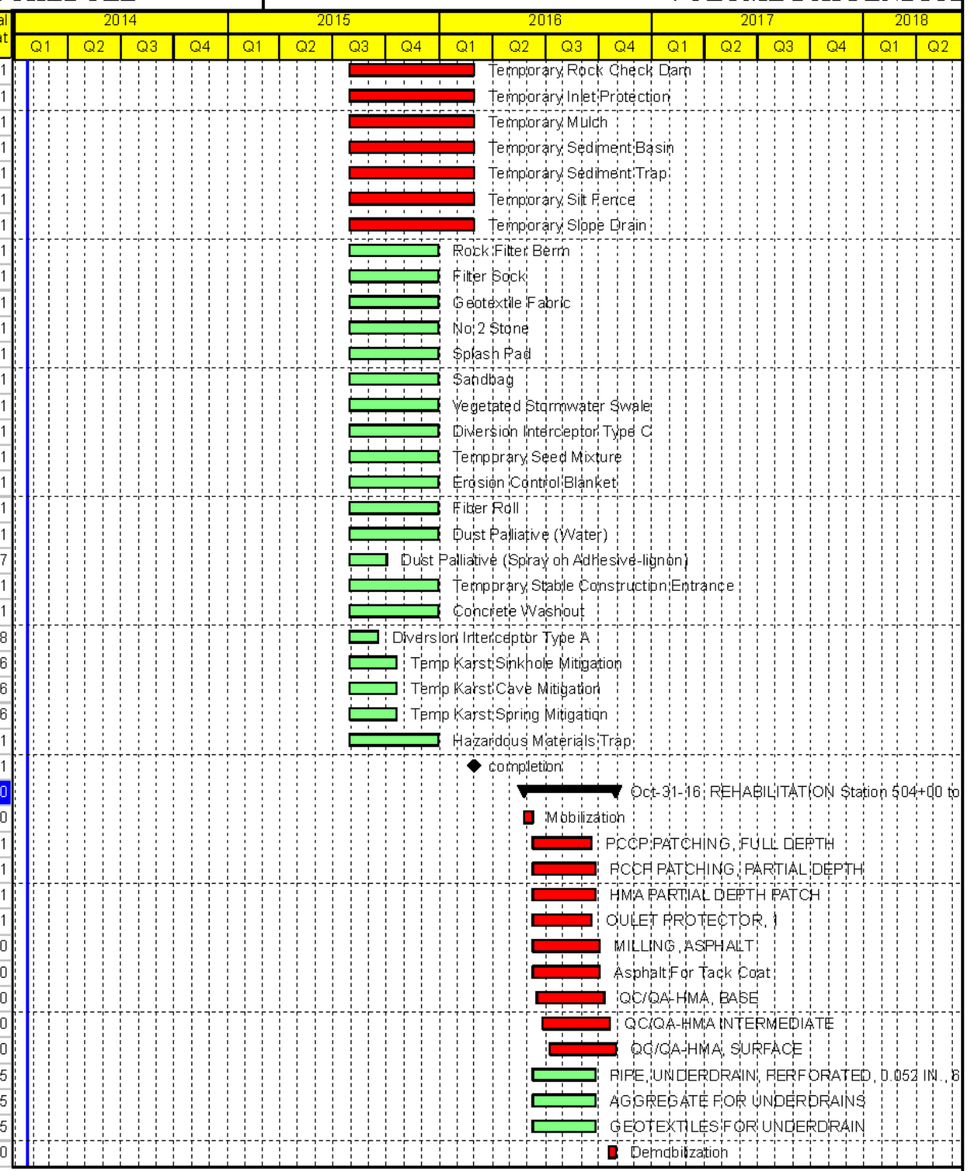
917	Temporary Rock Check Dam	140	Jul-31-15	Feb-29-16	1
918	Temporary Inlet Protection	140	Jul-31-15	Feb-29-16	1
919	Temporary Mulch	140	Jul-31-15	Feb-29-16	1
920	Temporary Sediment Basin	140	Jul-31-15	Feb-29-16	1
921	Temporary Sediment Trap	140	Jul-31-15	Feb-29-16	1
922	Temporary Silt Fence	140	Jul-31-15	Feb-29-16	1
923	Temporary Slope Drain	140	Jul-31-15	Feb-29-16	1
924	Rock Filter Berm	100	Jul-31-15	Dec-30-15	41
925	Filter Sock	100	Jul-31-15	Dec-30-15	41
926	Geotextile Fabric	100	Jul-31-15	Dec-30-15	41
927	No 2 Stone	100	Jul-31-15	Dec-30-15	41
928	Splash Pad	100	Jul-31-15	Dec-30-15	41
929	Sandbag	100	Jul-31-15	Dec-30-15	41
930	Vegetated Stormwater Swale	100	Jul-31-15	Dec-30-15	41
931	Diversion Interceptor Type C	100	Jul-31-15	Dec-30-15	41
932	Temporary Seed Mixture	100	Jul-31-15	Dec-30-15	41
933	Erosion Control Blanket	100	Jul-31-15	Dec-30-15	41
934	Fiber Roll	100	Jul-31-15	Dec-30-15	41
935	Dust Palliative (Water)	100	Jul-31-15	Dec-30-15	41
936	Dust Palliative (Spray on Adhesive-lignon)	44	Jul-31-15	Oct-01-15	97
937	Temporary Stable Construction Entrance	100	Jul-31-15	Dec-30-15	41
938	Concrete Washout	100	Jul-31-15	Dec-30-15	41
939	Diversion Interceptor Type A	33	Jul-31-15	Sep-16-15	108
940	Temp Karst Sinkhole Mitigation	55	Jul-31-15	Oct-19-15	86
941	Temp Karst Cave Mitigation	55	Jul-31-15	Oct-19-15	86
942	Temp Karst Spring Mitigation	55	Jul-31-15	Oct-19-15	86
943	Hazardous Materials Trap	100	Jul-31-15	Dec-30-15	41
944	completion	0		Feb-29-16	1
REHABILITATION Station 504+00 to 916+00		110	May-26-16	Oct-31-16	0
957	Mobilization	10	May-26-16	Jun-09-16	0
959	PCCP PATCHING, FULL DEPTH	70	Jun-10-16	Sep-19-16	1
960	PCCP PATCHING, PARTIAL DEPTH	75	Jun-10-16	Sep-26-16	1
961	HMA PARTIAL DEPTH PATCH	75	Jun-10-16	Sep-26-16	1
962	OULET PROTECTOR, 1	70	Jun-10-16	Sep-19-16	1
963	MILLING, ASPHALT	81	Jun-10-16	Oct-04-16	0
964	Asphalt For Tack Coat	81	Jun-10-16	Oct-04-16	0
965	QC/QA-HMA, BASE	81	Jun-16-16	Oct-10-16	0
966	QC/QA-HMA INTERMEDIATE	81	Jun-27-16	Oct-19-16	0
968	QC/QA-HMA, SURFACE	81	Jul-08-16	Oct-31-16	0
970	PIPE, UNDERDRAIN, PERFORATED, 0.052 IN., 6 IN.	75	Jun-10-16	Sep-26-16	25
971	AGGREGATE FOR UNDERDRAINS	75	Jun-10-16	Sep-26-16	25
972	GEOTEXTILES FOR UNDERDRAIN	75	Jun-10-16	Sep-26-16	25
973	Demobilization	10	Oct-18-16	Oct-31-16	0



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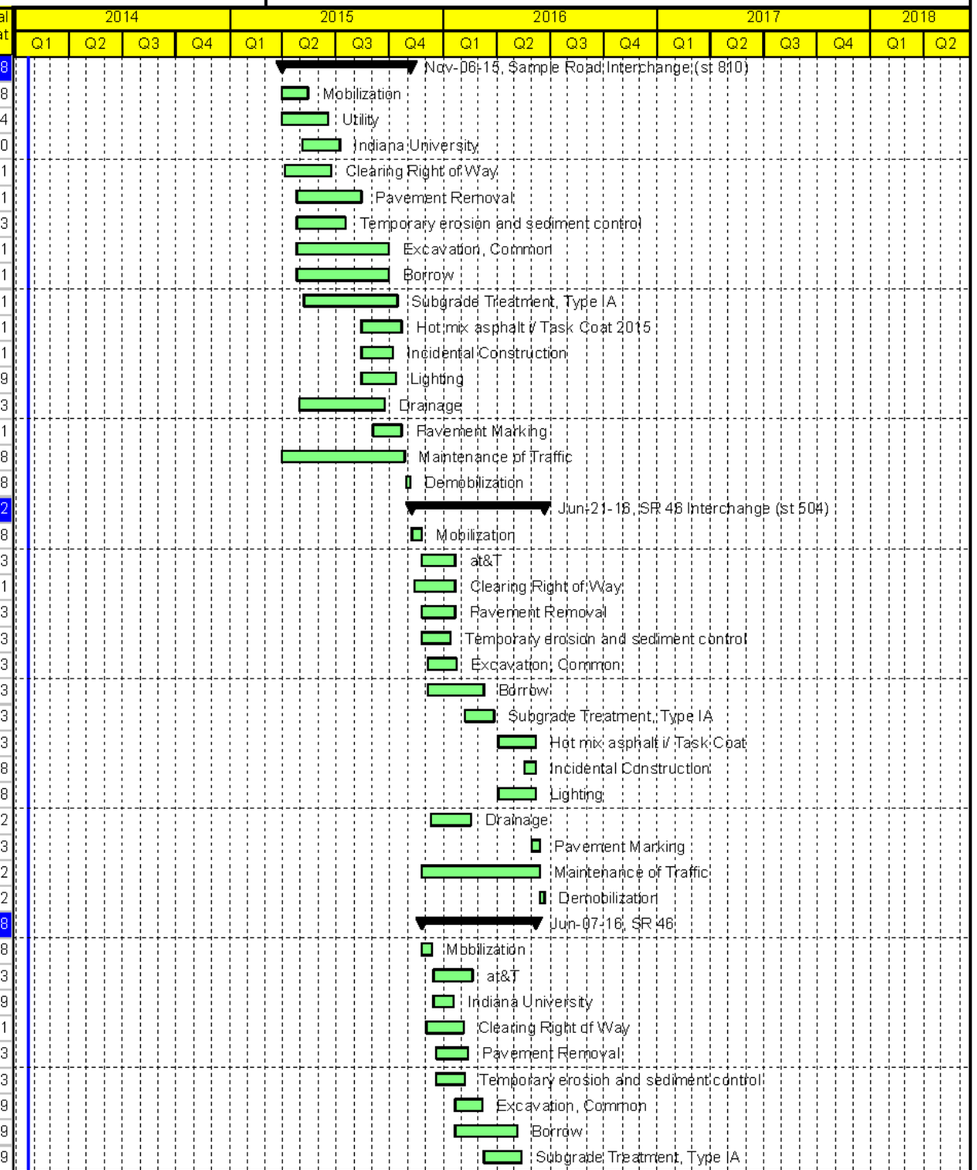
Sample Road Interchange (st 810)		141	Apr-01-15	Nov-06-15	8
975	Mobilization	23	Apr-01-15	May-14-15	8
976	Utility	45	Apr-01-15	Jun-17-15	14
977	Indiana University	44	May-05-15	Jul-08-15	70
978	Clearing Right of Way	45	Apr-06-15	Jun-22-15	11
979	Pavement Removal	78	Apr-24-15	Aug-14-15	11
980	Temporary erosion and sediment control	58	Apr-24-15	Jul-17-15	63
981	Excavation, Common	110	Apr-24-15	Sep-30-15	11
982	Borrow	110	Apr-24-15	Sep-30-15	11
983	Subgrade Treatment, Type IA	110	May-08-15	Oct-15-15	11
984	Hot mix asphalt i/ Task Coat 2015	48	Aug-14-15	Oct-22-15	11
985	Incidental Construction	38	Aug-14-15	Oct-08-15	21
986	Lighting	40	Aug-14-15	Oct-13-15	19
987	Drainage	98	May-01-15	Sep-21-15	33
988	Pavement Marking	35	Sep-02-15	Oct-22-15	11
989	Maintenance of Traffic	136	Apr-01-15	Oct-27-15	8
990	Demobilization	5	Oct-28-15	Nov-06-15	8
SR 46 Interchange (st 504)		141	Nov-09-15	Jun-21-16	92
0992	Mobilization	11	Nov-09-15	Nov-24-15	8
0993	at&T	37	Nov-25-15	Jan-21-16	93
0994	Clearing Right of Way	45	Nov-13-15	Jan-21-16	101
0995	Pavement Removal	37	Nov-25-15	Jan-21-16	93
0996	Temporary erosion and sediment control	33	Nov-25-15	Jan-14-16	93
0997	Excavation, Common	33	Dec-04-15	Jan-22-16	93
0998	Borrow	66	Dec-04-15	Mar-10-16	93
0999	Subgrade Treatment, Type IA	35	Feb-08-16	Mar-28-16	93
1000	Hot mix asphalt i/ Task Coat	33	Apr-04-16	Jun-07-16	93
1001	Incidental Construction	12	May-19-16	Jun-07-16	98
1002	Lighting	33	Apr-04-16	Jun-07-16	98
1003	Drainage	45	Dec-11-15	Feb-17-16	162
1004	Pavement Marking	10	May-31-16	Jun-14-16	93
1005	Maintenance of Traffic	125	Nov-25-15	Jun-14-16	92
1006	Demobilization	5	Jun-15-16	Jun-21-16	92
SR 46		120	Nov-25-15	Jun-07-16	8
1008	Mobilization	11	Nov-25-15	Dec-11-15	8
1009	at&T	45	Dec-14-15	Feb-18-16	23
1010	Indiana University	24	Dec-14-15	Jan-19-16	9
1011	Clearing Right of Way	45	Dec-02-15	Feb-05-16	31
1012	Pavement Removal	37	Dec-21-15	Feb-12-16	23
1013	Temporary erosion and sediment control	33	Dec-21-15	Feb-08-16	23
1014	Excavation, Common	33	Jan-20-16	Mar-07-16	9
1015	Borrow	66	Jan-20-16	May-06-16	9
1016	Subgrade Treatment, Type IA	33	Mar-10-16	May-12-16	9



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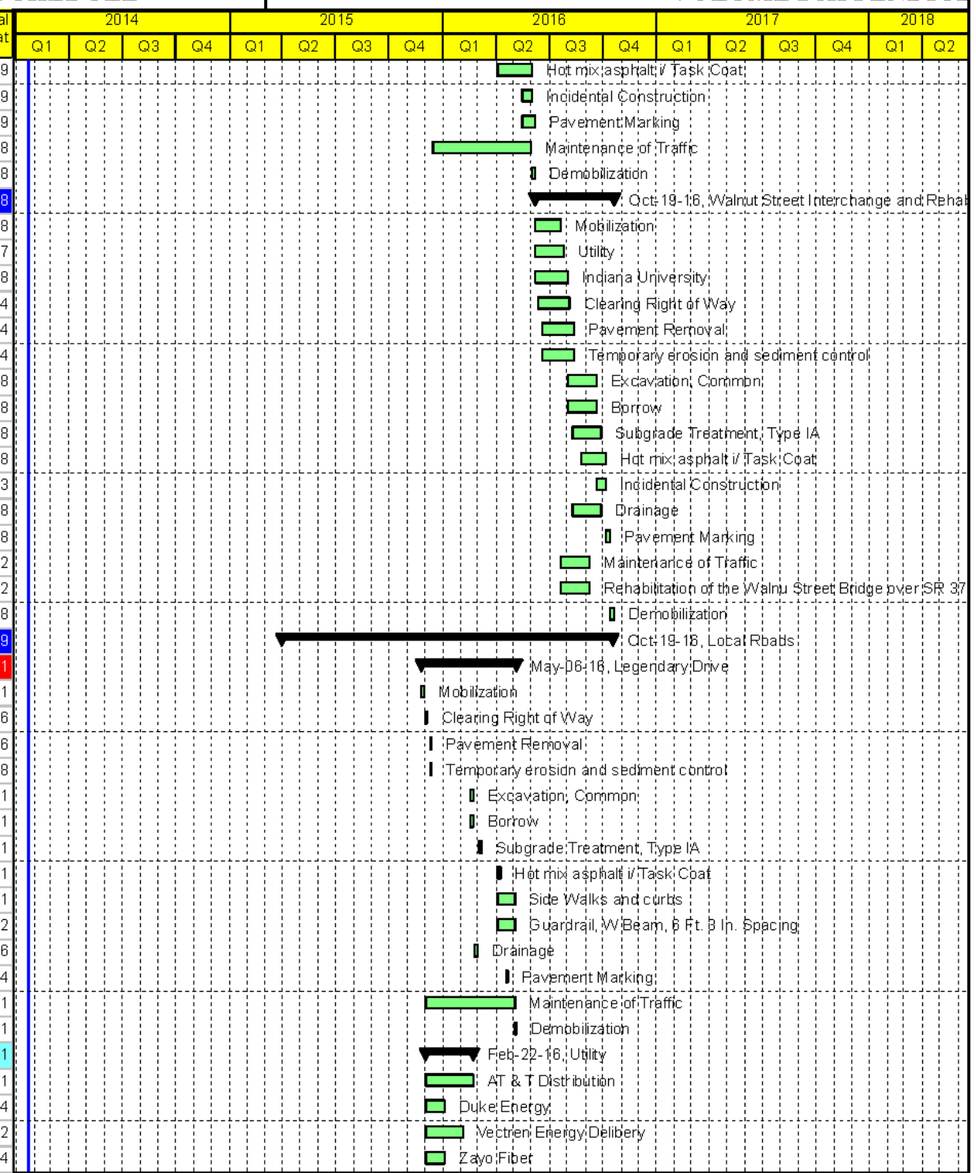
1017	Hot mix asphalt i/ Task Coat	30	Apr-04-16*	Jun-01-16	9
1018	Incidental Construction	12	May-16-16	Jun-01-16	9
1019	Pavement Marking	15	May-16-16	Jun-06-16	9
1020	Maintenance of Traffic	104	Dec-14-15	May-31-16	8
1021	Demobilization	5	Jun-01-16	Jun-07-16	8
Walnut Street Interchange and Rehabilitation of Walnut Bridge		94	Jun-08-16	Oct-19-16	8
1023	Mobilization	30	Jun-08-16	Jul-20-16	8
1024	Utility	33	Jun-08-16	Jul-25-16	37
1025	Indiana University	39	Jun-08-16	Aug-02-16	8
1026	Clearing Right of Way	39	Jun-13-16	Aug-05-16	34
1027	Pavement Removal	39	Jun-20-16	Aug-12-16	34
1028	Temporary erosion and sediment control	39	Jun-20-16	Aug-12-16	34
1029	Excavation, Common	35	Aug-03-16	Sep-21-16	8
1030	Borrow	35	Aug-03-16	Sep-21-16	8
1031	Subgrade Treatment, Type IA	35	Aug-10-16	Sep-28-16	8
1032	Hot mix asphalt i/ Task Coat	29	Aug-25-16	Oct-05-16	8
1033	Incidental Construction	12	Sep-20-16	Oct-05-16	13
1034	Drainage	35	Aug-10-16	Sep-28-16	18
1035	Pavement Marking	5	Oct-06-16	Oct-12-16	8
1036	Maintenance of Traffic	35	Jul-21-16	Sep-08-16	32
1037	Rehabilitation of the Walnu Street Bridge over SR 37	35	Jul-21-16	Sep-08-16	32
1038	Demobilization	5	Oct-13-16	Oct-19-16	8
Local Roads		365	Apr-01-15	Oct-19-16	9
Legendary Drive		101	Nov-25-15	May-06-16	121
1041	Mobilization	3	Nov-25-15	Dec-01-15	121
1047	Clearing Right of Way	3	Dec-02-15	Dec-04-15	166
1048	Pavement Removal	3	Dec-09-15	Dec-11-15	166
1049	Temporary erosion and sediment control	3	Dec-09-15	Dec-11-15	168
1050	Excavation, Common	3	Feb-18-16	Feb-22-16	121
1051	Borrow	3	Feb-18-16	Feb-22-16	121
1052	Subgrade Treatment, Type IA	3	Mar-03-16	Mar-07-16	121
1053	Hot mix asphalt i/ Task Coat	4	Apr-04-16	Apr-08-16	121
1054	Side Walks and curbs	12	Apr-04-16	May-03-16	121
1055	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Apr-04-16	May-02-16	122
1056	Drainage	3	Feb-25-16	Feb-29-16	156
1057	Pavement Marking	3	Apr-19-16	Apr-22-16	124
1058	Maintenance of Traffic	95	Dec-02-15	May-03-16	121
1059	Demobilization	3	May-04-16	May-06-16	121
Utility		55	Dec-02-15	Feb-22-16	121
1043	AT & T Distribution	55	Dec-02-15	Feb-22-16	121
1044	Duke Energy	22	Dec-02-15	Jan-04-16	154
1045	Vectren Energy Delibery	44	Dec-02-15	Feb-04-16	132
1046	Zayo Fiber	22	Dec-02-15	Jan-04-16	154



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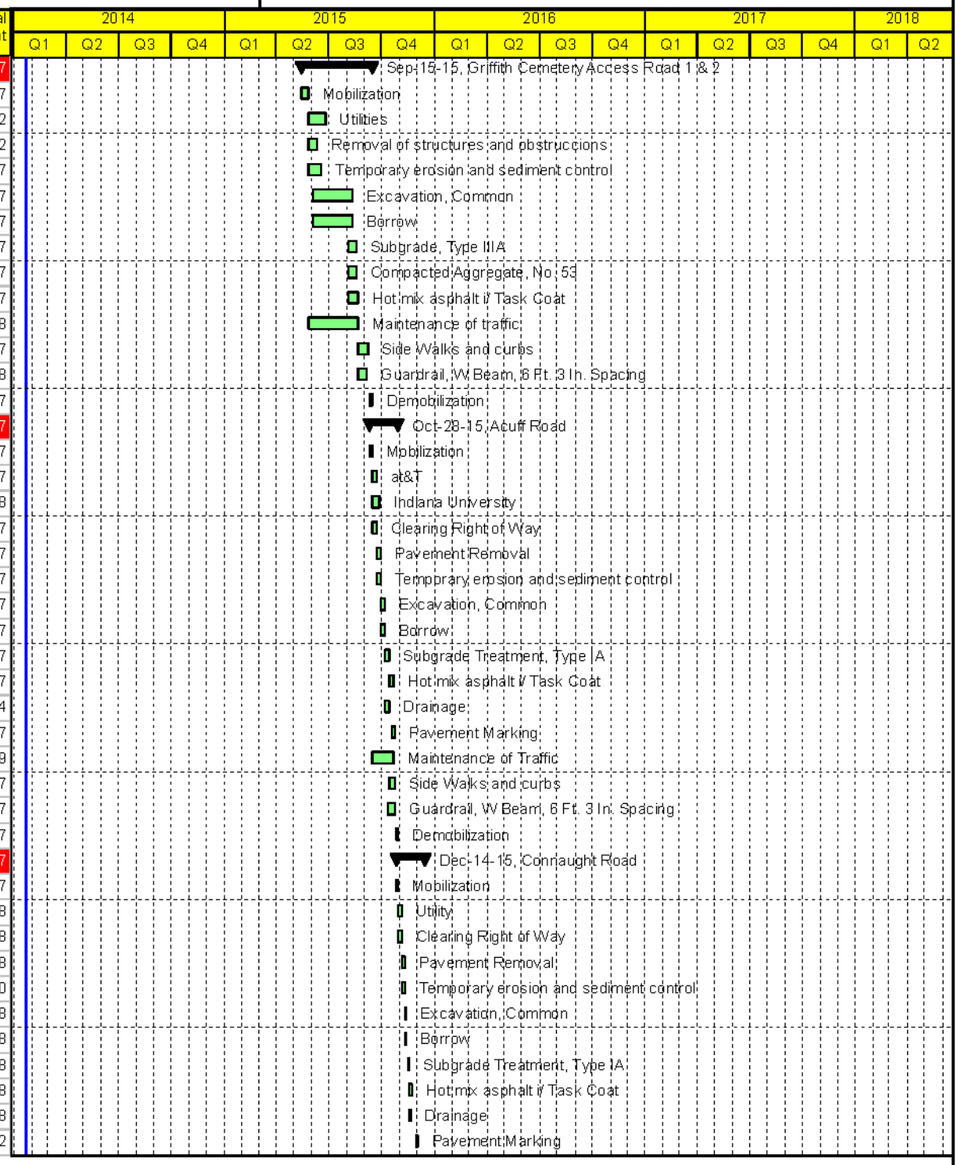
Griffith Cemetery Access Road 1 & 2		**84**	**May-15-15**	**Sep-15-15**	**37**
1061	Mobilization	7	May-15-15	May-27-15	37
1062	Utilities	22	May-28-15	Jun-26-15	42
1063	Removal of structures and obstruccions	10	May-28-15	Jun-10-15	42
1064	Temporary erosion and sediment control	15	May-28-15	Jun-17-15	37
1065	Excavation, Common	48	Jun-04-15	Aug-11-15	37
1066	Borrow	48	Jun-04-15	Aug-11-15	37
1067	Subgrade, Type IIIA	12	Aug-03-15	Aug-18-15	37
1068	Compacted Aggregate, No. 53	10	Aug-05-15	Aug-18-15	37
1069	Hot mix asphalt i/ Task Coat	13	Aug-03-15	Aug-20-15	37
1070	Maintenance of traffic	61	May-28-15	Aug-21-15	48
1071	Side Walks and curbs	12	Aug-21-15	Sep-08-15	37
1072	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Aug-21-15	Sep-04-15	38
1073	Demobilization	5	Sep-09-15	Sep-15-15	37
Acuff Road		**33**	**Sep-11-15**	**Oct-28-15**	**37**
1075	Mobilization	3	Sep-11-15	Sep-15-15	37
1076	at&T	5	Sep-16-15	Sep-22-15	37
1077	Indiana University	9	Sep-16-15	Sep-28-15	38
1078	Clearing Right of Way	5	Sep-16-15	Sep-22-15	37
1079	Pavement Removal	5	Sep-23-15	Sep-29-15	37
1080	Temporary erosion and sediment control	5	Sep-23-15	Sep-29-15	37
1081	Excavation, Common	5	Sep-30-15	Oct-06-15	37
1082	Borrow	5	Sep-30-15	Oct-06-15	37
1083	Subgrade Treatment, Type IA	5	Oct-07-15	Oct-14-15	37
1084	Hot mix asphalt i/ Task Coat	6	Oct-13-15	Oct-21-15	37
1085	Drainage	5	Oct-07-15	Oct-14-15	44
1086	Pavement Marking	5	Oct-19-15	Oct-23-15	37
1087	Maintenance of Traffic	25	Sep-16-15	Oct-21-15	39
1088	Side Walks and curbs	8	Oct-14-15	Oct-23-15	37
1089	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Oct-13-15	Oct-23-15	37
1090	Demobilization	3	Oct-26-15	Oct-28-15	37
Connaught Road		**30**	**Oct-26-15**	**Dec-14-15**	**37**
1092	Mobilization	3	Oct-26-15	Oct-28-15	37
1093	Utility	3	Oct-29-15	Nov-05-15	38
1094	Clearing Right of Way	3	Oct-29-15	Nov-05-15	38
1095	Pavement Removal	3	Nov-06-15	Nov-10-15	38
1096	Temporary erosion and sediment control	3	Nov-06-15	Nov-10-15	40
1097	Excavation, Common	3	Nov-10-15	Nov-13-15	38
1098	Borrow	3	Nov-10-15	Nov-13-15	38
1099	Subgrade Treatment, Type IA	3	Nov-16-15	Nov-18-15	38
1100	Hot mix asphalt i/ Task Coat	4	Nov-18-15	Nov-24-15	38
1101	Drainage	3	Nov-18-15	Nov-20-15	48
1102	Pavement Marking	3	Nov-30-15	Dec-03-15	42



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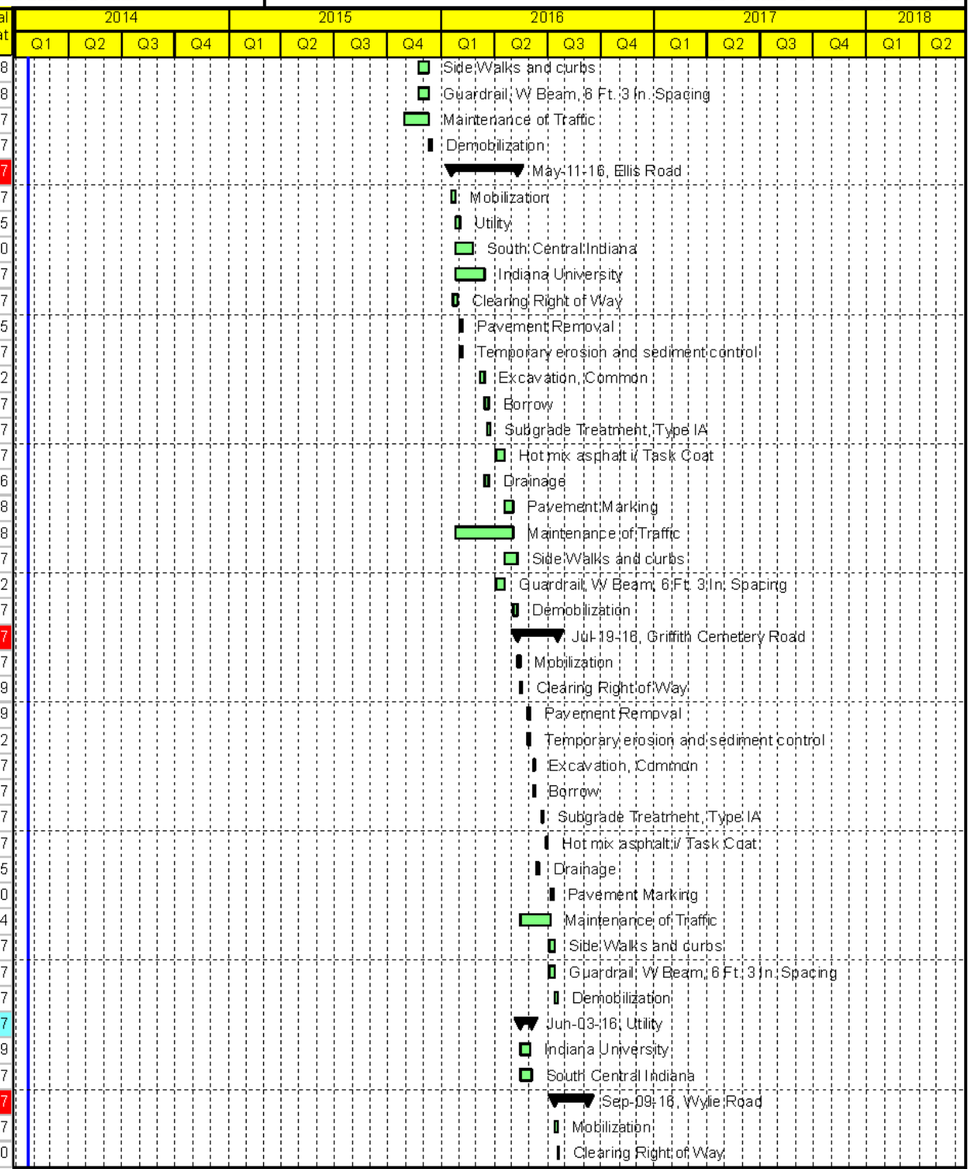
1103	Side Walks and curbs	9	Nov-24-15	Dec-09-15	38
1104	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Nov-24-15	Dec-09-15	38
1105	Maintenance of Traffic	24	Oct-29-15	Dec-09-15	37
1106	Demobilization	3	Dec-10-15	Dec-14-15	37
Ellis Road		68	Jan-19-16	May-11-16	37
1108	Mobilization	5	Jan-19-16	Jan-25-16	37
1109	Utility	5	Jan-26-16	Feb-01-16	65
1110	South Central Indiana	22	Jan-26-16	Feb-25-16	50
1111	Indiana University	35	Jan-26-16	Mar-15-16	37
1112	Clearing Right of Way	5	Jan-22-16	Jan-28-16	67
1113	Pavement Removal	5	Feb-02-16	Feb-08-16	65
1114	Temporary erosion and sediment control	5	Feb-02-16	Feb-08-16	67
1115	Excavation, Common	5	Mar-09-16	Mar-15-16	42
1116	Borrow	5	Mar-16-16	Mar-22-16	37
1117	Subgrade Treatment, Type IA	5	Mar-21-16	Mar-25-16	37
1118	Hot mix asphalt i/ Task Coat	6	Apr-04-16	Apr-18-16	37
1119	Drainage	5	Mar-16-16	Mar-22-16	56
1120	Pavement Marking	5	Apr-19-16	May-02-16	38
1121	Maintenance of Traffic	58	Jan-26-16	May-02-16	38
1122	Side Walks and curbs	10	Apr-19-16	May-11-16	37
1123	Guardrail, W Beam, 6 Ft. 3 In. Spacing	7	Apr-04-16	Apr-19-16	42
1124	Demobilization	4	May-04-16	May-11-16	37
Griffith Cemetery Road		47	May-12-16	Jul-19-16	37
1126	Mobilization	3	May-12-16	May-16-16	37
1130	Clearing Right of Way	3	May-17-16	May-19-16	39
1131	Pavement Removal	3	May-27-16	Jun-01-16	39
1132	Temporary erosion and sediment control	3	May-27-16	Jun-01-16	42
1133	Excavation, Common	5	Jun-06-16	Jun-10-16	37
1134	Borrow	5	Jun-06-16	Jun-10-16	37
1135	Subgrade Treatment, Type IA	3	Jun-22-16	Jun-24-16	37
1136	Hot mix asphalt i/ Task Coat	3	Jun-29-16	Jul-01-16	37
1137	Drainage	5	Jun-13-16	Jun-17-16	55
1138	Pavement Marking	3	Jul-07-16	Jul-11-16	40
1139	Maintenance of Traffic	34	May-17-16	Jul-05-16	44
1140	Side Walks and curbs	8	Jul-05-16	Jul-14-16	37
1141	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	Jul-05-16	Jul-14-16	37
1142	Demobilization	3	Jul-15-16	Jul-19-16	37
Utility		13	May-17-16	Jun-03-16	37
1128	Indiana University	11	May-17-16	Jun-01-16	39
1129	South Central Indiana	13	May-17-16	Jun-03-16	37
Wylie Road		39	Jul-15-16	Sep-09-16	37
1144	Mobilization	3	Jul-15-16	Jul-19-16	37
1148	Clearing Right of Way	3	Jul-20-16	Jul-22-16	40



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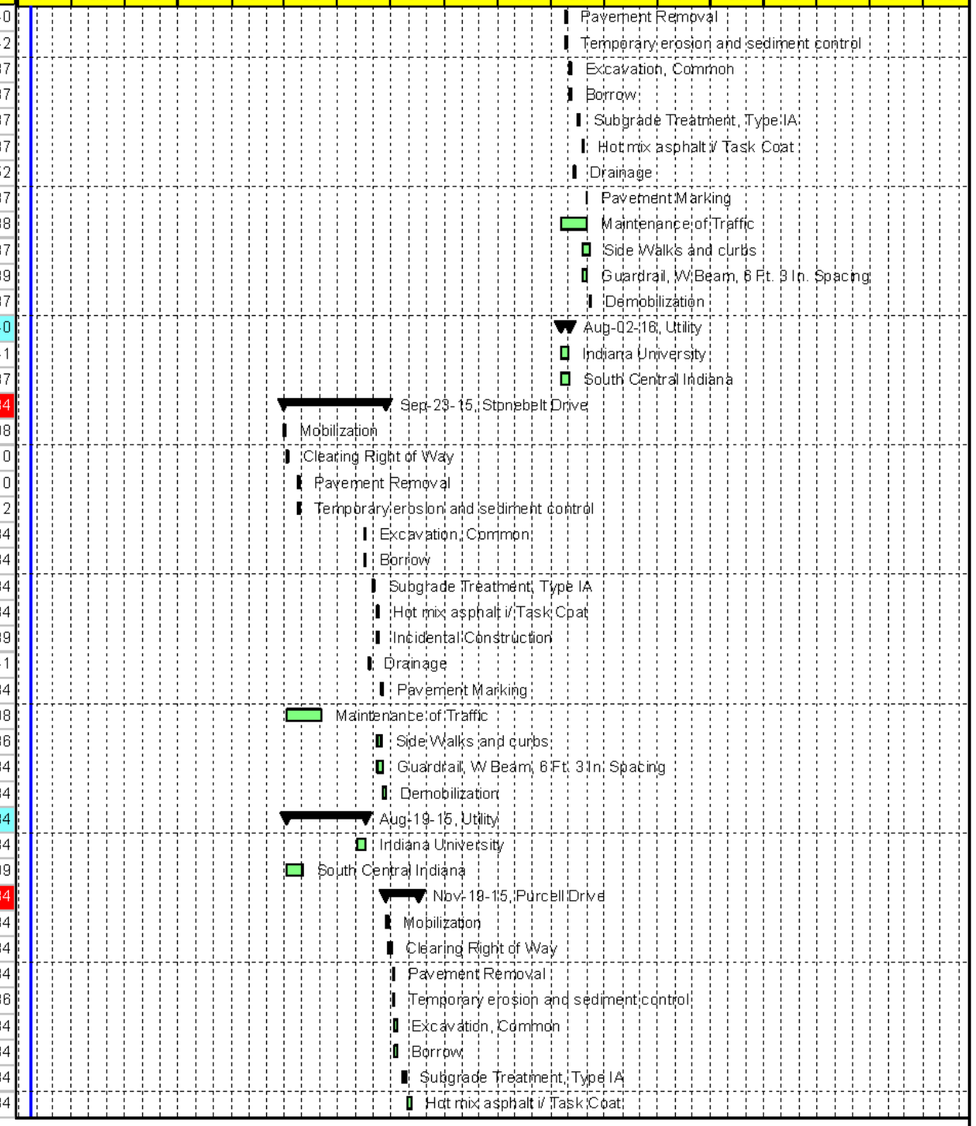
1149	Pavement Removal	3	Jul-27-16	Jul-29-16	40
1150	Temporary erosion and sediment control	3	Jul-27-16	Jul-29-16	42
1151	Excavation, Common	3	Aug-03-16	Aug-05-16	37
1152	Borrow	3	Aug-03-16	Aug-05-16	37
1153	Subgrade Treatment, Type IA	3	Aug-17-16	Aug-19-16	37
1154	Hot mix asphalt i/ Task Coat	3	Aug-24-16	Aug-26-16	37
1155	Drainage	3	Aug-10-16	Aug-12-16	52
1156	Pavement Marking	3	Aug-31-16	Sep-02-16	37
1157	Maintenance of Traffic	32	Jul-20-16	Sep-01-16	38
1158	Side Walks and curbs	8	Aug-24-16	Sep-06-16	37
1159	Guardrail, W Beam, 6 Ft. 3 In. Spacing	6	Aug-24-16	Sep-01-16	39
1160	Demobilization	3	Sep-06-16	Sep-09-16	37
Utility		10	Jul-20-16	Aug-02-16	40
1146	Indiana University	9	Jul-20-16	Aug-01-16	41
1147	South Central Indiana	10	Jul-20-16	Aug-02-16	37
Stonebelt Drive		112	Apr-01-15	Sep-23-15	34
1162	Mobilization	3	Apr-01-15	Apr-03-15	108
1166	Clearing Right of Way	3	Apr-06-15	Apr-08-15	110
1167	Pavement Removal	3	Apr-24-15	Apr-28-15	110
1168	Temporary erosion and sediment control	3	Apr-24-15	Apr-28-15	112
1169	Excavation, Common	3	Aug-17-15	Aug-19-15	34
1170	Borrow	3	Aug-17-15	Aug-19-15	34
1171	Subgrade Treatment, Type IA	3	Aug-31-15	Sep-02-15	34
1172	Hot mix asphalt i/ Task Coat	3	Sep-08-15	Sep-10-15	34
1173	Incidental Construction	3	Sep-08-15	Sep-10-15	39
1174	Drainage	3	Aug-24-15	Aug-26-15	41
1175	Pavement Marking	3	Sep-15-15	Sep-17-15	34
1176	Maintenance of Traffic	32	Apr-06-15	Jun-03-15	108
1177	Side Walks and curbs	6	Sep-08-15	Sep-16-15	36
1178	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	Sep-08-15	Sep-18-15	34
1179	Demobilization	3	Sep-18-15	Sep-23-15	34
Utility		86	Apr-06-15	Aug-19-15	34
1164	Indiana University	11	Aug-05-15	Aug-19-15	34
1165	South Central Indiana	11	Apr-06-15	May-01-15	109
Purcell Drive		36	Sep-23-15	Nov-19-15	34
1181	Mobilization	3	Sep-23-15	Sep-28-15	34
1185	Clearing Right of Way	3	Sep-28-15	Oct-01-15	34
1186	Pavement Removal	3	Oct-05-15	Oct-08-15	34
1187	Temporary erosion and sediment control	3	Oct-05-15	Oct-08-15	36
1188	Excavation, Common	3	Oct-07-15	Oct-13-15	34
1189	Borrow	3	Oct-07-15	Oct-13-15	34
1190	Subgrade Treatment, Type IA	3	Oct-22-15	Oct-27-15	34
1191	Hot mix asphalt i/ Task Coat	4	Oct-28-15	Nov-06-15	34



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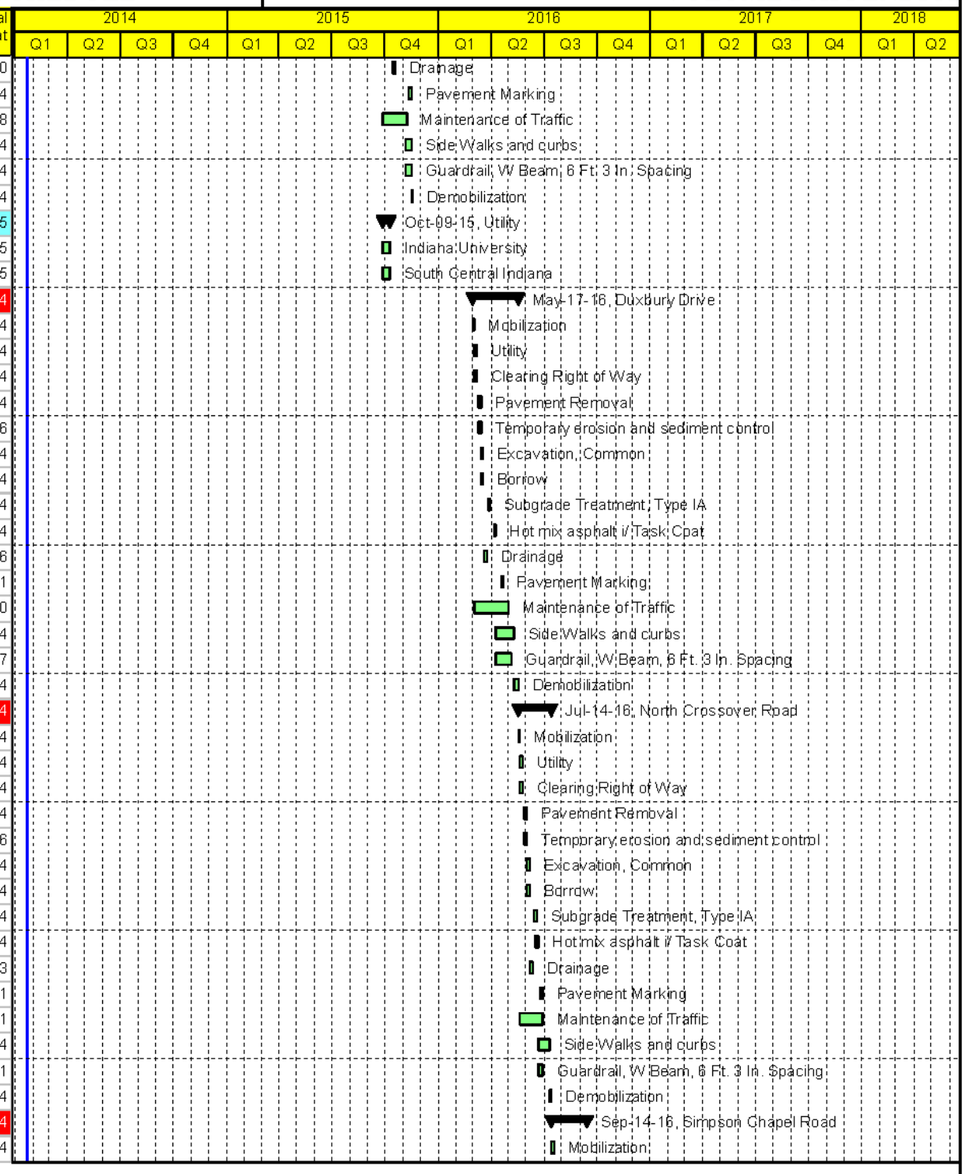
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1192	Drainage	3	Oct-15-15	Oct-20-15	40
1193	Pavement Marking	3	Nov-10-15	Nov-16-15	34
1194	Maintenance of Traffic	26	Sep-28-15	Nov-09-15	38
1195	Side Walks and curbs	5	Nov-06-15	Nov-16-15	34
1196	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Nov-06-15	Nov-16-15	34
1197	Demobilization	3	Nov-16-15	Nov-19-15	34
Utility		9	Sep-28-15	Oct-09-15	35
1183	Indiana University	9	Sep-28-15	Oct-09-15	35
1184	South Central Indiana	9	Sep-28-15	Oct-09-15	35
Duxbury Drive		43	Feb-29-16	May-17-16	34
1199	Mobilization	3	Feb-29-16	Mar-03-16	34
1200	Utility	3	Mar-03-16	Mar-08-16	34
1201	Clearing Right of Way	3	Mar-03-16	Mar-08-16	34
1202	Pavement Removal	3	Mar-10-16	Mar-15-16	34
1203	Temporary erosion and sediment control	3	Mar-10-16	Mar-15-16	36
1204	Excavation, Common	3	Mar-14-16	Mar-17-16	34
1205	Borrow	3	Mar-14-16	Mar-17-16	34
1206	Subgrade Treatment, Type IA	3	Mar-28-16	Mar-31-16	34
1207	Hot mix asphalt i/ Task Coat	3	Apr-05-16	Apr-08-16	34
1208	Drainage	3	Mar-21-16	Mar-24-16	56
1209	Pavement Marking	3	Apr-19-16	Apr-22-16	41
1210	Maintenance of Traffic	31	Mar-03-16	May-02-16	40
1211	Side Walks and curbs	12	Apr-08-16	May-12-16	34
1212	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Apr-08-16	May-05-16	37
1213	Demobilization	3	May-12-16	May-17-16	34
North Crossover Road		40	May-17-16	Jul-14-16	34
1215	Mobilization	3	May-17-16	May-20-16	34
1216	Utility	3	May-20-16	May-25-16	34
1217	Clearing Right of Way	3	May-20-16	May-25-16	34
1218	Pavement Removal	3	May-27-16	Jun-02-16	34
1219	Temporary erosion and sediment control	3	May-27-16	Jun-02-16	36
1220	Excavation, Common	3	Jun-01-16	Jun-06-16	34
1221	Borrow	3	Jun-01-16	Jun-06-16	34
1222	Subgrade Treatment, Type IA	3	Jun-15-16	Jun-20-16	34
1223	Hot mix asphalt i/ Task Coat	4	Jun-16-16	Jun-22-16	34
1224	Drainage	3	Jun-08-16	Jun-13-16	53
1225	Pavement Marking	3	Jun-24-16	Jun-29-16	41
1226	Maintenance of Traffic	27	May-20-16	Jun-29-16	41
1227	Side Walks and curbs	12	Jun-22-16	Jul-11-16	34
1228	Guardrail, W Beam, 6 Ft. 3 In. Spacing	5	Jun-22-16	Jun-29-16	41
1229	Demobilization	3	Jul-11-16	Jul-14-16	34
Simpson Chapel Road		43	Jul-14-16	Sep-14-16	34
1231	Mobilization	3	Jul-14-16	Jul-19-16	34



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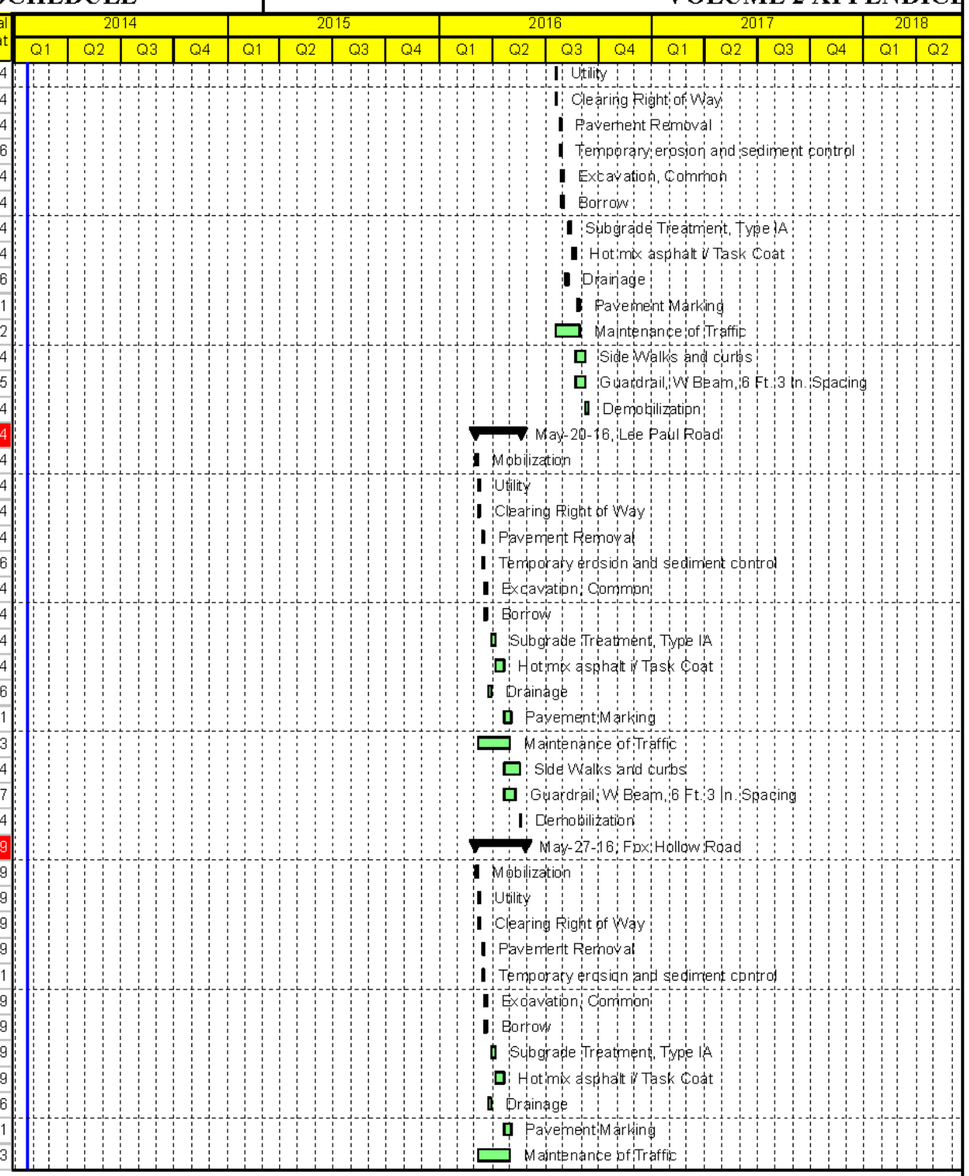
1232	Utility	3	Jul-19-16	Jul-22-16	34
1233	Clearing Right of Way	3	Jul-19-16	Jul-22-16	34
1234	Pavement Removal	3	Jul-26-16	Jul-29-16	34
1235	Temporary erosion and sediment control	3	Jul-26-16	Jul-29-16	36
1236	Excavation, Common	3	Jul-28-16	Aug-02-16	34
1237	Borrow	3	Jul-28-16	Aug-02-16	34
1238	Subgrade Treatment, Type IA	3	Aug-11-16	Aug-16-16	34
1239	Hot mix asphalt i/ Task Coat	4	Aug-17-16	Aug-23-16	34
1240	Drainage	3	Aug-04-16	Aug-09-16	56
1241	Pavement Marking	3	Aug-25-16	Aug-30-16	41
1242	Maintenance of Traffic	29	Jul-19-16	Aug-29-16	42
1243	Side Walks and curbs	12	Aug-23-16	Sep-09-16	34
1244	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Aug-23-16	Sep-08-16	35
1245	Demobilization	3	Sep-09-16	Sep-14-16	34
Lee Paul Road		43	Mar-03-16	May-20-16	114
1247	Mobilization	3	Mar-03-16	Mar-08-16	114
1248	Utility	3	Mar-08-16	Mar-11-16	114
1249	Clearing Right of Way	3	Mar-08-16	Mar-11-16	114
1250	Pavement Removal	3	Mar-15-16	Mar-18-16	114
1251	Temporary erosion and sediment control	3	Mar-15-16	Mar-18-16	116
1252	Excavation, Common	3	Mar-17-16	Mar-22-16	114
1253	Borrow	3	Mar-17-16	Mar-22-16	114
1254	Subgrade Treatment, Type IA	3	Mar-31-16	Apr-06-16	114
1255	Hot mix asphalt i/ Task Coat	4	Apr-07-16	Apr-20-16	114
1256	Drainage	3	Mar-24-16	Mar-29-16	136
1257	Pavement Marking	3	Apr-22-16	May-04-16	121
1258	Maintenance of Traffic	28	Mar-08-16	May-02-16	123
1259	Side Walks and curbs	12	Apr-20-16	May-17-16	114
1260	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Apr-20-16	May-12-16	117
1261	Demobilization	3	May-17-16	May-20-16	114
Fox Hollow Road		48	Mar-03-16	May-27-16	109
1263	Mobilization	3	Mar-03-16	Mar-08-16	109
1264	Utility	3	Mar-08-16	Mar-11-16	109
1265	Clearing Right of Way	3	Mar-08-16	Mar-11-16	109
1266	Pavement Removal	3	Mar-15-16	Mar-18-16	109
1267	Temporary erosion and sediment control	3	Mar-15-16	Mar-18-16	111
1268	Excavation, Common	3	Mar-17-16	Mar-22-16	109
1269	Borrow	3	Mar-17-16	Mar-22-16	109
1270	Subgrade Treatment, Type IA	3	Mar-31-16	Apr-06-16	109
1271	Hot mix asphalt i/ Task Coat	4	Apr-07-16	Apr-20-16	109
1272	Drainage	3	Mar-24-16	Mar-29-16	136
1273	Pavement Marking	3	Apr-22-16	May-04-16	121
1274	Maintenance of Traffic	28	Mar-08-16	May-02-16	123



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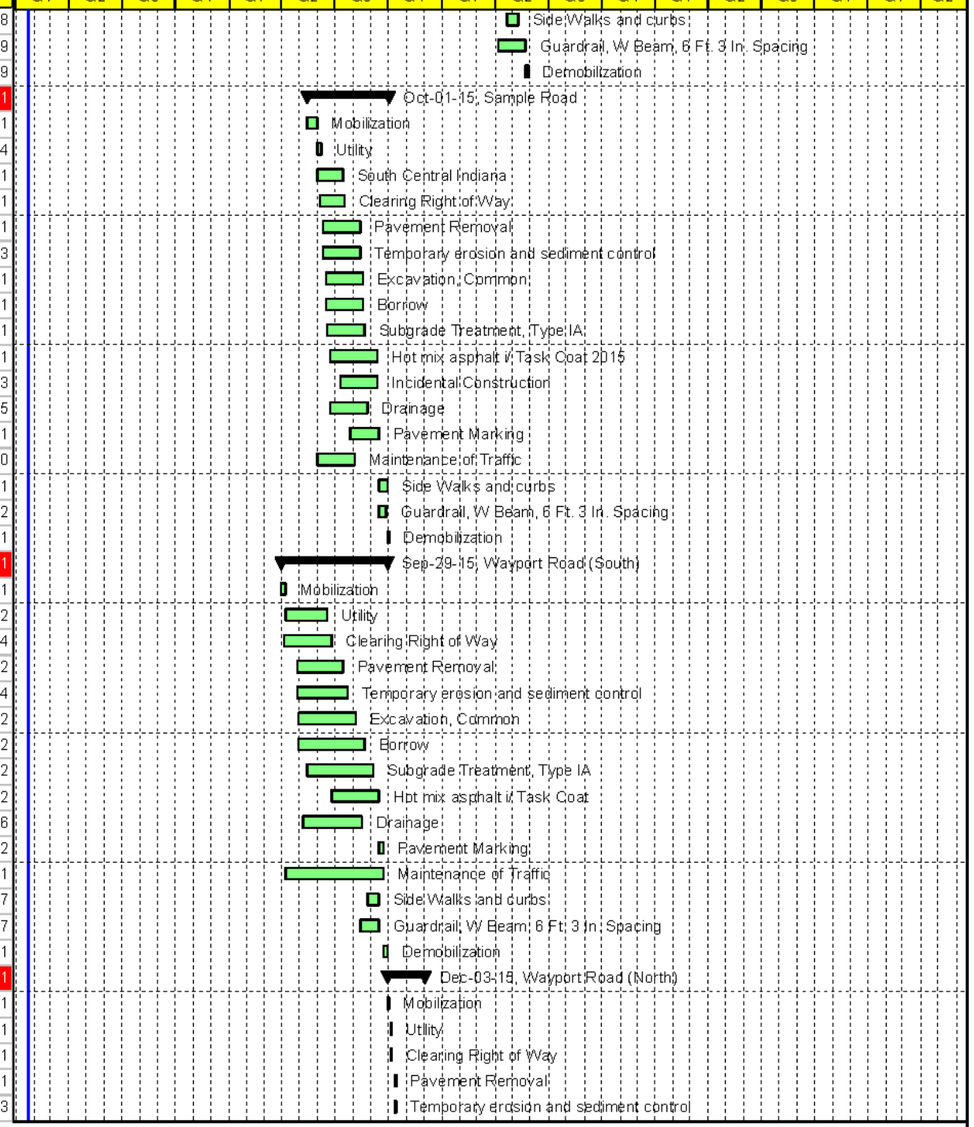
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1275	Side Walks and curbs	8	Apr-20-16	May-11-16	118
1276	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Apr-07-16	May-24-16	109
1277	Demobilization	3	May-24-16	May-27-16	109
Sample Road		96	May-15-15	Oct-01-15	41
1279	Mobilization	10	May-15-15	Jun-01-15	41
1280	Utility	5	Jun-02-15	Jun-08-15	44
1281	South Central Indiana	30	Jun-02-15	Jul-14-15	41
1282	Clearing Right of Way	30	Jun-05-15	Jul-17-15	41
1283	Pavement Removal	45	Jun-12-15	Aug-14-15	41
1284	Temporary erosion and sediment control	45	Jun-12-15	Aug-14-15	43
1285	Excavation, Common	45	Jun-16-15	Aug-18-15	41
1286	Borrow	45	Jun-16-15	Aug-18-15	41
1287	Subgrade Treatment, Type IA	45	Jun-18-15	Aug-20-15	41
1288	Hot mix asphalt i/ Task Coat 2015	56	Jun-24-15	Sep-11-15	41
1289	Incidental Construction	45	Jul-10-15	Sep-11-15	53
1290	Drainage	45	Jun-23-15	Aug-25-15	65
1291	Pavement Marking	35	Jul-28-15	Sep-15-15	51
1292	Maintenance of Traffic	45	Jun-02-15	Aug-04-15	80
1293	Side Walks and curbs	12	Sep-14-15	Sep-29-15	41
1294	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Sep-14-15	Sep-28-15	42
1295	Demobilization	2	Sep-30-15	Oct-01-15	41
Wayport Road (South)		117	Apr-01-15	Sep-29-15	51
1297	Mobilization	5	Apr-01-15	Apr-07-15	51
1298	Utility	40	Apr-08-15	Jun-17-15	52
1299	Clearing Right of Way	47	Apr-06-15	Jun-24-15	54
1300	Pavement Removal	53	Apr-28-15	Jul-14-15	52
1301	Temporary erosion and sediment control	59	Apr-28-15	Jul-22-15	54
1302	Excavation, Common	68	Apr-30-15	Aug-06-15	52
1303	Borrow	78	Apr-30-15	Aug-20-15	52
1304	Subgrade Treatment, Type IA	79	May-14-15	Sep-04-15	52
1305	Hot mix asphalt i/ Task Coat	56	Jun-25-15	Sep-14-15	52
1306	Drainage	70	May-07-15	Aug-17-15	76
1307	Pavement Marking	5	Sep-15-15	Sep-21-15	52
1308	Maintenance of Traffic	107	Apr-08-15	Sep-22-15	51
1309	Side Walks and curbs	12	Aug-27-15	Sep-14-15	57
1310	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Aug-14-15	Sep-14-15	57
1311	Demobilization	5	Sep-23-15	Sep-29-15	51
Wayport Road (North)		40	Sep-30-15	Dec-03-15	51
1313	Mobilization	3	Sep-30-15	Oct-02-15	51
1314	Utility	3	Oct-05-15	Oct-07-15	51
1315	Clearing Right of Way	3	Oct-05-15	Oct-07-15	51
1316	Pavement Removal	3	Oct-13-15	Oct-15-15	51
1317	Temporary erosion and sediment control	3	Oct-13-15	Oct-15-15	53



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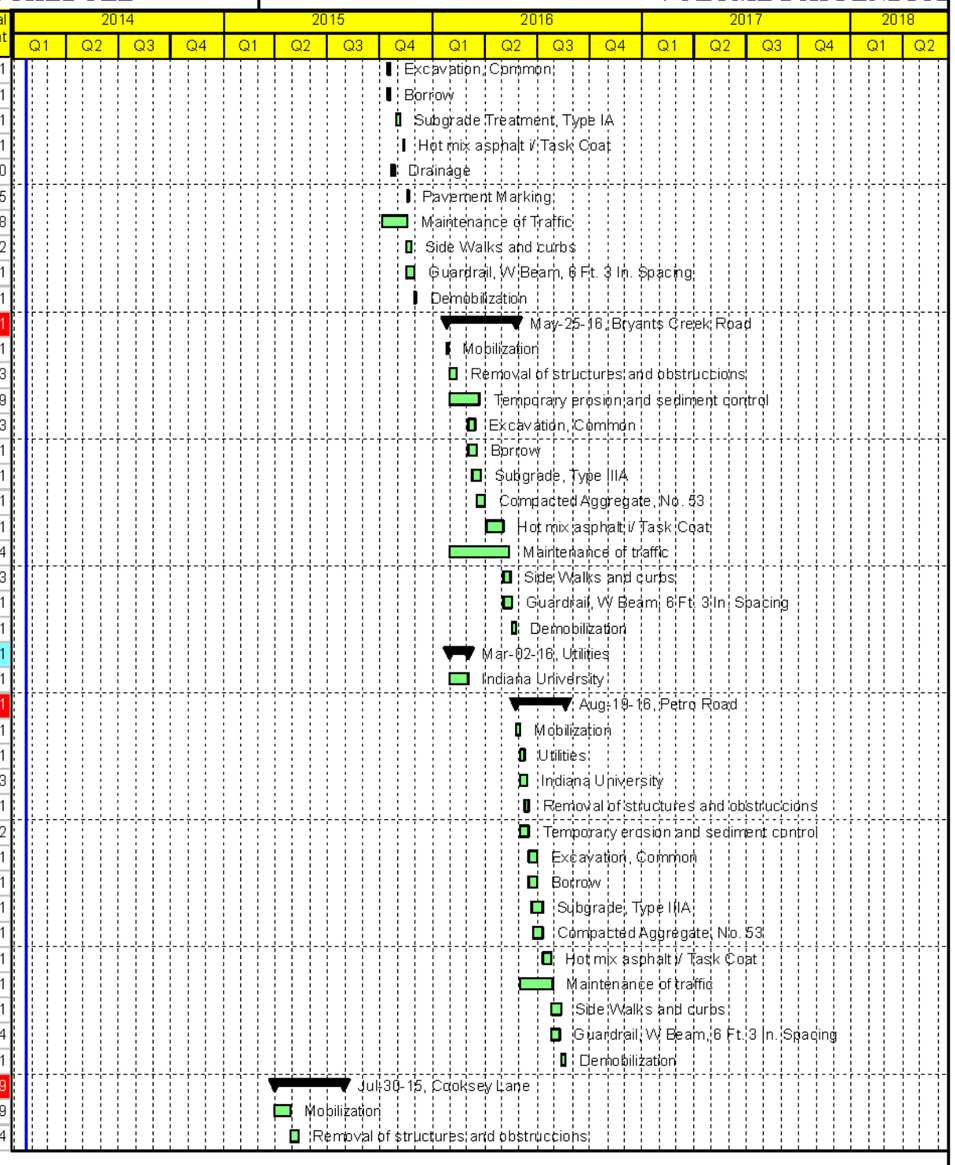
1318	Excavation, Common	3	Oct-15-15	Oct-19-15	51
1319	Borrow	3	Oct-15-15	Oct-19-15	51
1320	Subgrade Treatment, Type IA	3	Oct-29-15	Nov-05-15	51
1321	Hot mix asphalt i/ Task Coat	3	Nov-10-15	Nov-13-15	51
1322	Drainage	3	Oct-22-15	Oct-26-15	70
1323	Pavement Marking	3	Nov-18-15	Nov-20-15	55
1324	Maintenance of Traffic	27	Oct-05-15	Nov-17-15	58
1325	Side Walks and curbs	8	Nov-16-15	Nov-25-15	52
1326	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Nov-16-15	Nov-30-15	51
1327	Demobilization	3	Dec-01-15	Dec-03-15	51
Bryants Creek Road		73	Jan-25-16	May-25-16	51
1329	Mobilization	5	Jan-25-16	Jan-29-16	51
1332	Removal of structures and obstruccions	10	Feb-01-16	Feb-12-16	63
1333	Temporary erosion and sediment control	35	Feb-01-16	Mar-21-16	79
1334	Excavation, Common	10	Mar-03-16	Mar-16-16	53
1335	Borrow	12	Mar-03-16	Mar-18-16	51
1336	Subgrade, Type IIIA	12	Mar-10-16	Mar-25-16	51
1337	Compacted Aggregate, No. 53	10	Mar-18-16	Mar-31-16	51
1338	Hot mix asphalt i/ Task Coat	12	Apr-04-16	May-04-16	51
1339	Maintenance of traffic	60	Feb-01-16	May-12-16	54
1340	Side Walks and curbs	6	May-04-16	May-16-16	53
1341	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	May-04-16	May-18-16	51
1342	Demobilization	5	May-18-16	May-25-16	51
Utilities		22	Feb-01-16	Mar-02-16	51
1331	Indiana University	22	Feb-01-16	Mar-02-16	51
Petro Road		60	May-25-16	Aug-19-16	51
1344	Mobilization	5	May-25-16	Jun-02-16	51
1345	Utilities	6	Jun-02-16	Jun-10-16	51
1346	Indiana University	9	Jun-02-16	Jun-15-16	53
1347	Removal of structures and obstruccions	5	Jun-10-16	Jun-17-16	51
1348	Temporary erosion and sediment control	10	Jun-02-16	Jun-16-16	62
1349	Excavation, Common	10	Jun-17-16	Jul-01-16	51
1350	Borrow	10	Jun-17-16	Jul-01-16	51
1351	Subgrade, Type IIIA	12	Jun-22-16	Jul-11-16	51
1352	Compacted Aggregate, No. 53	10	Jun-24-16	Jul-11-16	51
1353	Hot mix asphalt i/ Task Coat	12	Jul-11-16	Jul-27-16	51
1354	Maintenance of traffic	40	Jun-02-16	Jul-29-16	61
1355	Side Walks and curbs	12	Jul-27-16	Aug-12-16	51
1356	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Jul-27-16	Aug-09-16	54
1357	Demobilization	5	Aug-12-16	Aug-19-16	51
Cooksey Lane		74	Apr-01-15	Jul-30-15	9
1359	Mobilization	10	Apr-01-15	Apr-27-15	9
1363	Removal of structures and obstruccions	10	Apr-28-15	May-11-15	24



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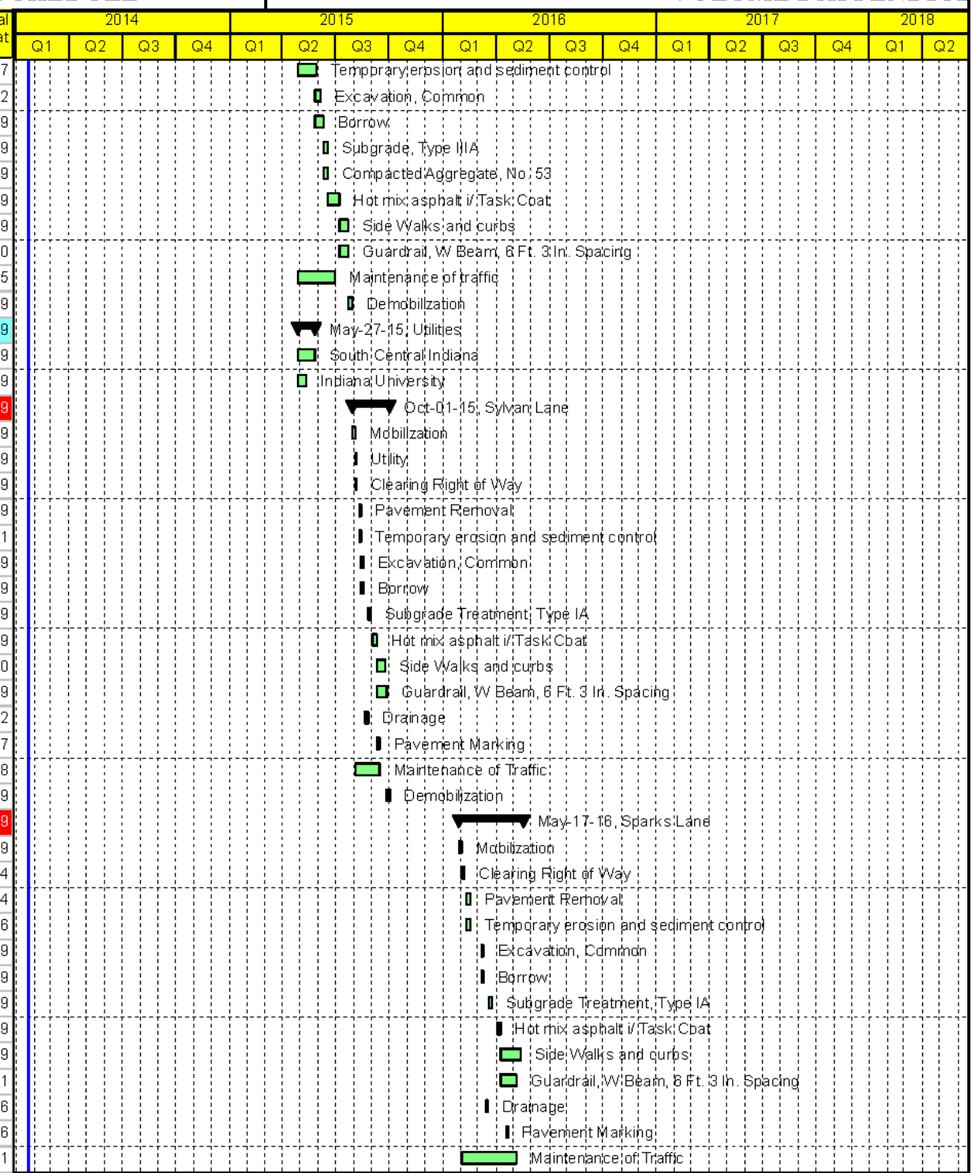
1364	Temporary erosion and sediment control	22	Apr-28-15	May-29-15	17
1365	Excavation, Common	7	May-28-15	Jun-05-15	12
1366	Borrow	10	May-28-15	Jun-10-15	9
1367	Subgrade, Type IIIA	5	Jun-11-15	Jun-17-15	9
1368	Compacted Aggregate, No. 53	5	Jun-11-15	Jun-17-15	9
1369	Hot mix asphalt i/ Task Coat	12	Jun-18-15	Jul-07-15	9
1370	Side Walks and curbs	12	Jul-07-15	Jul-23-15	9
1371	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Jul-07-15	Jul-22-15	10
1372	Maintenance of traffic	43	Apr-28-15	Jun-29-15	25
1373	Demobilization	5	Jul-23-15	Jul-30-15	9
Utilities		20	Apr-28-15	May-27-15	9
1361	South Central Indiana	20	Apr-28-15	May-27-15	9
1362	Indiana University	10	Apr-28-15	May-11-15	19
Sylvan Lane		44	Jul-30-15	Oct-01-15	9
1375	Mobilization	3	Jul-30-15	Aug-04-15	9
1376	Utility	3	Aug-04-15	Aug-07-15	9
1377	Clearing Right of Way	3	Aug-04-15	Aug-07-15	9
1378	Pavement Removal	3	Aug-11-15	Aug-14-15	9
1379	Temporary erosion and sediment control	3	Aug-11-15	Aug-14-15	11
1380	Excavation, Common	3	Aug-13-15	Aug-18-15	9
1381	Borrow	3	Aug-13-15	Aug-18-15	9
1382	Subgrade Treatment, Type IA	3	Aug-27-15	Sep-01-15	9
1383	Hot mix asphalt i/ Task Coat	3	Sep-03-15	Sep-09-15	9
1384	Side Walks and curbs	12	Sep-09-15	Sep-25-15	10
1385	Guardrail, W Beam, 6 Ft. 3 In. Spacing	13	Sep-09-15	Sep-28-15	9
1386	Drainage	3	Aug-20-15	Aug-25-15	32
1387	Pavement Marking	3	Sep-11-15	Sep-16-15	17
1388	Maintenance of Traffic	29	Aug-04-15	Sep-15-15	18
1389	Demobilization	3	Sep-28-15	Oct-01-15	9
Sparks Lane		63	Jan-29-16	May-17-16	9
1391	Mobilization	3	Jan-29-16	Feb-03-16	9
1395	Clearing Right of Way	3	Feb-03-16	Feb-08-16	24
1396	Pavement Removal	3	Feb-10-16	Feb-16-16	24
1397	Temporary erosion and sediment control	3	Feb-10-16	Feb-16-16	26
1398	Excavation, Common	3	Mar-07-16	Mar-10-16	9
1399	Borrow	3	Mar-07-16	Mar-10-16	9
1400	Subgrade Treatment, Type IA	3	Mar-21-16	Mar-24-16	9
1401	Hot mix asphalt i/ Task Coat	4	Apr-04-16	Apr-08-16	9
1402	Side Walks and curbs	12	Apr-08-16	May-12-16	9
1403	Guardrail, W Beam, 6 Ft. 3 In. Spacing	10	Apr-08-16	May-06-16	11
1404	Drainage	3	Mar-14-16	Mar-17-16	36
1405	Pavement Marking	3	Apr-19-16	Apr-22-16	16
1406	Maintenance of Traffic	55	Feb-03-16	May-06-16	11



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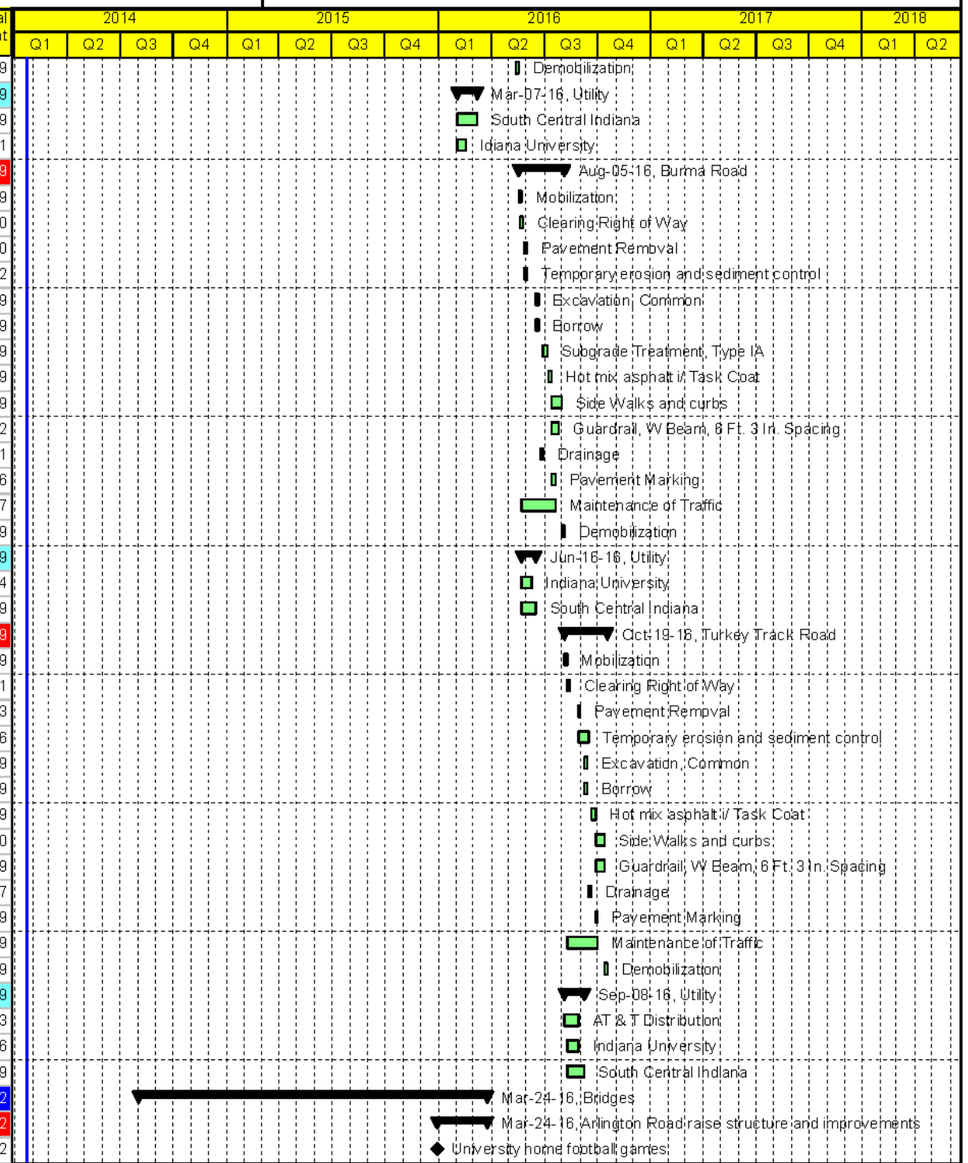
1407	Demobilization	3	May-12-16	May-17-16	9
Utility		22	Feb-03-16	Mar-07-16	9
1393	South Central Indiana	22	Feb-03-16	Mar-07-16	9
1394	Idiana University	10	Feb-03-16	Feb-18-16	21
Burma Road		58	May-17-16	Aug-05-16	9
1409	Mobilization	4	May-17-16	May-23-16	9
1413	Clearing Right of Way	4	May-20-16	May-26-16	20
1414	Pavement Removal	4	May-27-16	Jun-03-16	20
1415	Temporary erosion and sediment control	4	May-27-16	Jun-03-16	22
1416	Excavation, Common	4	Jun-16-16	Jun-22-16	9
1417	Borrow	4	Jun-16-16	Jun-22-16	9
1418	Subgrade Treatment, Type IA	4	Jun-30-16	Jul-07-16	9
1419	Hot mix asphalt i/ Task Coat	4	Jul-08-16	Jul-14-16	9
1420	Side Walks and curbs	12	Jul-14-16	Aug-01-16	9
1421	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Jul-14-16	Jul-27-16	12
1422	Drainage	4	Jun-23-16	Jun-29-16	31
1423	Pavement Marking	4	Jul-15-16	Jul-21-16	16
1424	Maintenance of Traffic	40	May-23-16	Jul-20-16	17
1425	Demobilization	4	Aug-01-16	Aug-05-16	9
Utility		17	May-23-16	Jun-16-16	9
1411	Indiana University	12	May-23-16	Jun-09-16	14
1412	South Central Indiana	17	May-23-16	Jun-16-16	9
Turkey Track Road		52	Aug-05-16	Oct-19-16	9
1427	Mobilization	3	Aug-05-16	Aug-10-16	9
1432	Clearing Right of Way	3	Aug-10-16	Aug-15-16	21
1433	Pavement Removal	3	Aug-29-16	Sep-01-16	13
1434	Temporary erosion and sediment control	12	Aug-29-16	Sep-15-16	16
1435	Excavation, Common	3	Sep-08-16	Sep-13-16	9
1436	Borrow	3	Sep-08-16	Sep-13-16	9
1437	Hot mix asphalt i/ Task Coat	3	Sep-22-16	Sep-27-16	9
1438	Side Walks and curbs	12	Sep-27-16	Oct-13-16	10
1439	Guardrail, W Beam, 6 Ft. 3 In. Spacing	13	Sep-27-16	Oct-14-16	9
1440	Drainage	3	Sep-15-16	Sep-20-16	27
1441	Pavement Marking	3	Sep-27-16	Sep-30-16	19
1442	Maintenance of Traffic	36	Aug-10-16	Sep-30-16	19
1443	Demobilization	3	Oct-14-16	Oct-19-16	9
Utility		23	Aug-05-16	Sep-08-16	9
1429	AT & T Distribution	16	Aug-05-16	Aug-29-16	13
1430	Indiana University	13	Aug-10-16	Aug-29-16	16
1431	South Central Indiana	20	Aug-10-16	Sep-08-16	9
Bridges		354	Aug-01-14	Mar-24-16	62
Arlington Road raise structure and improvements		58	Dec-31-15	Mar-24-16	62
1446	University home football games	0	Dec-31-15*		62



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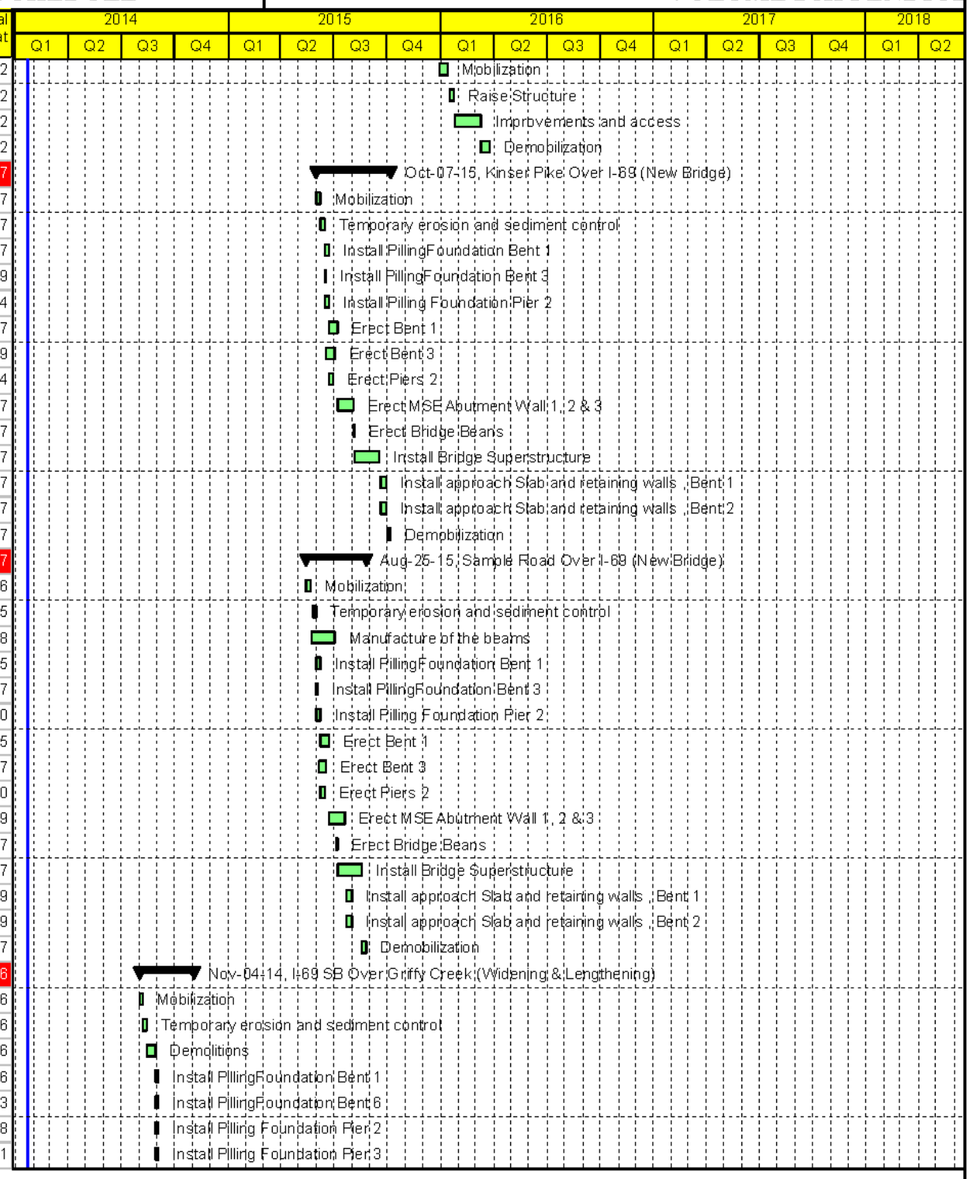
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1447	Mobilization	10	Dec-31-15	Jan-14-16	62
1448	Raise Structure	5	Jan-15-16	Jan-22-16	62
1449	Improvements and access	33	Jan-25-16	Mar-10-16	62
1450	Demobilization	10	Mar-11-16	Mar-24-16	62
Kinser Pike Over I-69 (New Bridge)		90	Jun-02-15	Oct-07-15	37
1452	Mobilization	5	Jun-02-15	Jun-08-15	37
1453	Temporary erosion and sediment control	5	Jun-09-15	Jun-15-15	37
1454	Install PilingFoundation Bent 1	5	Jun-16-15	Jun-22-15	37
1455	Install PilingFoundation Bent 3	3	Jun-16-15	Jun-18-15	39
1456	Install Pilling Foundation Pier 2	5	Jun-16-15	Jun-22-15	94
1457	Erect Bent 1	10	Jun-23-15	Jul-07-15	37
1458	Erect Bent 3	10	Jun-19-15	Jul-02-15	39
1459	Erect Piers 2	5	Jun-23-15	Jun-29-15	94
1460	Erect MSE Abutment Wall 1, 2 & 3	20	Jul-08-15	Aug-04-15	37
1461	Erect Bridge Beans	2	Aug-05-15	Aug-06-15	37
1462	Install Bridge Superstructure	30	Aug-07-15	Sep-18-15	37
1463	Install approach Slab and retaining walls , Bent 1	8	Sep-21-15	Sep-30-15	37
1464	Install approach Slab and retaining walls , Bent 2	8	Sep-21-15	Sep-30-15	37
1465	Demobilization	5	Oct-01-15	Oct-07-15	37
Sample Road Over I-69 (New Bridge)		70	May-15-15	Aug-25-15	67
1467	Mobilization	5	May-15-15	May-22-15	66
1468	Temporary erosion and sediment control	5	May-26-15	Jun-01-15	75
1469	Manufacture of the beams	30	May-25-15	Jul-03-15	68
1470	Install PilingFoundation Bent 1	5	Jun-02-15	Jun-08-15	75
1471	Install PilingFoundation Bent 3	3	Jun-02-15	Jun-04-15	77
1472	Install Pilling Foundation Pier 2	5	Jun-02-15	Jun-08-15	80
1473	Erect Bent 1	10	Jun-09-15	Jun-22-15	75
1474	Erect Bent 3	10	Jun-05-15	Jun-18-15	77
1475	Erect Piers 2	5	Jun-09-15	Jun-15-15	80
1476	Erect MSE Abutment Wall 1, 2 & 3	20	Jun-23-15	Jul-21-15	79
1477	Erect Bridge Beans	2	Jul-06-15	Jul-07-15	67
1478	Install Bridge Superstructure	30	Jul-08-15	Aug-18-15	67
1479	Install approach Slab and retaining walls , Bent 1	8	Jul-22-15	Jul-31-15	79
1480	Install approach Slab and retaining walls , Bent 2	8	Jul-22-15	Jul-31-15	79
1481	Demobilization	5	Aug-19-15	Aug-25-15	67
I-69 SB Over Griffy Creek (Widening & Lengthening)		65	Aug-01-14	Nov-04-14	146
1483	Mobilization	5	Aug-01-14	Aug-07-14	146
1484	Temporary erosion and sediment control	5	Aug-08-14	Aug-14-14	146
1485	Demolitions	10	Aug-15-14	Aug-28-14	146
1486	Install PilingFoundation Bent 1	3	Aug-29-14	Sep-03-14	146
1487	Install PilingFoundation Bent 6	2	Aug-29-14	Sep-02-14	153
1488	Install Pilling Foundation Pier 2	3	Aug-29-14	Sep-03-14	158
1489	Install Pilling Foundation Pier 3	3	Aug-29-14	Sep-03-14	161



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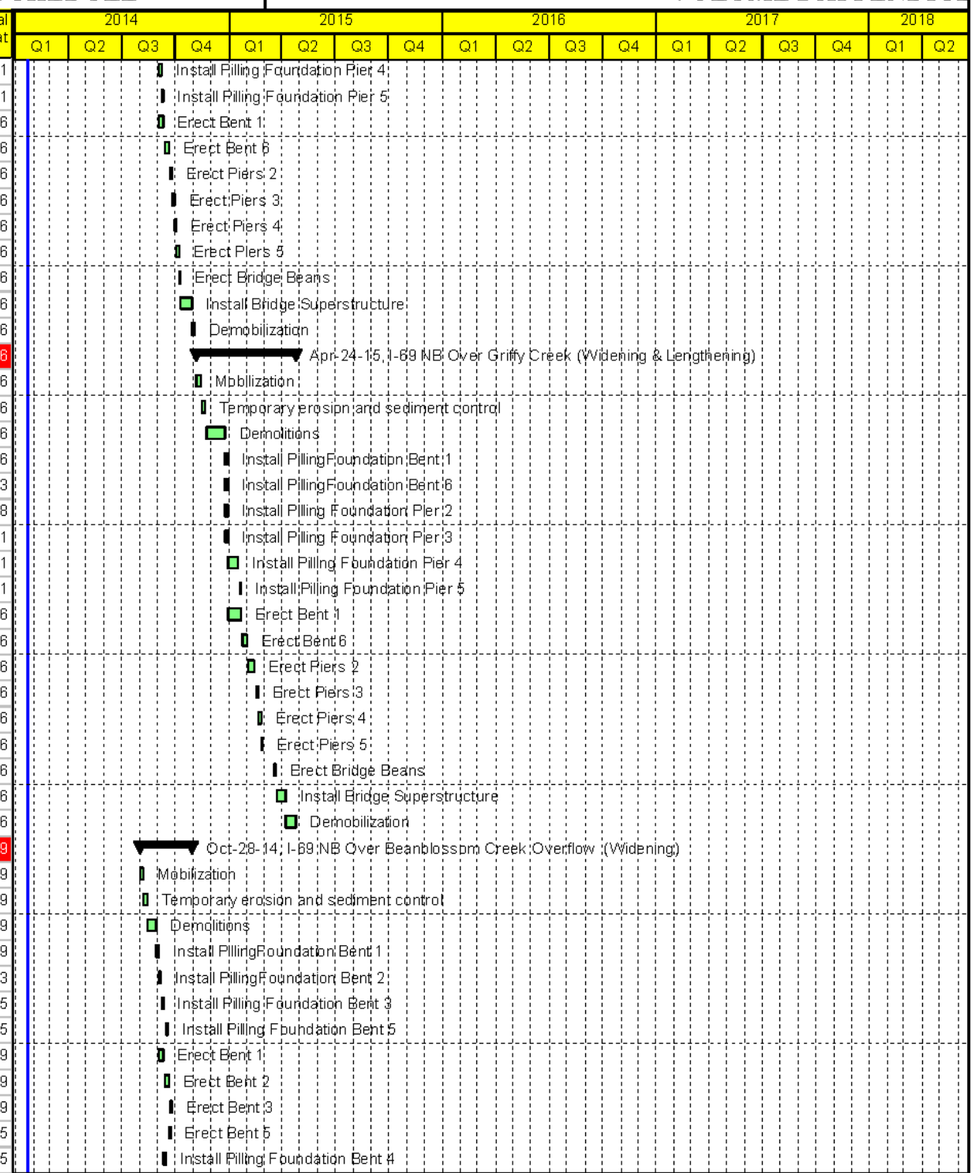
1490	Install Pilling Foundation Pier 4	3	Sep-04-14	Sep-08-14	161
1491	Install Pilling Foundation Pier 5	3	Sep-09-14	Sep-11-14	161
1492	Erect Bent 1	6	Sep-04-14	Sep-11-14	146
1493	Erect Bent 6	6	Sep-12-14	Sep-19-14	146
1494	Erect Piers 2	3	Sep-22-14	Sep-24-14	146
1495	Erect Piers 3	3	Sep-25-14	Sep-29-14	146
1496	Erect Piers 4	3	Sep-30-14	Oct-02-14	146
1497	Erect Piers 5	3	Oct-03-14	Oct-07-14	146
1498	Erect Bridge Beans	2	Oct-08-14	Oct-09-14	146
1499	Install Bridge Superstructure	12	Oct-10-14	Oct-29-14	146
1500	Demobilization	4	Oct-30-14	Nov-04-14	146
I-69 NB Over Griffy Creek (Widening & Lengthening)		65	Nov-05-14	Apr-24-15	146
1502	Mobilization	5	Nov-05-14	Nov-14-14	146
1503	Temporary erosion and sediment control	5	Nov-17-14	Nov-21-14	146
1504	Demolitions	10	Nov-24-14	Dec-24-14	146
1505	Install PilingFoundation Bent 1	3	Dec-26-14	Dec-30-14	146
1506	Install PilingFoundation Bent 6	2	Dec-26-14	Dec-29-14	153
1507	Install Pilling Foundation Pier 2	3	Dec-26-14	Dec-30-14	158
1508	Install Pilling Foundation Pier 3	3	Dec-26-14	Dec-30-14	161
1509	Install Pilling Foundation Pier 4	3	Dec-31-14	Jan-16-15	161
1510	Install Pilling Foundation Pier 5	3	Jan-20-15	Jan-22-15	161
1511	Erect Bent 1	6	Dec-31-14	Jan-22-15	146
1512	Erect Bent 6	6	Jan-23-15	Jan-30-15	146
1513	Erect Piers 2	3	Feb-02-15	Feb-13-15	146
1514	Erect Piers 3	3	Feb-17-15	Feb-19-15	146
1515	Erect Piers 4	3	Feb-20-15	Feb-24-15	146
1516	Erect Piers 5	3	Feb-25-15	Feb-27-15	146
1517	Erect Bridge Beans	2	Mar-19-15	Mar-20-15	146
1518	Install Bridge Superstructure	12	Mar-23-15	Apr-07-15	146
1519	Demobilization	4	Apr-08-15	Apr-24-15	146
I-69 NB Over Beanblossom Creek Overflow (Widening)		60	Aug-01-14	Oct-28-14	149
1521	Mobilization	5	Aug-01-14	Aug-07-14	149
1522	Temporary erosion and sediment control	5	Aug-08-14	Aug-14-14	149
1523	Demolitions	10	Aug-15-14	Aug-28-14	149
1524	Install PilingFoundation Bent 1	3	Aug-29-14	Sep-03-14	149
1525	Install PilingFoundation Bent 2	2	Sep-04-14	Sep-05-14	153
1526	Install Pilling Foundation Bent 3	3	Sep-08-14	Sep-10-14	155
1527	Install Pilling Foundation Bent 5	3	Sep-16-14	Sep-18-14	155
1528	Erect Bent 1	6	Sep-04-14	Sep-11-14	149
1529	Erect Bent 2	6	Sep-12-14	Sep-19-14	149
1530	Erect Bent 3	3	Sep-22-14	Sep-24-14	149
1531	Erect Bent 5	3	Sep-19-14	Sep-23-14	155
1532	Install Pilling Foundation Bent 4	3	Sep-11-14	Sep-15-14	155



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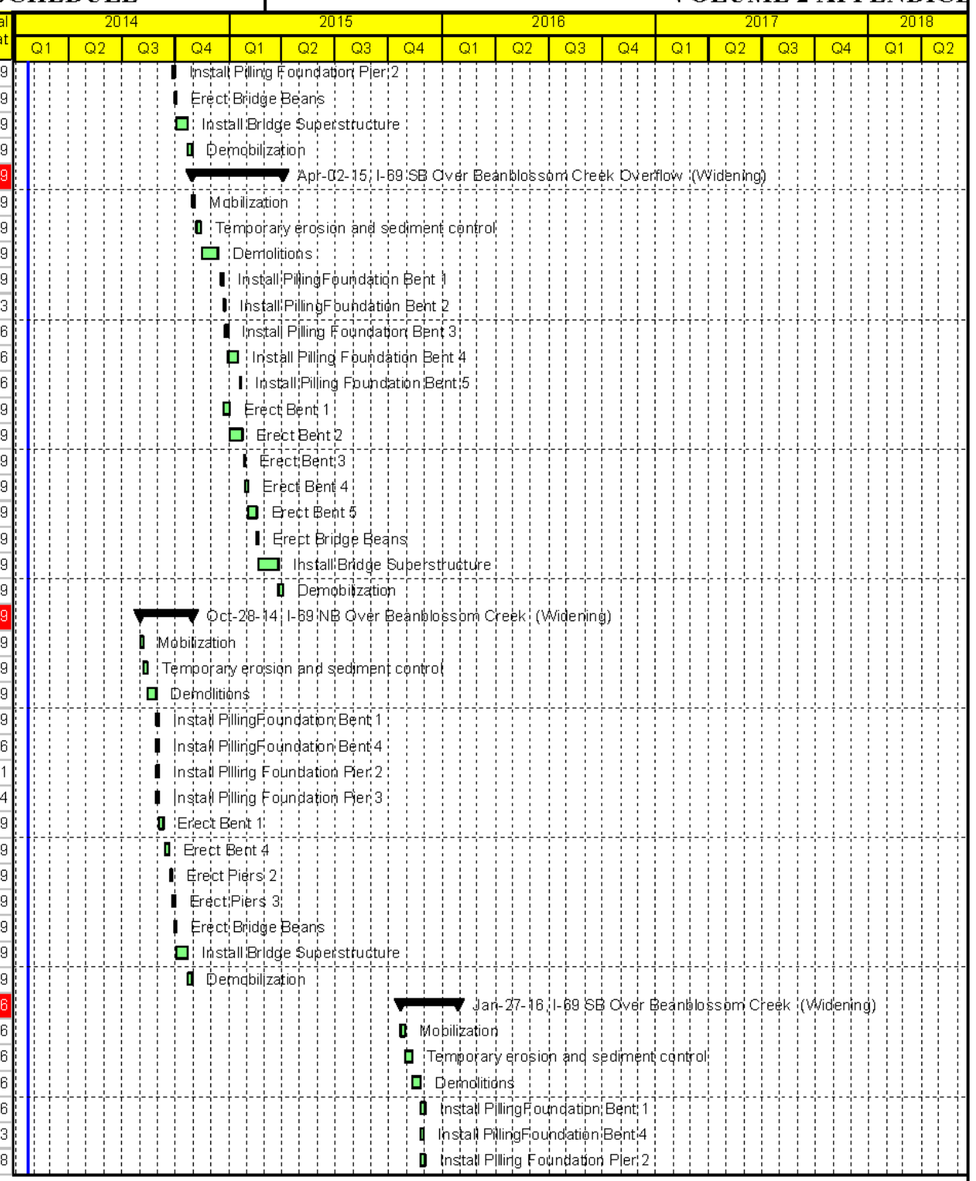
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1533	Install Pilling Foundation Pier 2	3	Sep-25-14	Sep-29-14	149
1534	Erect Bridge Beans	2	Sep-30-14	Oct-01-14	149
1535	Install Bridge Superstructure	12	Oct-02-14	Oct-21-14	149
1536	Demobilization	5	Oct-22-14	Oct-28-14	149
I-69 SB Over Beanblossom Creek Overflow (Widening)		63	Oct-29-14	Apr-02-15	149
1538	Mobilization	5	Oct-29-14	Nov-04-14	149
1539	Temporary erosion and sediment control	5	Nov-05-14	Nov-14-14	149
1540	Demolitions	10	Nov-17-14	Dec-12-14	149
1541	Install PilingFoundation Bent 1	3	Dec-18-14	Dec-22-14	149
1542	Install PilingFoundation Bent 2	2	Dec-23-14	Dec-24-14	153
1543	Install Pilling Foundation Bent 3	3	Dec-26-14	Dec-30-14	156
1544	Install Pilling Foundation Bent 4	3	Dec-31-14	Jan-16-15	156
1545	Install Pilling Foundation Bent 5	3	Jan-20-15	Jan-22-15	156
1546	Erect Bent 1	6	Dec-23-14	Dec-31-14	149
1547	Erect Bent 2	6	Jan-02-15	Jan-23-15	149
1548	Erect Bent 3	3	Jan-26-15	Jan-28-15	149
1549	Erect Bent 4	3	Jan-29-15	Feb-02-15	149
1550	Erect Bent 5	3	Feb-03-15	Feb-17-15	149
1551	Erect Bridge Beans	2	Feb-18-15	Feb-19-15	149
1552	Install Bridge Superstructure	12	Feb-20-15	Mar-26-15	149
1553	Demobilization	5	Mar-27-15	Apr-02-15	149
I-69 NB Over Beanblossom Creek (Widening)		60	Aug-01-14	Oct-28-14	149
1555	Mobilization	5	Aug-01-14	Aug-07-14	149
1556	Temporary erosion and sediment control	5	Aug-08-14	Aug-14-14	149
1557	Demolitions	10	Aug-15-14	Aug-28-14	149
1558	Install PilingFoundation Bent 1	3	Aug-29-14	Sep-03-14	149
1559	Install PilingFoundation Bent 4	2	Aug-29-14	Sep-02-14	156
1560	Install Pilling Foundation Pier 2	3	Aug-29-14	Sep-03-14	161
1561	Install Pilling Foundation Pier 3	3	Aug-29-14	Sep-03-14	164
1562	Erect Bent 1	6	Sep-04-14	Sep-11-14	149
1563	Erect Bent 4	6	Sep-12-14	Sep-19-14	149
1564	Erect Piers 2	3	Sep-22-14	Sep-24-14	149
1565	Erect Piers 3	3	Sep-25-14	Sep-29-14	149
1566	Erect Bridge Beans	2	Sep-30-14	Oct-01-14	149
1567	Install Bridge Superstructure	12	Oct-02-14	Oct-21-14	149
1568	Demobilization	5	Oct-22-14	Oct-28-14	149
I-69 SB Over Beanblossom Creek (Widening)		60	Oct-22-15	Jan-27-16	96
1570	Mobilization	5	Oct-22-15	Oct-29-15	96
1571	Temporary erosion and sediment control	5	Oct-29-15	Nov-10-15	96
1572	Demolitions	10	Nov-10-15	Nov-25-15	96
1573	Install PilingFoundation Bent 1	3	Nov-25-15	Dec-02-15	96
1574	Install PilingFoundation Bent 4	2	Nov-25-15	Dec-01-15	103
1575	Install Pilling Foundation Pier 2	3	Nov-25-15	Dec-02-15	108



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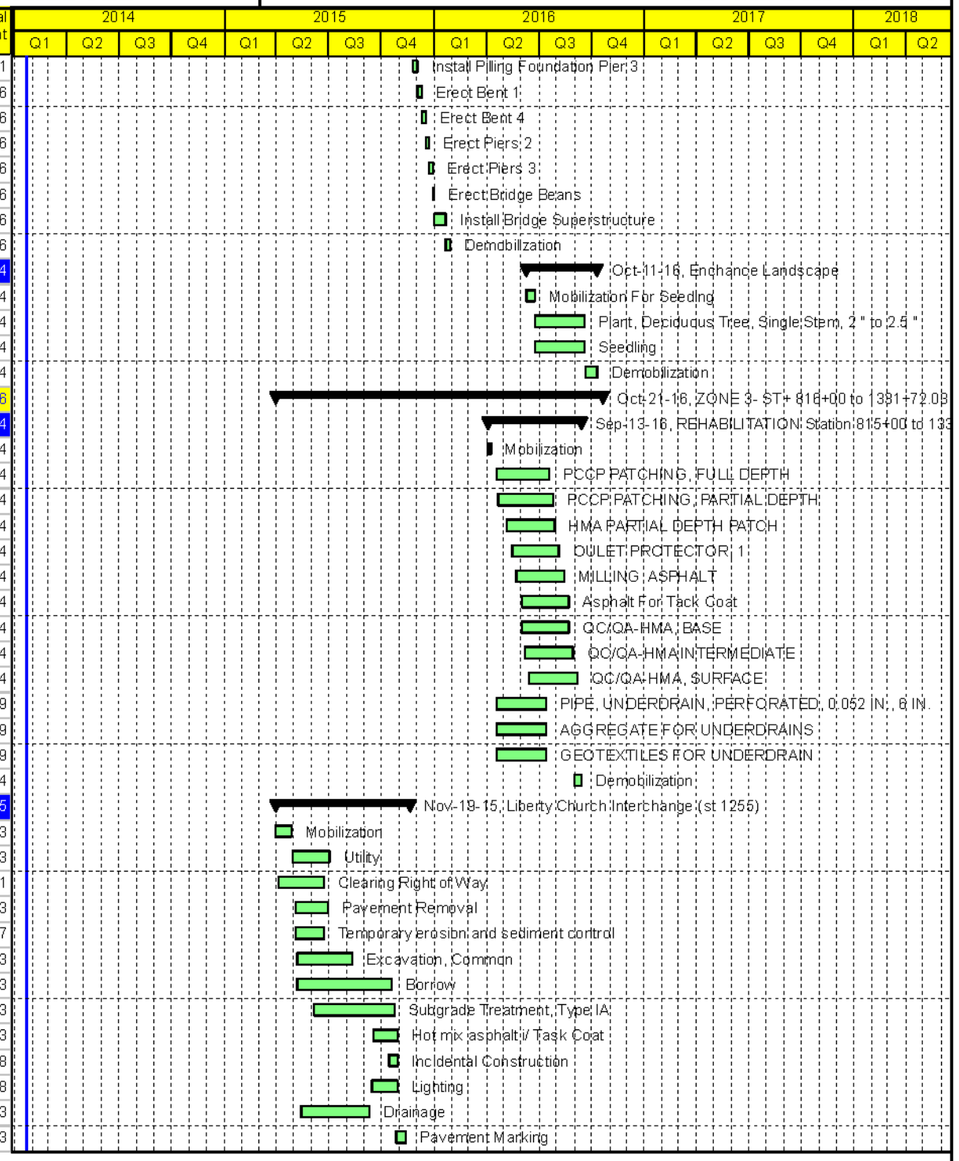
1576	Install Pilling Foundation Pier 3	3	Nov-25-15	Dec-02-15	111
1577	Erect Bent 1	6	Dec-02-15	Dec-10-15	96
1578	Erect Bent 4	6	Dec-10-15	Dec-18-15	96
1579	Erect Piers 2	3	Dec-18-15	Dec-23-15	96
1580	Erect Piers 3	3	Dec-23-15	Dec-29-15	96
1581	Erect Bridge Beans	2	Dec-29-15	Dec-31-15	96
1582	Install Bridge Superstructure	12	Dec-31-15	Jan-20-16	96
1583	Demobilization	5	Jan-20-16	Jan-27-16	96
Enchance Landscape		86	Jun-10-16	Oct-11-16	14
1585	Mobilization For Seeding	10	Jun-10-16	Jun-23-16	14
1586	Plant, Deciduous Tree, Single Stem, 2 " to 2.5 "	60	Jun-24-16	Sep-19-16	14
1587	Seedling	60	Jun-24-16	Sep-19-16	14
1588	Demobilization	16	Sep-20-16	Oct-11-16	14
ZONE 3- ST+ 816+00 to 1331+72.03		368	Apr-01-15	Oct-21-16	6
REHABILITATION Station 815+00 to 1331+72.03		102	Apr-04-16	Sep-13-16	34
1591	Mobilization	5	Apr-04-16	Apr-08-16	34
1593	PCCP PATCHING, FULL DEPTH	58	Apr-18-16	Jul-19-16	34
1594	PCCP PATCHING, PARTIAL DEPTH	58	Apr-22-16	Jul-25-16	34
1595	HMA PARTIAL DEPTH PATCH	58	May-05-16	Jul-29-16	34
1596	OULET PROTECTOR, 1	58	May-16-16	Aug-05-16	34
1597	MILLING, ASPHALT	58	May-24-16	Aug-15-16	34
1598	Asphalt For Tack Coat	58	Jun-01-16	Aug-22-16	34
1599	QC/QA-HMA, BASE	58	Jun-01-16	Aug-22-16	34
1600	QC/QA-HMA INTERMEDIATE	58	Jun-08-16	Aug-29-16	34
1602	QC/QA-HMA, SURFACE	58	Jun-15-16	Sep-06-16	34
1604	PIPE, UNDERDRAIN, PERFORATED, 0.052 IN., 6 IN.	55	Apr-18-16	Jul-14-16	69
1605	AGGREGATE FOR UNDERDRAINS	55	Apr-18-16	Jul-14-16	69
1606	GEOTEXTILES FOR UNDERDRAIN	55	Apr-18-16	Jul-14-16	69
1607	Demobilization	7	Sep-02-16	Sep-13-16	34
Liberty Church Interchange (st 1255)		149	Apr-01-15	Nov-19-15	115
1609	Mobilization	11	Apr-01-15	Apr-28-15	53
1610	Utility	45	Apr-29-15	Jul-02-15	53
1611	Clearing Right of Way	45	Apr-06-15	Jun-22-15	61
1612	Pavement Removal	37	May-06-15	Jun-29-15	53
1613	Temporary erosion and sediment control	33	May-06-15	Jun-23-15	87
1614	Excavation, Common	65	May-08-15	Aug-11-15	53
1615	Borrow	113	May-08-15	Oct-20-15	53
1616	Subgrade Treatment, Type IA	98	Jun-05-15	Oct-23-15	53
1617	Hot mix asphalt i/ Task Coat	31	Sep-17-15	Oct-30-15	53
1618	Incidental Construction	12	Oct-15-15	Oct-30-15	58
1619	Lighting	33	Sep-15-15	Oct-30-15	58
1620	Drainage	81	May-15-15	Sep-10-15	93
1621	Pavement Marking	10	Oct-26-15	Nov-12-15	53



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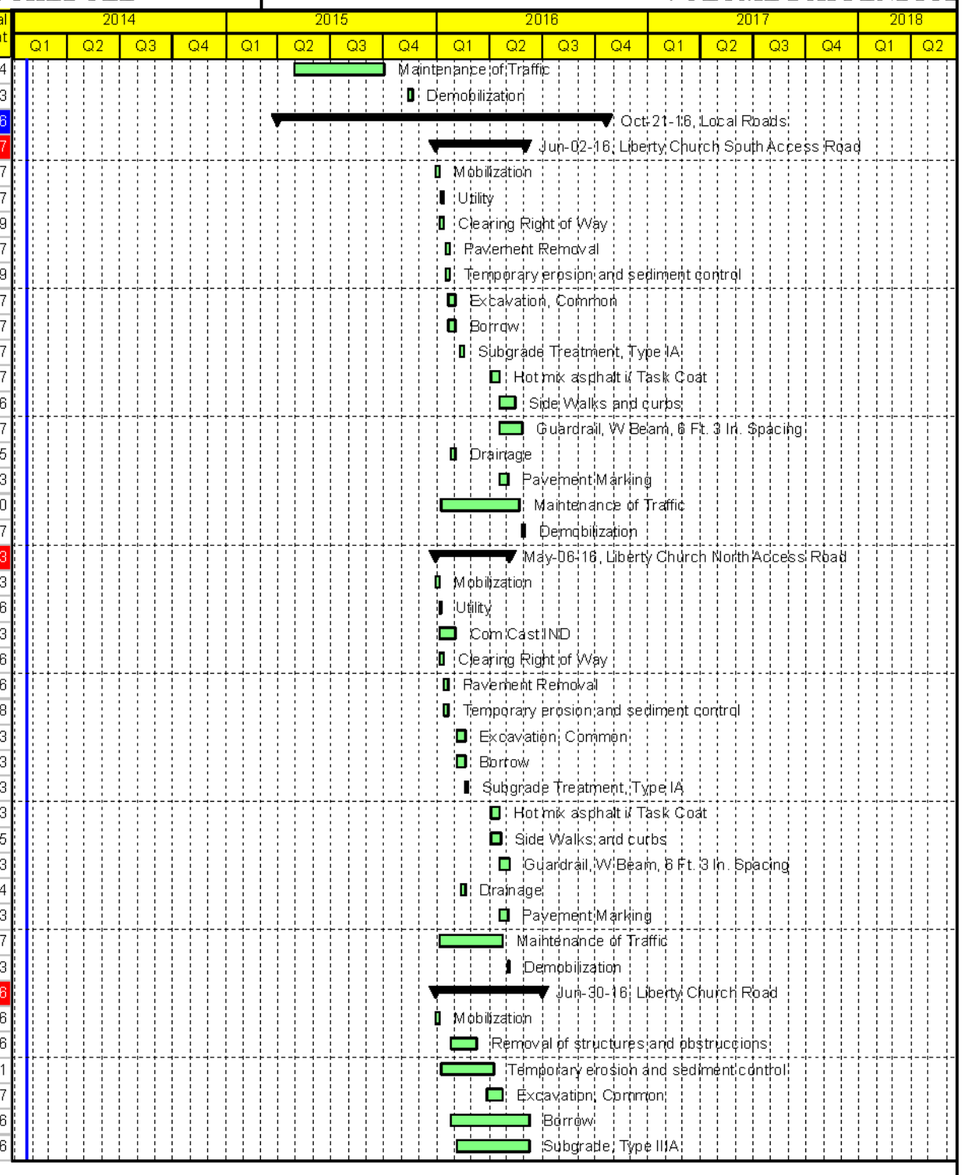
1622	Maintenance of Traffic	109	Apr-29-15	Oct-02-15	144
1623	Demobilization	5	Nov-13-15	Nov-19-15	53
Local Roads		368	Apr-01-15	Oct-21-16	6
Liberty Church South Access Road		93	Dec-31-15	Jun-02-16	27
1626	Mobilization	5	Dec-31-15	Jan-07-16	27
1627	Utility	5	Jan-08-16	Jan-14-16	27
1628	Clearing Right of Way	5	Jan-06-16	Jan-12-16	29
1629	Pavement Removal	5	Jan-15-16	Jan-22-16	27
1630	Temporary erosion and sediment control	5	Jan-15-16	Jan-22-16	29
1631	Excavation, Common	10	Jan-20-16	Feb-02-16	27
1632	Borrow	10	Jan-20-16	Feb-02-16	27
1633	Subgrade Treatment, Type IA	5	Feb-10-16	Feb-17-16	27
1634	Hot mix asphalt i/ Task Coat	6	Apr-04-16	Apr-19-16	27
1635	Side Walks and curbs	12	Apr-19-16	May-16-16	36
1636	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Apr-19-16	May-27-16	27
1637	Drainage	5	Jan-27-16	Feb-02-16	95
1638	Pavement Marking	5	Apr-19-16	May-03-16	43
1639	Maintenance of Traffic	82	Jan-08-16	May-23-16	30
1640	Demobilization	3	May-27-16	Jun-02-16	27
Liberty Church North Access Road		77	Dec-31-15	May-06-16	43
1642	Mobilization	3	Dec-31-15	Jan-05-16	43
1643	Utility	3	Jan-06-16	Jan-08-16	56
1644	Com Cast IND	20	Jan-06-16	Feb-03-16	43
1645	Clearing Right of Way	5	Jan-06-16	Jan-12-16	56
1646	Pavement Removal	5	Jan-13-16	Jan-20-16	56
1647	Temporary erosion and sediment control	5	Jan-13-16	Jan-20-16	58
1648	Excavation, Common	10	Feb-04-16	Feb-18-16	43
1649	Borrow	10	Feb-04-16	Feb-18-16	43
1650	Subgrade Treatment, Type IA	5	Feb-19-16	Feb-25-16	43
1651	Hot mix asphalt i/ Task Coat	6	Apr-04-16	Apr-19-16	43
1652	Side Walks and curbs	9	Apr-04-16	Apr-22-16	45
1653	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	Apr-19-16	May-06-16	43
1654	Drainage	5	Feb-11-16	Feb-18-16	84
1655	Pavement Marking	5	Apr-19-16	May-03-16	43
1656	Maintenance of Traffic	70	Jan-06-16	Apr-22-16	47
1657	Demobilization	3	May-03-16	May-06-16	43
Liberty Church Road		114	Dec-31-15	Jun-30-16	6
1659	Mobilization	5	Dec-31-15	Jan-07-16	6
1667	Removal of structures and obstruccions	33	Jan-25-16	Mar-10-16	6
1668	Temporary erosion and sediment control	63	Jan-08-16	Apr-08-16	11
1669	Excavation, Common	14	Mar-28-16	Apr-22-16	27
1670	Borrow	83	Jan-25-16	Jun-08-16	6
1671	Subgrade, Type IIIA	75	Feb-05-16	Jun-09-16	6



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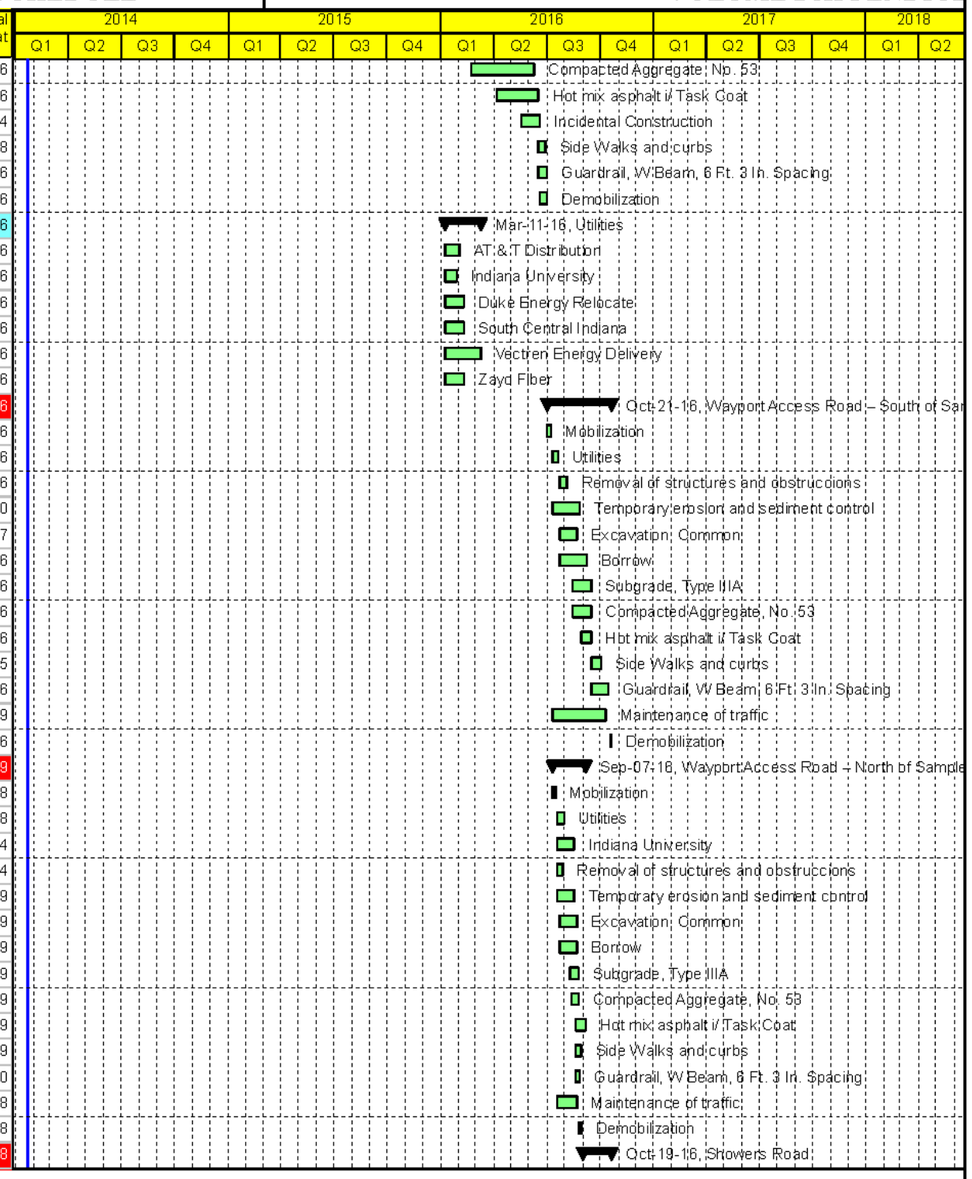
1672	Compacted Aggregate, No. 53	65	Feb-22-16	Jun-09-16	6
1673	Hot mix asphalt i/ Task Coat	37	Apr-07-16	Jun-16-16	6
1674	Incidental Construction	22	May-19-16	Jun-20-16	14
1675	Side Walks and curbs	8	Jun-17-16	Jun-28-16	8
1676	Guardrail, W Beam, 6 Ft. 3 In. Spacing	10	Jun-17-16	Jun-30-16	6
1677	Demobilization	9	Jun-20-16	Jun-30-16	6
Utilities		44	Jan-08-16	Mar-11-16	16
1661	AT & T Distribution	17	Jan-08-16	Feb-02-16	6
1662	Indiana University	15	Jan-08-16	Jan-29-16	6
1663	Duke Energy Relocate	22	Jan-08-16	Feb-09-16	16
1664	South Central Indiana	22	Jan-08-16	Feb-09-16	16
1665	Vectren Energy Delivery	44	Jan-08-16	Mar-11-16	16
1666	Zayo Fiber	22	Jan-08-16	Feb-09-16	16
Wayport Access Road – South of Sample Road Interchange		79	Jul-01-16	Oct-21-16	6
1679	Mobilization	5	Jul-01-16	Jul-08-16	6
1680	Utilities	10	Jul-11-16	Jul-22-16	6
1681	Removal of structures and obstruccions	10	Jul-25-16	Aug-05-16	6
1682	Temporary erosion and sediment control	35	Jul-11-16	Aug-26-16	40
1683	Excavation, Common	22	Jul-25-16	Aug-23-16	17
1684	Borrow	33	Jul-25-16	Sep-08-16	6
1685	Subgrade, Type IIIA	22	Aug-16-16	Sep-15-16	6
1686	Compacted Aggregate, No. 53	22	Aug-16-16	Sep-15-16	6
1687	Hot mix asphalt i/ Task Coat	12	Aug-29-16	Sep-15-16	6
1688	Side Walks and curbs	12	Sep-16-16	Oct-03-16	15
1689	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Sep-16-16	Oct-14-16	6
1690	Maintenance of traffic	66	Jul-11-16	Oct-11-16	9
1691	Demobilization	5	Oct-17-16	Oct-21-16	6
Wayport Access Road – North of Sample Road Interchange		41	Jul-11-16	Sep-07-16	9
1693	Mobilization	5	Jul-11-16	Jul-15-16	8
1694	Utilities	11	Jul-18-16	Aug-01-16	8
1695	Indiana University	22	Jul-18-16	Aug-16-16	14
1696	Removal of structures and obstruccions	10	Jul-18-16	Jul-29-16	14
1697	Temporary erosion and sediment control	22	Jul-18-16	Aug-16-16	9
1698	Excavation, Common	22	Jul-25-16	Aug-23-16	9
1699	Borrow	22	Jul-25-16	Aug-23-16	9
1700	Subgrade, Type IIIA	12	Aug-10-16	Aug-25-16	9
1701	Compacted Aggregate, No. 53	10	Aug-12-16	Aug-25-16	9
1702	Hot mix asphalt i/ Task Coat	12	Aug-19-16	Sep-07-16	9
1703	Side Walks and curbs	7	Aug-19-16	Aug-29-16	9
1704	Guardrail, W Beam, 6 Ft. 3 In. Spacing	6	Aug-19-16	Aug-26-16	10
1705	Maintenance of traffic	27	Jul-18-16	Aug-23-16	8
1706	Demobilization	5	Aug-24-16	Aug-30-16	8
Showers Road		35	Aug-31-16	Oct-19-16	8



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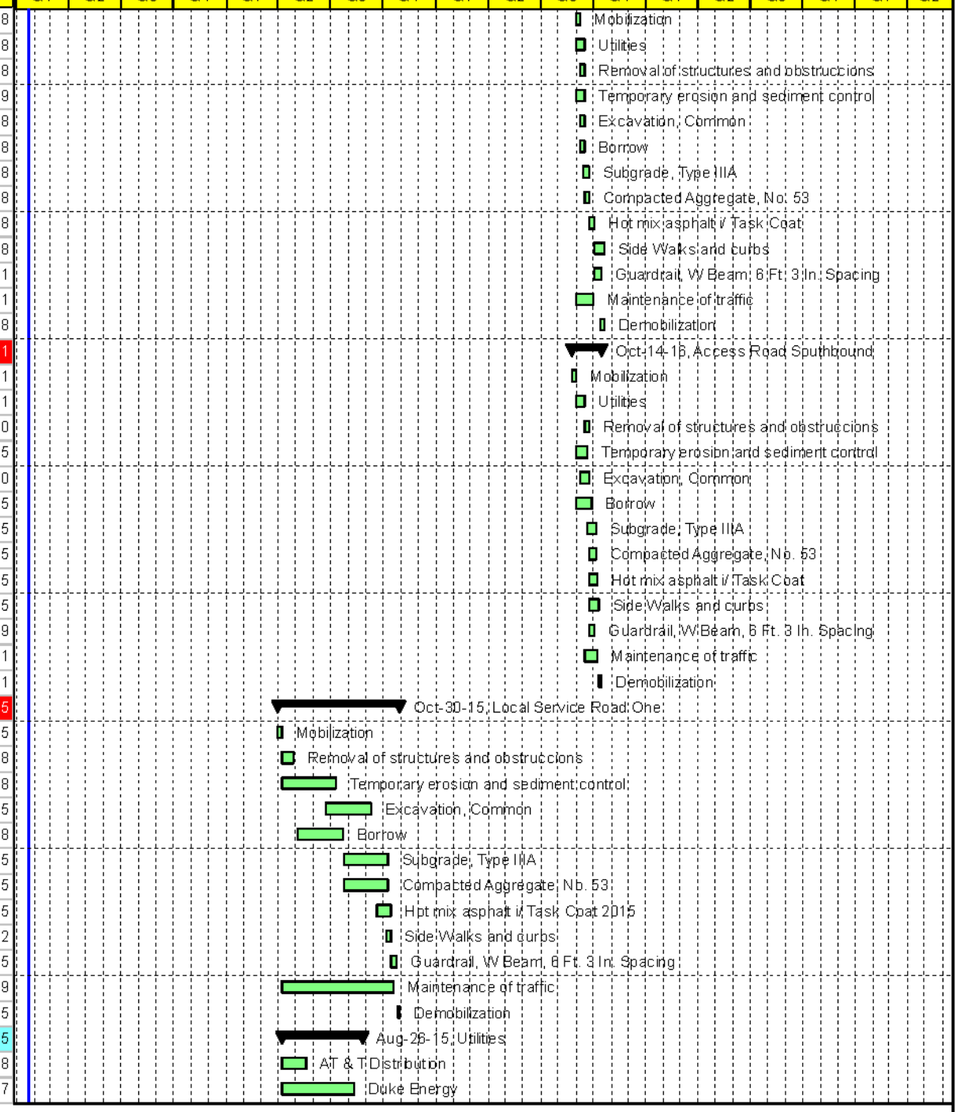
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1708	Mobilization	5	Aug-31-16	Sep-07-16	8
1709	Utilities	12	Aug-31-16	Sep-16-16	8
1710	Removal of structures and obstruccions	6	Sep-09-16	Sep-16-16	8
1711	Temporary erosion and sediment control	12	Aug-31-16	Sep-16-16	9
1712	Excavation, Common	5	Sep-09-16	Sep-15-16	8
1713	Borrow	5	Sep-09-16	Sep-15-16	8
1714	Subgrade, Type IIIA	7	Sep-14-16	Sep-22-16	8
1715	Compacted Aggregate, No. 53	6	Sep-15-16	Sep-22-16	8
1716	Hot mix asphalt i/ Task Coat	7	Sep-23-16	Oct-03-16	8
1717	Side Walks and curbs	12	Oct-04-16	Oct-19-16	8
1718	Guardrail, W Beam, 6 Ft. 3 In. Spacing	9	Oct-04-16	Oct-14-16	11
1719	Maintenance of traffic	22	Aug-31-16	Sep-30-16	21
1720	Demobilization	5	Oct-13-16	Oct-19-16	8
Access Road Southbound		36	Aug-25-16	Oct-14-16	11
1722	Mobilization	5	Aug-25-16	Aug-31-16	11
1723	Utilities	10	Sep-01-16	Sep-15-16	11
1724	Removal of structures and obstruccions	5	Sep-16-16	Sep-22-16	20
1725	Temporary erosion and sediment control	13	Sep-01-16	Sep-20-16	15
1726	Excavation, Common	10	Sep-09-16	Sep-22-16	20
1727	Borrow	20	Sep-01-16	Sep-29-16	15
1728	Subgrade, Type IIIA	12	Sep-21-16	Oct-06-16	15
1729	Compacted Aggregate, No. 53	10	Sep-23-16	Oct-06-16	15
1730	Hot mix asphalt i/ Task Coat	11	Sep-23-16	Oct-07-16	15
1731	Side Walks and curbs	12	Sep-23-16	Oct-10-16	15
1732	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	Sep-23-16	Oct-04-16	19
1733	Maintenance of traffic	16	Sep-16-16	Oct-07-16	11
1734	Demobilization	5	Oct-10-16	Oct-14-16	11
Local Service Road One		139	Apr-01-15	Oct-30-15	25
1736	Mobilization	5	Apr-01-15	Apr-07-15	25
1743	Removal of structures and obstruccions	5	Apr-08-15	Apr-27-15	58
1744	Temporary erosion and sediment control	55	Apr-08-15	Jul-09-15	58
1745	Excavation, Common	55	Jun-23-15	Sep-09-15	25
1746	Borrow	55	May-05-15	Jul-23-15	58
1747	Subgrade, Type IIIA	55	Jul-24-15	Oct-09-15	25
1748	Compacted Aggregate, No. 53	55	Jul-24-15	Oct-09-15	25
1749	Hot mix asphalt i/ Task Coat 2015	17	Sep-21-15*	Oct-14-15	25
1750	Side Walks and curbs	5	Oct-07-15	Oct-14-15	32
1751	Guardrail, W Beam, 6 Ft. 3 In. Spacing	7	Oct-15-15	Oct-23-15	25
1752	Maintenance of traffic	125	Apr-08-15	Oct-19-15	29
1753	Demobilization	5	Oct-26-15	Oct-30-15	25
Utilities		89	Apr-08-15	Aug-26-15	25
1738	AT & T Distribution	21	Apr-08-15	May-19-15	58
1739	Duke Energy	77	Apr-08-15	Aug-10-15	37



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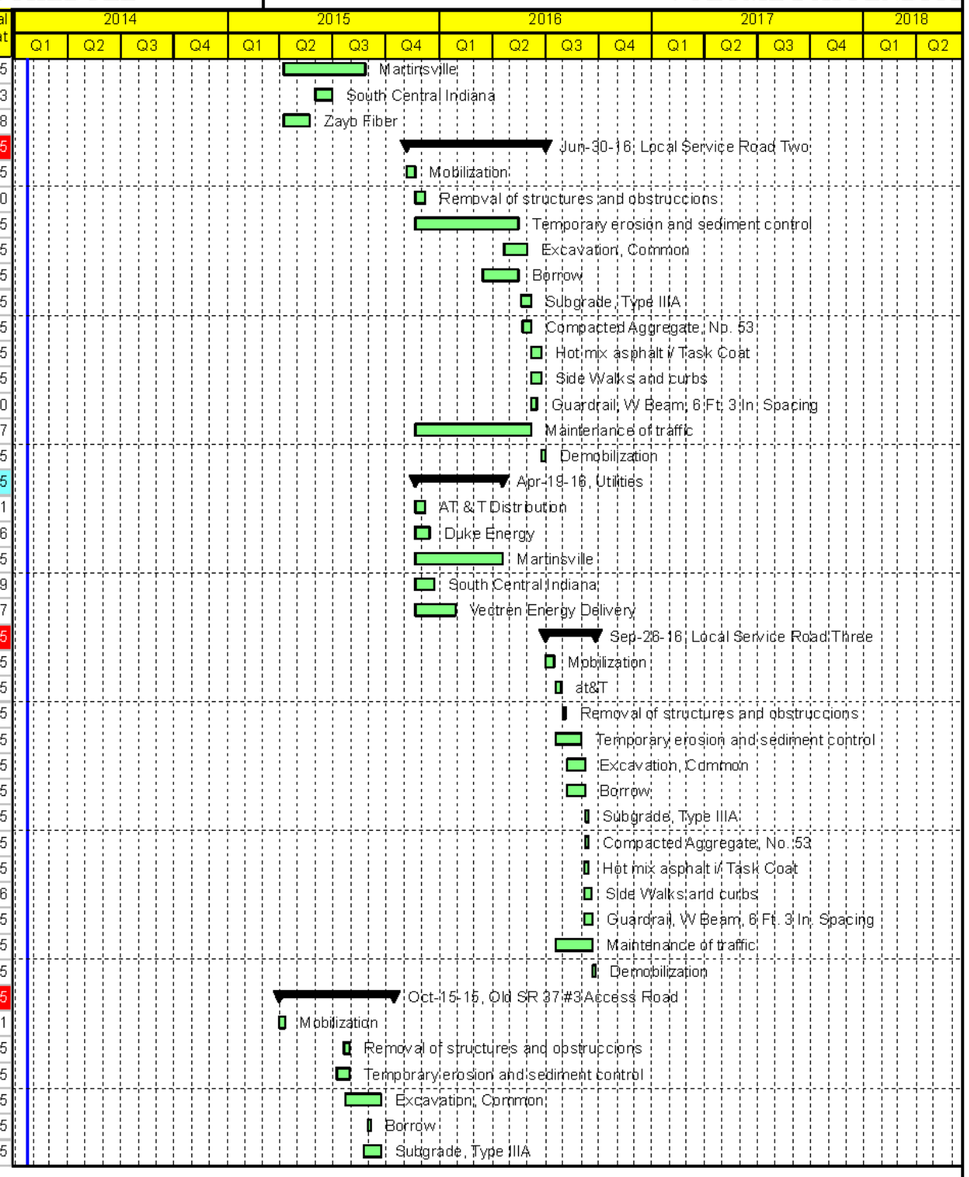
1740	Martinsville	89	Apr-08-15	Aug-26-15	25
1741	South Central Indiana	22	Jun-02-15	Jul-01-15	63
1742	Zayo Fiber	22	Apr-08-15	May-21-15	58
Local Service Road Two		150	Nov-05-15	Jun-30-16	25
1755	Mobilization	10	Nov-05-15	Nov-19-15	25
1762	Removal of structures and obstruccions	10	Nov-20-15	Dec-07-15	100
1763	Temporary erosion and sediment control	108	Nov-20-15	May-16-16	35
1764	Excavation, Common	22	Apr-20-16	May-31-16	25
1765	Borrow	33	Mar-14-16	May-16-16	35
1766	Subgrade, Type IIIA	12	May-20-16	Jun-07-16	25
1767	Compacted Aggregate, No. 53	10	May-24-16	Jun-07-16	25
1768	Hot mix asphalt i/ Task Coat	12	Jun-08-16	Jun-24-16	25
1769	Side Walks and curbs	12	Jun-08-16	Jun-23-16	25
1770	Guardrail, W Beam, 6 Ft. 3 In. Spacing	7	Jun-08-16	Jun-16-16	30
1771	Maintenance of traffic	123	Nov-20-15	Jun-07-16	37
1772	Demobilization	5	Jun-24-16	Jun-30-16	25
Utilities		96	Nov-20-15	Apr-19-16	25
1757	AT & T Distribution	10	Nov-20-15	Dec-07-15	111
1758	Duke Energy	15	Nov-20-15	Dec-14-15	106
1759	Martinsville	96	Nov-20-15	Apr-19-16	25
1760	South Central Indiana	22	Nov-20-15	Dec-23-15	99
1761	Vectren Energy Delivery	44	Nov-20-15	Jan-27-16	77
Local Service Road Three		60	Jul-01-16	Sep-26-16	25
1774	Mobilization	10	Jul-01-16	Jul-15-16	25
1775	at&T	10	Jul-18-16	Jul-29-16	25
1776	Removal of structures and obstruccions	5	Aug-01-16	Aug-05-16	25
1777	Temporary erosion and sediment control	35	Jul-18-16	Sep-02-16	35
1778	Excavation, Common	22	Aug-08-16	Sep-07-16	25
1779	Borrow	22	Aug-08-16	Sep-07-16	25
1780	Subgrade, Type IIIA	5	Sep-08-16	Sep-14-16	25
1781	Compacted Aggregate, No. 53	5	Sep-08-16	Sep-14-16	25
1782	Hot mix asphalt i/ Task Coat	6	Sep-07-16	Sep-14-16	25
1783	Side Walks and curbs	9	Sep-07-16	Sep-19-16	26
1784	Guardrail, W Beam, 6 Ft. 3 In. Spacing	10	Sep-07-16	Sep-20-16	25
1785	Maintenance of traffic	46	Jul-18-16	Sep-20-16	25
1786	Demobilization	4	Sep-21-16	Sep-26-16	25
Old SR 37 #3 Access Road		128	Apr-01-15	Oct-15-15	15
1788	Mobilization	8	Apr-01-15	Apr-10-15	51
1798	Removal of structures and obstruccions	8	Jul-21-15	Jul-30-15	15
1799	Temporary erosion and sediment control	18	Jul-07-15	Jul-30-15	25
1800	Excavation, Common	42	Jul-23-15	Sep-21-15	15
1801	Borrow	5	Aug-31-15	Sep-04-15	25
1802	Subgrade, Type IIIA	22	Aug-24-15	Sep-23-15	15



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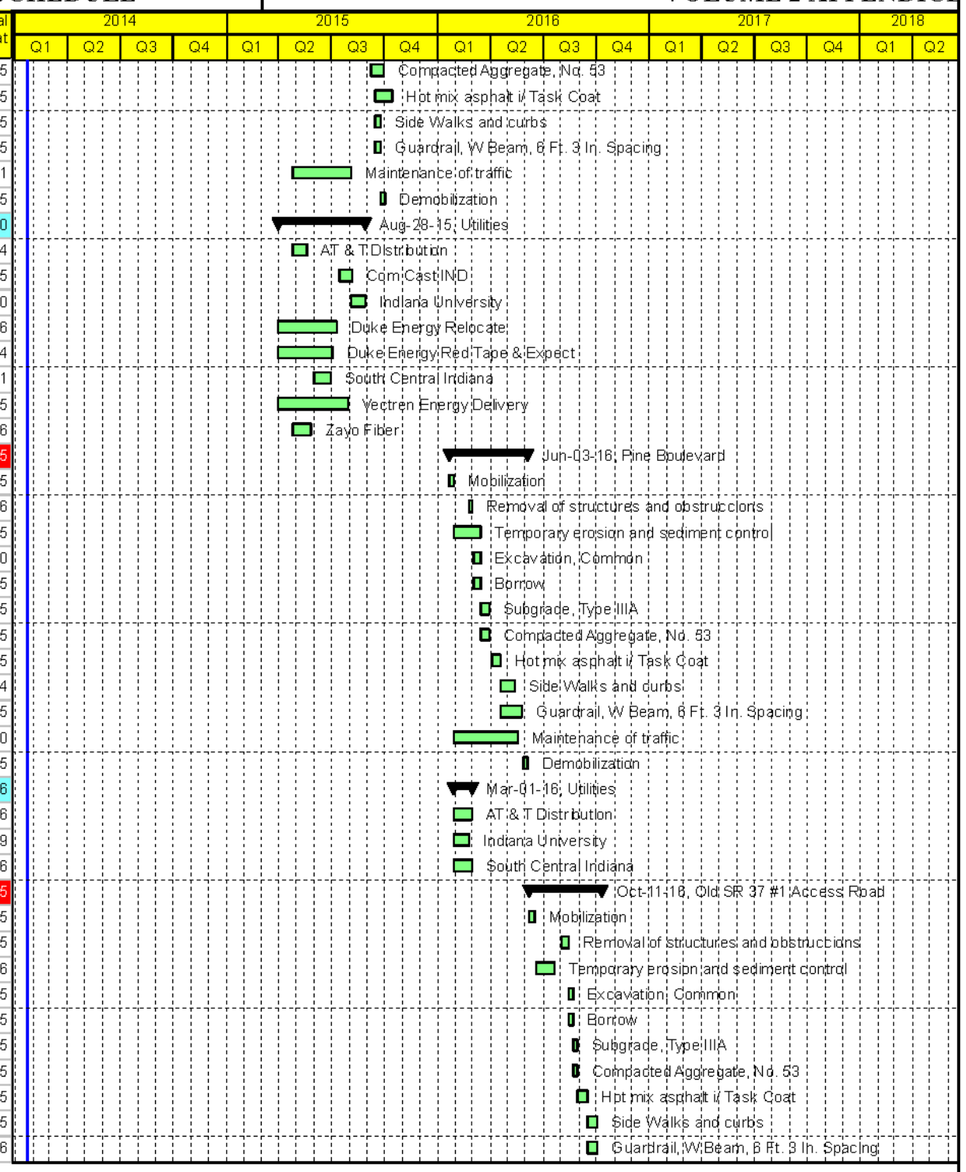
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1803	Compacted Aggregate, No. 53	17	Sep-08-15	Sep-30-15	15
1804	Hot mix asphalt i/ Task Coat	22	Sep-15-15	Oct-15-15	15
1805	Side Walks and curbs	8	Sep-15-15	Sep-24-15	15
1806	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	Sep-15-15	Sep-24-15	15
1807	Maintenance of traffic	70	Apr-24-15	Aug-04-15	51
1808	Demobilization	5	Sep-25-15	Oct-01-15	15
Utilities		96	Apr-01-15	Aug-28-15	20
1790	AT & T Distribution	18	Apr-24-15	May-19-15	64
1791	Com Cast IND	18	Jul-15-15	Aug-07-15	35
1792	Indiana University	18	Aug-05-15	Aug-28-15	20
1793	Duke Energy Relocate	60	Apr-01-15	Jul-09-15	56
1794	Duke Energy Red Tape & Expect	56	Apr-01-15	Jul-02-15	34
1795	South Central Indiana	22	Jun-02-15	Jul-01-15	61
1796	Vectren Energy Delivery	75	Apr-01-15	Jul-30-15	15
1797	Zayo Fiber	22	Apr-24-15	May-27-15	86
Pine Boulevard		81	Jan-22-16	Jun-03-16	15
1810	Mobilization	5	Jan-22-16	Jan-28-16	15
1815	Removal of structures and obstruccions	5	Feb-24-16	Mar-01-16	16
1816	Temporary erosion and sediment control	33	Jan-29-16	Mar-16-16	15
1817	Excavation, Common	10	Mar-03-16	Mar-16-16	20
1818	Borrow	10	Mar-03-16	Mar-16-16	15
1819	Subgrade, Type IIIA	13	Mar-14-16	Mar-30-16	15
1820	Compacted Aggregate, No. 53	13	Mar-14-16	Mar-30-16	15
1821	Hot mix asphalt i/ Task Coat	6	Apr-04-16	Apr-18-16	15
1822	Side Walks and curbs	12	Apr-19-16	May-13-16	24
1823	Guardrail, W Beam, 6 Ft. 3 In. Spacing	21	Apr-19-16	May-26-16	15
1824	Maintenance of traffic	66	Jan-29-16	May-19-16	20
1825	Demobilization	5	May-27-16	Jun-03-16	15
Utilities		22	Jan-29-16	Mar-01-16	16
1812	AT & T Distribution	22	Jan-29-16	Mar-01-16	16
1813	Indiana University	19	Jan-29-16	Feb-25-16	19
1814	South Central Indiana	22	Jan-29-16	Mar-01-16	16
Old SR 37 #1 Access Road		89	Jun-06-16	Oct-11-16	15
1827	Mobilization	10	Jun-06-16	Jun-17-16	15
1832	Removal of structures and obstruccions	10	Aug-02-16	Aug-15-16	15
1833	Temporary erosion and sediment control	24	Jun-20-16	Jul-22-16	36
1834	Excavation, Common	5	Aug-16-16	Aug-22-16	15
1835	Borrow	5	Aug-16-16	Aug-22-16	15
1836	Subgrade, Type IIIA	5	Aug-23-16	Aug-29-16	15
1837	Compacted Aggregate, No. 53	5	Aug-23-16	Aug-29-16	15
1838	Hot mix asphalt i/ Task Coat	12	Aug-30-16	Sep-16-16	15
1839	Side Walks and curbs	12	Sep-16-16	Oct-04-16	15
1840	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Sep-16-16	Oct-03-16	16



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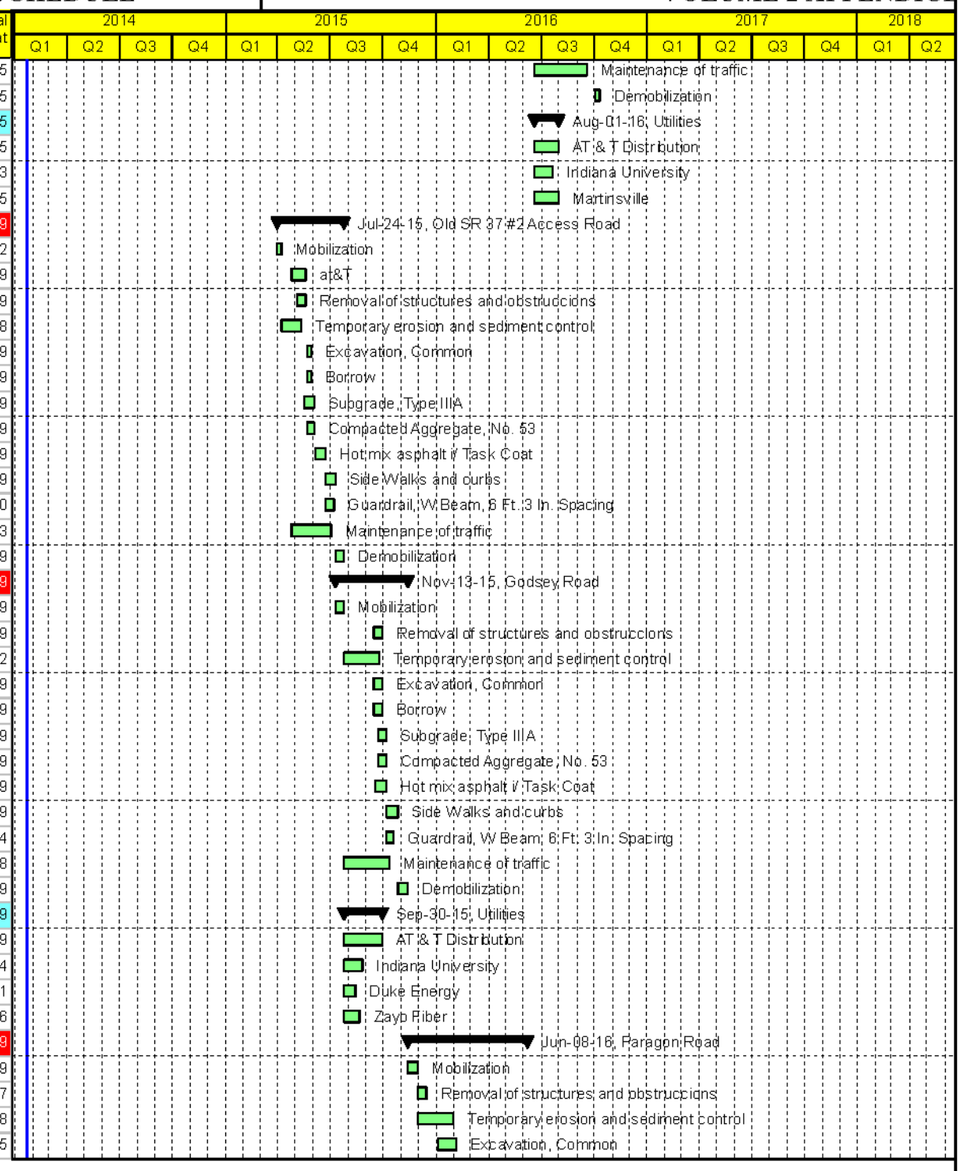
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1841	Maintenance of traffic	64	Jun-20-16	Sep-19-16	25
1842	Demobilization	5	Oct-04-16	Oct-11-16	15
Utilities		30	Jun-20-16	Aug-01-16	25
1829	AT & T Distribution	30	Jun-20-16	Aug-01-16	15
1830	Indiana University	22	Jun-20-16	Jul-20-16	23
1831	Martinsville	30	Jun-20-16	Aug-01-16	25
Old SR 37 #2 Access Road		70	Apr-01-15	Jul-24-15	39
1844	Mobilization	5	Apr-01-15	Apr-07-15	42
1845	at&T	18	Apr-24-15	May-19-15	39
1846	Removal of structures and obstruccions	10	May-06-15	May-19-15	39
1847	Temporary erosion and sediment control	17	Apr-08-15	May-13-15	48
1848	Excavation, Common	5	May-21-15	May-28-15	39
1849	Borrow	5	May-21-15	May-28-15	39
1850	Subgrade, Type IIIA	12	May-18-15	Jun-04-15	39
1851	Compacted Aggregate, No. 53	10	May-21-15	Jun-04-15	39
1852	Hot mix asphalt i/ Task Coat	12	Jun-05-15	Jun-23-15	39
1853	Side Walks and curbs	12	Jun-23-15	Jul-10-15	39
1854	Guardrail, W Beam, 6 Ft. 3 In. Spacing	11	Jun-23-15	Jul-09-15	40
1855	Maintenance of traffic	48	Apr-24-15	Jul-02-15	43
1856	Demobilization	10	Jul-10-15	Jul-24-15	39
Godsey Road		84	Jul-10-15	Nov-13-15	39
1858	Mobilization	10	Jul-10-15	Jul-24-15	39
1864	Removal of structures and obstruccions	10	Sep-16-15	Sep-30-15	39
1865	Temporary erosion and sediment control	44	Jul-24-15	Sep-25-15	42
1866	Excavation, Common	10	Sep-16-15	Sep-30-15	39
1867	Borrow	10	Sep-16-15	Sep-30-15	39
1868	Subgrade, Type IIIA	12	Sep-21-15	Oct-07-15	39
1869	Compacted Aggregate, No. 53	10	Sep-23-15	Oct-07-15	39
1870	Hot mix asphalt i/ Task Coat	12	Sep-18-15	Oct-07-15	39
1871	Side Walks and curbs	12	Oct-07-15	Oct-26-15	39
1872	Guardrail, W Beam, 6 Ft. 3 In. Spacing	7	Oct-07-15	Oct-19-15	44
1873	Maintenance of traffic	55	Jul-24-15	Oct-13-15	48
1874	Demobilization	10	Oct-26-15	Nov-13-15	39
Utilities		47	Jul-24-15	Sep-30-15	39
1860	AT & T Distribution	47	Jul-24-15	Sep-30-15	39
1861	Indiana University	22	Jul-24-15	Aug-25-15	64
1862	Duke Energy	15	Jul-24-15	Aug-14-15	71
1863	Zayo Fiber	20	Jul-24-15	Aug-21-15	66
Paragon Road		128	Nov-13-15	Jun-08-16	39
1876	Mobilization	10	Nov-13-15	Dec-01-15	39
1881	Removal of structures and obstruccions	10	Dec-01-15	Dec-15-15	77
1882	Temporary erosion and sediment control	41	Dec-01-15	Feb-01-16	58
1883	Excavation, Common	22	Jan-04-16	Feb-04-16	55



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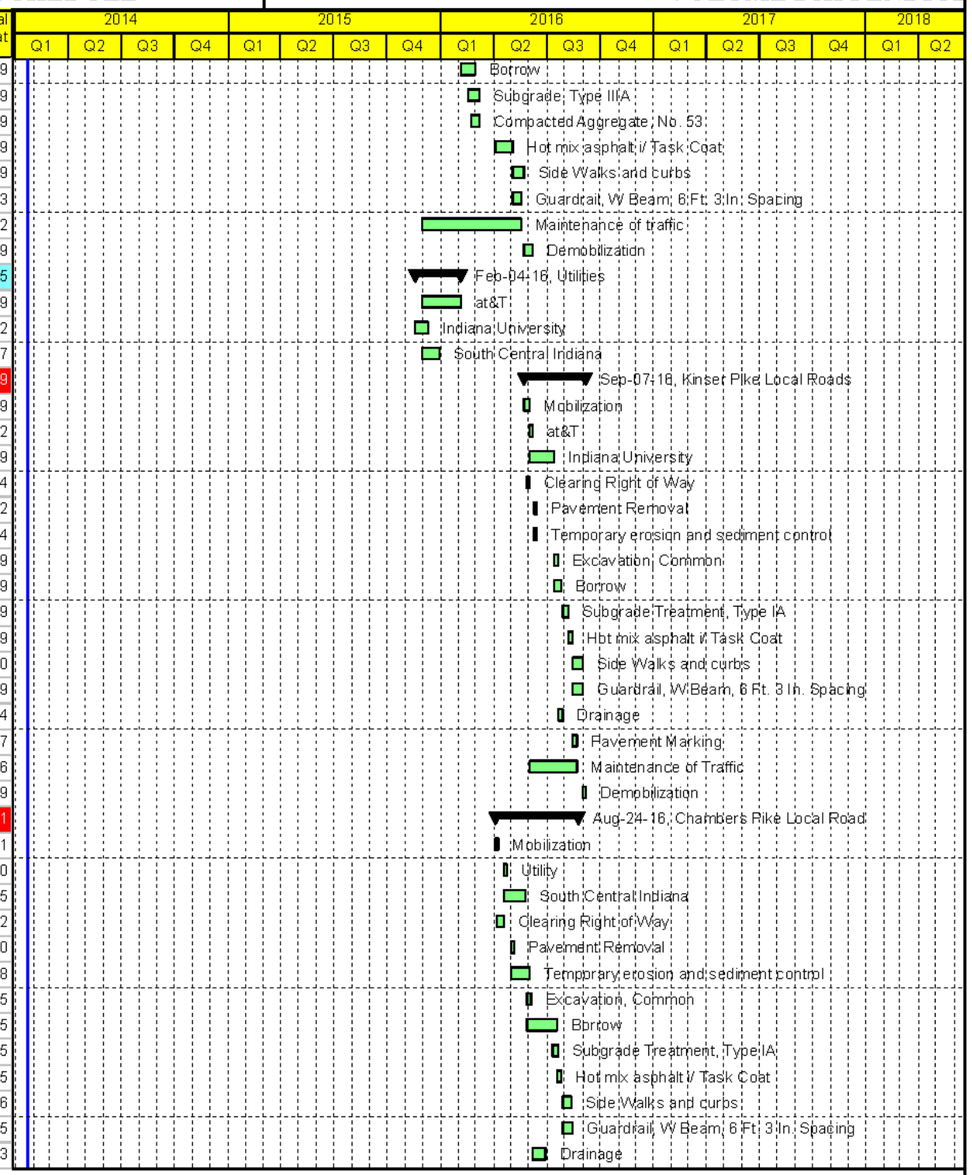
1884	Borrow	16	Feb-04-16	Feb-29-16	39
1885	Subgrade, Type IIIA	12	Feb-18-16	Mar-07-16	39
1886	Compacted Aggregate, No. 53	10	Feb-22-16	Mar-07-16	39
1887	Hot mix asphalt i/ Task Coat	12	Apr-04-16	May-04-16	39
1888	Side Walks and curbs	12	May-04-16	May-24-16	39
1889	Guardrail, W Beam, 6 Ft. 3 In. Spacing	8	May-04-16	May-18-16	43
1890	Maintenance of traffic	105	Dec-01-15	May-19-16	42
1891	Demobilization	10	May-24-16	Jun-08-16	39
Utilities		52	Nov-17-15	Feb-04-16	55
1878	at&T	44	Dec-01-15	Feb-04-16	39
1879	Indiana University	15	Nov-17-15	Dec-10-15	92
1880	South Central Indiana	20	Dec-01-15	Dec-30-15	57
Kinser Pike Local Roads		73	May-24-16	Sep-07-16	39
1893	Mobilization	5	May-24-16	Jun-01-16	39
1894	at&T	5	Jun-01-16	Jun-08-16	62
1895	Indiana University	30	Jun-01-16	Jul-14-16	39
1896	Clearing Right of Way	3	May-27-16	Jun-02-16	64
1897	Pavement Removal	5	Jun-08-16	Jun-15-16	62
1898	Temporary erosion and sediment control	5	Jun-08-16	Jun-15-16	64
1899	Excavation, Common	5	Jul-14-16	Jul-21-16	39
1900	Borrow	7	Jul-14-16	Jul-25-16	39
1901	Subgrade Treatment, Type IA	7	Jul-28-16	Aug-08-16	39
1902	Hot mix asphalt i/ Task Coat	5	Aug-08-16	Aug-15-16	39
1903	Side Walks and curbs	12	Aug-15-16	Aug-31-16	40
1904	Guardrail, W Beam, 6 Ft. 3 In. Spacing	13	Aug-15-16	Sep-01-16	39
1905	Drainage	5	Jul-21-16	Jul-28-16	64
1906	Pavement Marking	5	Aug-15-16	Aug-22-16	47
1907	Maintenance of Traffic	58	Jun-01-16	Aug-23-16	46
1908	Demobilization	3	Sep-01-16	Sep-07-16	39
Chambers Pike Local Road		89	Apr-04-16	Aug-24-16	11
1910	Mobilization	5	Apr-04-16	Apr-08-16	11
1911	Utility	5	Apr-18-16	Apr-22-16	30
1912	South Central Indiana	22	Apr-18-16	May-26-16	15
1913	Clearing Right of Way	3	Apr-07-16	Apr-18-16	32
1914	Pavement Removal	5	May-02-16	May-06-16	30
1915	Temporary erosion and sediment control	21	May-02-16	Jun-02-16	48
1916	Excavation, Common	5	May-27-16	Jun-03-16	15
1917	Borrow	35	May-27-16	Jul-18-16	15
1918	Subgrade Treatment, Type IA	7	Jul-12-16	Jul-20-16	15
1919	Hot mix asphalt i/ Task Coat	6	Jul-20-16	Jul-27-16	15
1920	Side Walks and curbs	12	Jul-28-16	Aug-12-16	16
1921	Guardrail, W Beam, 6 Ft. 3 In. Spacing	13	Jul-28-16	Aug-15-16	15
1922	Drainage	17	Jun-06-16	Jun-28-16	43



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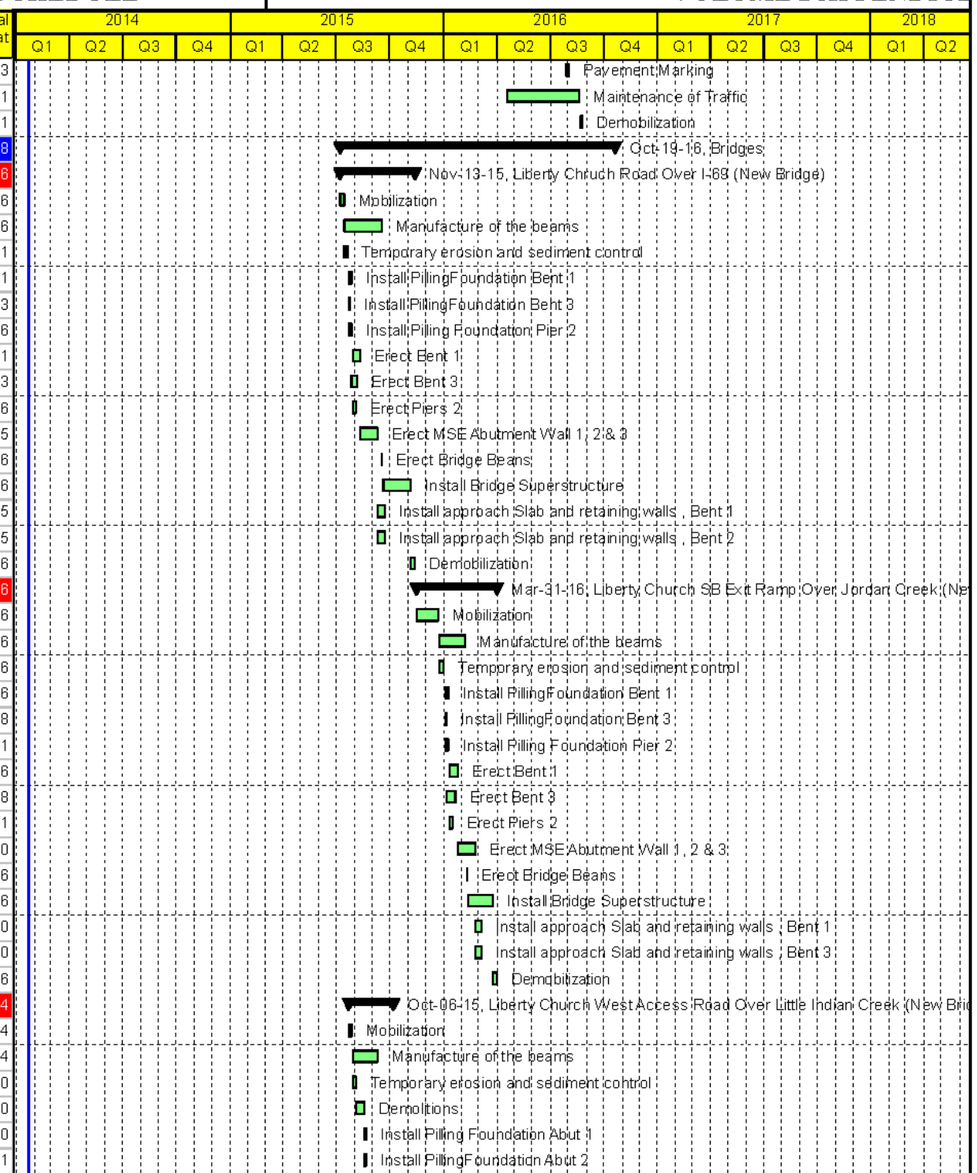
1923	Pavement Marking	5	Jul-28-16	Aug-03-16	23
1924	Maintenance of Traffic	81	Apr-18-16	Aug-19-16	11
1925	Demobilization	3	Aug-22-16	Aug-24-16	11
Bridges		308	Jul-08-15	Oct-19-16	8
Liberty Chruch Road Over I-69 (New Bridge)		87	Jul-08-15	Nov-13-15	76
1928	Mobilization	5	Jul-08-15	Jul-14-15	76
1929	Manufacture of the beams	45	Jul-15-15	Sep-16-15	76
1930	Temporary erosion and sediment control	5	Jul-15-15	Jul-21-15	101
1931	Install PillingFoundation Bent 1	5	Jul-22-15	Jul-28-15	101
1932	Install PillingFoundation Bent 3	3	Jul-22-15	Jul-24-15	103
1933	Install Pilling Foundation Pier 2	5	Jul-22-15	Jul-28-15	106
1934	Erect Bent 1	10	Jul-29-15	Aug-11-15	101
1935	Erect Bent 3	10	Jul-27-15	Aug-07-15	103
1936	Erect Piers 2	5	Jul-29-15	Aug-04-15	106
1937	Erect MSE Abutment Wall 1, 2 & 3	20	Aug-12-15	Sep-09-15	105
1938	Erect Bridge Beans	2	Sep-17-15	Sep-18-15	76
1939	Install Bridge Superstructure	30	Sep-21-15	Nov-05-15	76
1940	Install approach Slab and retaining walls , Bent 1	8	Sep-10-15	Sep-21-15	105
1941	Install approach Slab and retaining walls , Bent 2	8	Sep-10-15	Sep-21-15	105
1942	Demobilization	5	Nov-06-15	Nov-13-15	76
Liberty Church SB Exit Ramp Over Jordan Creek (New Bridge)		93	Nov-16-15	Mar-31-16	76
1944	Mobilization	26	Nov-16-15	Dec-23-15	76
1945	Manufacture of the beams	30	Dec-24-15	Feb-08-16	76
1946	Temporary erosion and sediment control	5	Dec-24-15	Dec-31-15	86
1947	Install PillingFoundation Bent 1	5	Jan-04-16	Jan-08-16	86
1948	Install PillingFoundation Bent 3	3	Jan-04-16	Jan-06-16	88
1949	Install Pilling Foundation Pier 2	5	Jan-04-16	Jan-08-16	91
1950	Erect Bent 1	10	Jan-11-16	Jan-25-16	86
1951	Erect Bent 3	10	Jan-07-16	Jan-21-16	88
1952	Erect Piers 2	5	Jan-11-16	Jan-15-16	91
1953	Erect MSE Abutment Wall 1, 2 & 3	20	Jan-26-16	Feb-23-16	90
1954	Erect Bridge Beans	2	Feb-09-16	Feb-10-16	76
1955	Install Bridge Superstructure	30	Feb-11-16	Mar-24-16	76
1956	Install approach Slab and retaining walls , Bent 1	8	Feb-24-16	Mar-04-16	90
1957	Install approach Slab and retaining walls , Bent 3	8	Feb-24-16	Mar-04-16	90
1958	Demobilization	5	Mar-25-16	Mar-31-16	76
Liberty Church West Access Road Over Little Indian Creek (New Bridge)		54	Jul-22-15	Oct-06-15	144
1960	Mobilization	5	Jul-22-15	Jul-28-15	144
1961	Manufacture of the beams	30	Jul-29-15	Sep-09-15	144
1962	Temporary erosion and sediment control	5	Jul-29-15	Aug-04-15	150
1963	Demolitions	10	Aug-05-15	Aug-18-15	150
1964	Install Pilling Foundation Abut 1	3	Aug-19-15	Aug-21-15	150
1965	Install PillingFoundation Abut 2	2	Aug-19-15	Aug-20-15	151



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PROJECT BASELINE SCHEDULE

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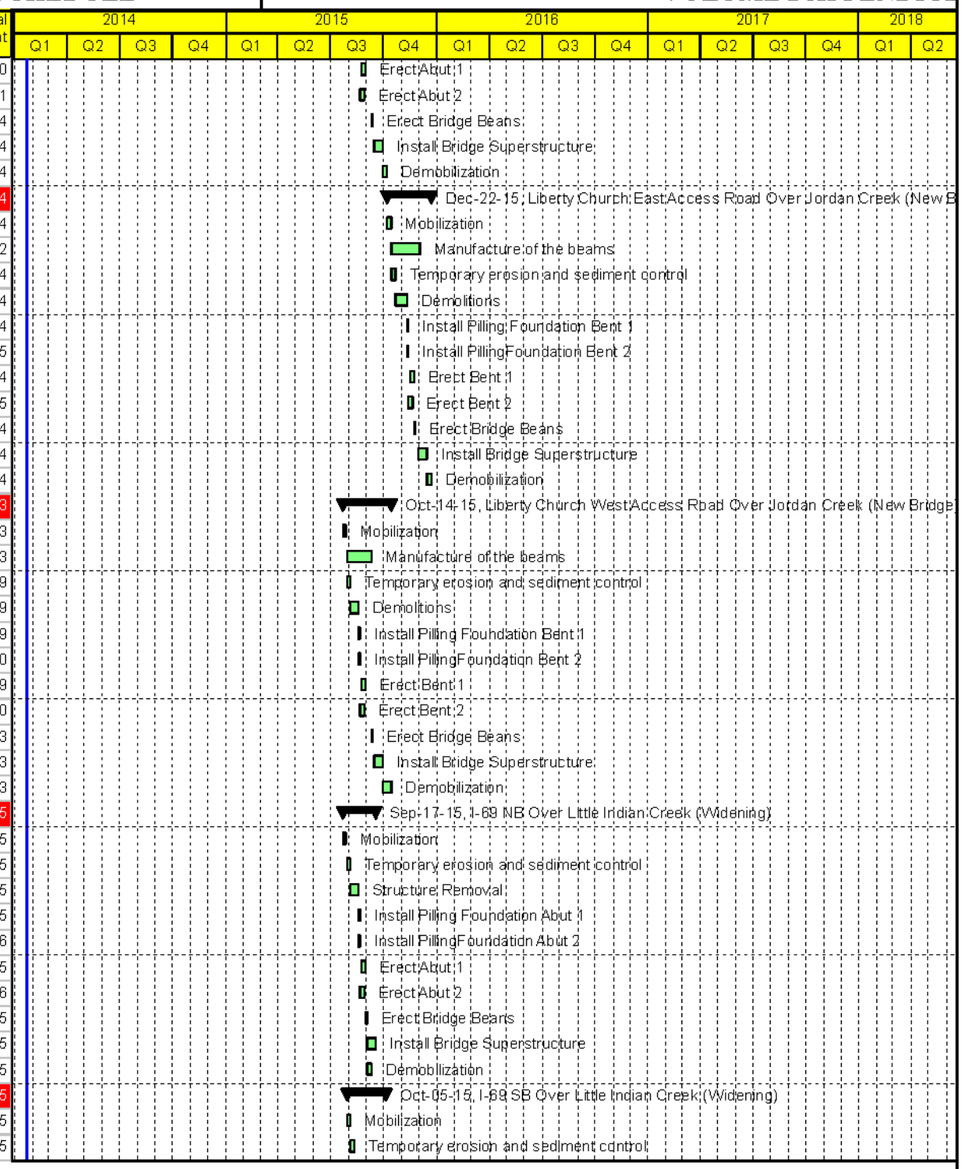
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
1966	Erect Abut 1	6	Aug-24-15	Aug-31-15	150
1967	Erect Abut 2	6	Aug-21-15	Aug-28-15	151
1968	Erect Bridge Beams	2	Sep-10-15	Sep-11-15	144
1969	Install Bridge Superstructure	12	Sep-14-15	Sep-29-15	144
1970	Demobilization	5	Sep-30-15	Oct-06-15	144
Liberty Church East Access Road Over Jordan Creek (New Bridge)		48	Oct-07-15	Dec-22-15	144
1972	Mobilization	5	Oct-07-15	Oct-14-15	144
1973	Manufacture of the beams	30	Oct-15-15	Dec-03-15	152
1974	Temporary erosion and sediment control	5	Oct-15-15	Oct-21-15	144
1975	Demolitions	10	Oct-22-15	Nov-09-15	144
1976	Install Pilling Foundation Bent 1	3	Nov-10-15	Nov-13-15	144
1977	Install PilingFoundation Bent 2	2	Nov-10-15	Nov-12-15	145
1978	Erect Bent 1	6	Nov-16-15	Nov-23-15	144
1979	Erect Bent 2	6	Nov-13-15	Nov-20-15	145
1980	Erect Bridge Beams	2	Nov-24-15	Nov-25-15	144
1981	Install Bridge Superstructure	12	Nov-30-15	Dec-15-15	144
1982	Demobilization	5	Dec-16-15	Dec-22-15	144
Liberty Church West Access Road Over Jordan Creek (New Bridge)		59	Jul-22-15	Oct-14-15	133
1984	Mobilization	5	Jul-22-15	Jul-28-15	133
1985	Manufacture of the beams	30	Jul-29-15	Sep-09-15	133
1986	Temporary erosion and sediment control	5	Jul-29-15	Aug-04-15	139
1987	Demolitions	10	Aug-05-15	Aug-18-15	139
1988	Install Pilling Foundation Bent 1	3	Aug-19-15	Aug-21-15	139
1989	Install PilingFoundation Bent 2	2	Aug-19-15	Aug-20-15	140
1990	Erect Bent 1	6	Aug-24-15	Aug-31-15	139
1991	Erect Bent 2	6	Aug-21-15	Aug-28-15	140
1992	Erect Bridge Beams	2	Sep-10-15	Sep-11-15	133
1993	Install Bridge Superstructure	12	Sep-14-15	Sep-29-15	133
1994	Demobilization	10	Sep-30-15	Oct-14-15	133
I-69 NB Over Little Indian Creek (Widening)		41	Jul-22-15	Sep-17-15	185
1996	Mobilization	5	Jul-22-15	Jul-28-15	95
1997	Temporary erosion and sediment control	5	Jul-29-15	Aug-04-15	185
1998	Structure Removal	10	Aug-05-15	Aug-18-15	185
1999	Install Pilling Foundation Abut 1	3	Aug-19-15	Aug-21-15	185
2000	Install PilingFoundation Abut 2	2	Aug-19-15	Aug-20-15	186
2001	Erect Abut 1	6	Aug-24-15	Aug-31-15	185
2002	Erect Abut 2	6	Aug-21-15	Aug-28-15	186
2003	Erect Bridge Beams	2	Sep-01-15	Sep-02-15	185
2004	Install Bridge Superstructure	10	Sep-03-15	Sep-17-15	185
2005	Demobilization	5	Sep-03-15	Sep-10-15	185
I-69 SB Over Little Indian Creek (Widening)		48	Jul-29-15	Oct-05-15	95
2007	Mobilization	5	Jul-29-15	Aug-04-15	95
2008	Temporary erosion and sediment control	5	Aug-05-15	Aug-11-15	95



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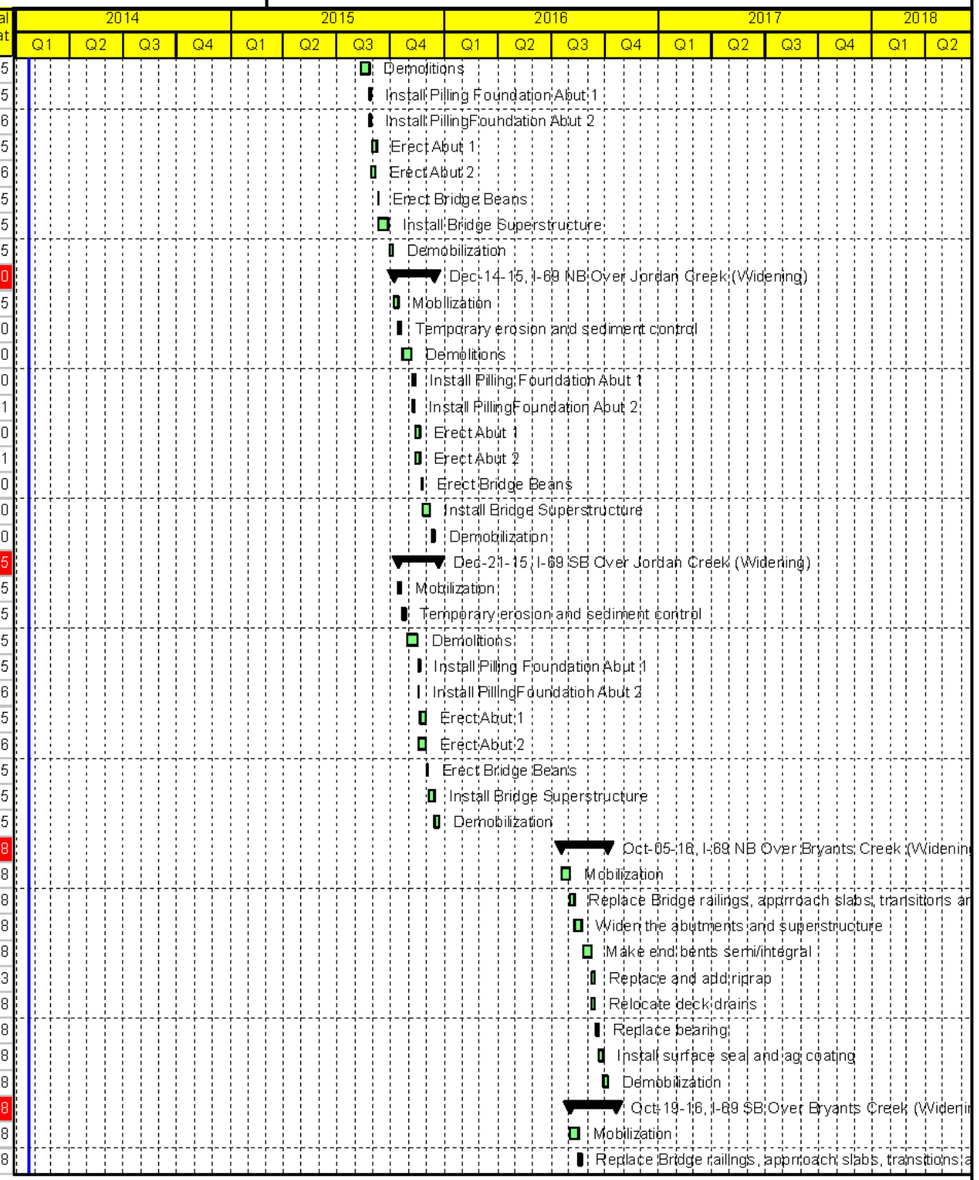
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
2009	Demolitions	10	Aug-12-15	Aug-25-15	95
2010	Install Pilling Foundation Abut 1	3	Aug-26-15	Aug-28-15	95
2011	Install PilingFoundation Abut 2	2	Aug-26-15	Aug-27-15	96
2012	Erect Abut 1	6	Aug-31-15	Sep-08-15	95
2013	Erect Abut 2	6	Aug-28-15	Sep-04-15	96
2014	Erect Bridge Beans	2	Sep-09-15	Sep-10-15	95
2015	Install Bridge Superstructure	12	Sep-11-15	Sep-28-15	95
2016	Demobilization	5	Sep-29-15	Oct-05-15	95
I-69 NB Over Jordan Creek (Widening)		43	Oct-06-15	Dec-14-15	100
2018	Mobilization	5	Oct-06-15	Oct-13-15	95
2019	Temporary erosion and sediment control	5	Oct-14-15	Oct-20-15	100
2020	Demolitions	10	Oct-21-15	Nov-06-15	100
2021	Install Pilling Foundation Abut 1	3	Nov-09-15	Nov-12-15	100
2022	Install PilingFoundation Abut 2	2	Nov-09-15	Nov-10-15	101
2023	Erect Abut 1	6	Nov-13-15	Nov-20-15	100
2024	Erect Abut 2	6	Nov-12-15	Nov-19-15	101
2025	Erect Bridge Beans	2	Nov-23-15	Nov-24-15	100
2026	Install Bridge Superstructure	8	Nov-25-15	Dec-08-15	100
2027	Demobilization	4	Dec-09-15	Dec-14-15	100
I-69 SB Over Jordan Creek (Widening)		43	Oct-14-15	Dec-21-15	95
2029	Mobilization	5	Oct-14-15	Oct-20-15	95
2030	Temporary erosion and sediment control	5	Oct-21-15	Oct-27-15	95
2031	Demolitions	10	Oct-28-15	Nov-16-15	95
2032	Install Pilling Foundation Abut 1	3	Nov-17-15	Nov-19-15	95
2033	Install PilingFoundation Abut 2	2	Nov-17-15	Nov-18-15	96
2034	Erect Abut 1	6	Nov-20-15	Dec-01-15	95
2035	Erect Abut 2	6	Nov-19-15	Nov-30-15	96
2036	Erect Bridge Beans	2	Dec-02-15	Dec-03-15	95
2037	Install Bridge Superstructure	8	Dec-04-15	Dec-15-15	95
2038	Demobilization	4	Dec-16-15	Dec-21-15	95
I-69 NB Over Bryants Creek (Widening)		55	Jul-20-16	Oct-05-16	18
2040	Mobilization	10	Jul-20-16	Aug-02-16	8
2041	Replace Bridge railings, apprroach slabs, transitions and terminal joints	5	Aug-03-16	Aug-09-16	18
2042	Widen the abutments and superstructure	10	Aug-10-16	Aug-23-16	18
2043	Make end bents semi/integral	10	Aug-24-16	Sep-07-16	18
2044	Replace and add riprap	5	Sep-08-16	Sep-14-16	23
2045	Relocate deck drains	5	Sep-08-16	Sep-14-16	18
2046	Replace bearing	5	Sep-15-16	Sep-21-16	18
2047	Install surface seal and ag coating	5	Sep-22-16	Sep-28-16	18
2048	Demobilization	5	Sep-29-16	Oct-05-16	18
I-69 SB Over Bryants Creek (Widening)		55	Aug-03-16	Oct-19-16	8
2050	Mobilization	10	Aug-03-16	Aug-16-16	8
2051	Replace Bridge railings, apprroach slabs, transitions and terminal joints	5	Aug-17-16	Aug-23-16	8



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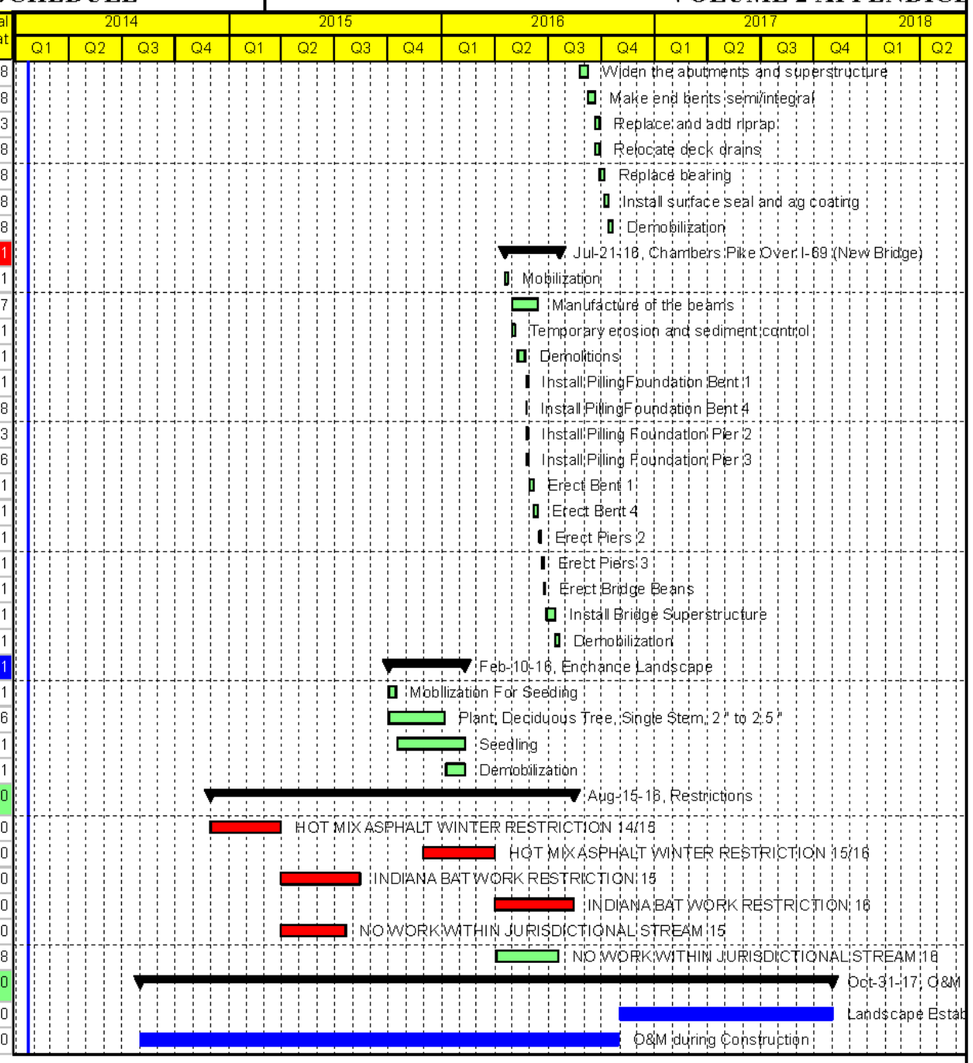
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
2052	Widen the abutments and superstructure	10	Aug-24-16	Sep-07-16	8
2053	Make end bents semi/integral	10	Sep-08-16	Sep-21-16	8
2054	Replace and add riprap	5	Sep-22-16	Sep-28-16	13
2055	Relocate deck drains	5	Sep-22-16	Sep-28-16	8
2056	Replace bearing	5	Sep-29-16	Oct-05-16	8
2057	Install surface seal and ag coating	5	Oct-06-16	Oct-12-16	8
2058	Demobilization	5	Oct-13-16	Oct-19-16	8
Chambers Pike Over I-69 (New Bridge)		60	Apr-18-16	Jul-21-16	71
2060	Mobilization	5	Apr-18-16	Apr-22-16	71
2061	Manufacture of the beams	30	May-02-16	Jun-15-16	77
2062	Temporary erosion and sediment control	5	May-02-16	May-06-16	71
2063	Demolitions	10	May-11-16	May-24-16	71
2064	Install PilingFoundation Bent 1	3	May-25-16	May-27-16	71
2065	Install PilingFoundation Bent 4	2	May-25-16	May-26-16	78
2066	Install Pilling Foundation Pier 2	3	May-25-16	May-27-16	83
2067	Install Pilling Foundation Pier 3	3	May-25-16	May-27-16	86
2068	Erect Bent 1	6	May-31-16	Jun-07-16	71
2069	Erect Bent 4	6	Jun-08-16	Jun-15-16	71
2070	Erect Piers 2	3	Jun-16-16	Jun-20-16	71
2071	Erect Piers 3	3	Jun-21-16	Jun-23-16	71
2072	Erect Bridge Beans	2	Jun-24-16	Jun-27-16	71
2073	Install Bridge Superstructure	12	Jun-28-16	Jul-14-16	71
2074	Demobilization	5	Jul-15-16	Jul-21-16	71
Enchance Landscape		85	Oct-01-15	Feb-10-16	171
2076	Mobilization For Seeding	10	Oct-01-15	Oct-15-15	171
2077	Plant, Deciduous Tree, Single Stem, 2 " to 2.5 "	60	Oct-01-15	Jan-05-16	196
2078	Seedling	75	Oct-16-15	Feb-10-16	171
2079	Demobilization	23	Jan-08-16	Feb-10-16	171
Restrictions		383	Dec-01-14	Aug-15-16	0
2083	HOT MIX ASPHALT WINTER RESTRICTION 14/15	87	Dec-01-14*	Mar-31-15	0
2084	HOT MIX ASPHALT WINTER RESTRICTION 15/16	88	Dec-01-15*	Mar-31-16	0
2085	INDIANA BAT WORK RESTRICTION 15	98	Apr-01-15*	Aug-14-15	0
2086	INDIANA BAT WORK RESTRICTION 16	97	Apr-01-16	Aug-15-16*	0
2087	NO WORK WITHIN JURISDICTIONAL STREAM 15	68	Apr-01-15*	Jul-21-15	0
2088	NO WORK WITHIN JURISDICTIONAL STREAM 16	63	Apr-04-16*	Jul-19-16	8
O&M and Landscape Establishment		753	Aug-01-14	Oct-31-17	0
2080	Landscape Establishment	365	Nov-01-16	Oct-31-17	0
2081	O&M during Construction	495	Aug-01-14	Oct-31-16	0



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Appendix H-4: McCormick Group Qualifications Statement

Appendix H-4 McCormick Group Qualifications Statement

The McCormick Group is a certified, Indiana DBE firm with over two decades of experience. This includes prior I-69 experience and extensive transportation experience in community relations and public involvement project leadership. This experience includes a full portfolio of services, including successfully planning and executing public meetings, proactive public outreach, campaign development, print collaterals, strategic communication planning, grass roots outreach to underserved populations, communication documentation, web and social media, marketing research and media management. Nationally recognized since 1999 for its experience, The McCormick Group is known for its strategic approach, attention to detail and ability to build consensus within multiple constituencies. Additionally, The McCormick Group has extensive experience successfully working with multiple publics and team members from diverse backgrounds. Project execution has included successfully managing statewide projects and media campaigns utilizing multiple resources from multiple states. In the execution of this Project, The McCormick Group will allocate the necessary resources to meet the proposed schedule, budget and client expectations.

As President and Senior Consultant with The McCormick Group, Matti McCormick has received recognition and awards from 1999 when she was selected **National Minority Development Supplier of the Year** from among more than 15,000 candidates for her business growth and civic commitments, to 2012, when she was selected as **Cambridge Who's Who Professional of the Year in Public Relations and Communications**, from over 35,000 applicants nationwide.

WORLDWIDE WHO'S WHO

Press Release

For Immediate Release

Matti J. McCormick Recognized by Worldwide Who's Who for Industry Excellence

Matti McCormick celebrates 33 years of accomplishments in marketing, communications and business

INDIANAPOLIS, IN, March 7, 2012, Matti J. McCormick, President and CEO of The McCormick Group, Inc., has been recognized by Worldwide Who's Who for showing dedication, leadership and excellence in public relations and communications.

An integrated communications, strategic marketing and public relations company, The McCormick Group, Inc., is committed to bringing its clients high-quality communication solutions. This practice concentrates on three main areas: public involvement, marketing research and advertising. Some of its services involve brand management, minority marketing, transportation public outreach, project management and change management.

Ms. Matti McCormick has spent a total of 33 years in the public relations and communications sector. During this impressive span of time in the industry, she has become especially proficient in the areas of project management, customer service and specialized strategic communication. Today, she exercises these skills as the president and chief executive officer of The McCormick Group. In these leadership roles, she implements an array of communication strategies, and establishes and maintains strong client relationships.

Ms. McCormick's work has garnered her various accolades in business and public relations. In 2011, she earned the Indianapolis Mayor's Award for Entrepreneurial Excellence. Based on her civic commitments, she was the first representative from the state of Indiana elected to the National Board of the Better Business Bureau. Additionally she was twice nominated for Indiana's Minority Entrepreneur of the Year. She has served as Multicultural Chair for two successive NCAA Final Fours and in 2012 was featured in the Indianapolis Super Bowl's Emerging Business Spotlight for Woman Owned Businesses.

A great deal of Ms. McCormick's success in the industry is due to her unrelenting enthusiasm for learning. She started her college education at Hampton University, graduating with a Bachelor of Science in biology and chemistry, with honors, in 1978. She went on to attend Rutgers, The State University of New Jersey, where she received an MBA in marketing. Ms. McCormick has also taken classes through The Wharton School, Amos Tuck School and the Kellogg Graduate School of Management.

For more information about The McCormick Group, Inc., visit http://www.mccormick-group.com.

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INFO@WWREGISTRY.COM | WWW.WORLDWIDEWHOSWHO.COM

Experience

Matti and The McCormick Group have served as Public Involvement Lead on multiple projects and clearly understand transportation requirements for public involvement. Examples of which follow for your reference:

Accelerate I-465 Reconstruction Project, the largest reconstruction project ($500 million) in INDOT history, this Project was recently cited as one of the **Top 10 Road Projects by Roads & Bridges Magazine/October 2013**.


TOP 10 ROADS

PROJECT: Accelerate 465
LOCATION: Indianapolis, Ind.
OWNER: Indiana Department of Transportation
DESIGNERS: Stephen J. Christian and Associates, RW Armstrong, CTE, Burgess and Niple, Parsons Brinckerhoff
CONTRACTORS: Walsh Construction Co., E&B Paving Co., Milestone Advisors
COST: $423 million
START DATE: April 10, 2010
COMPLETION DATE: Nov. 29, 2012

#5

A ring around Indy

INDOT bests airport traffic, construction surprises in time for city's first Super Bowl

Additionally, project identity, project website, newsletters, third party articles and media management were components of this Project. Of note, The McCormick Group planned and executed an **Accelerate 465 Information Fair** which received over 1 million free media exposures, in a two day period. For the Accelerate 465 project, The McCormick Group provided the following services:

1. Overall Public Involvement and Media Coordination including message development, media management, story development and communication planning.
2. Public Information Meetings including managing on-site coordination, site venue, agenda, public comment, recording and on- site moderation of public meetings and public comments, including Context Sensitive Solutions which involved aesthetics such as design and landscaping.
3. Local Government and Community Outreach including managing input to local officials within the project corridor, scheduling legislative briefings and developing summary talking points and legislative briefs regarding project activity.
4. In terms of writing capability, The McCormick Group developed the Project Value Summary which defined economic value, resulting in this Project being rated as one of the top ten projects to be continued, based on INDOT budget re-evaluations.
5. Web Site, Media Kits, Newsletters included developing individual submittals, providing subject input to third party communicators and communication approach.
6. Extensive Community and Special Interest Group Outreach including reaching over 2000 stakeholders, 56 neighborhood groups, conducting 44 meetings throughout the project's execution. These meetings included one- on - one, small group, special stakeholder, neighborhood and monthly CAG (Community Advisory Group) meetings with 22 community groups represented including special stakeholders such as Emergency Responders and the MPO(Metropolitan Planning Organization).
7. Media Briefings and Outreach including editorial boards and submitting story ops' to NBC, FOX, CBS and FOX affiliates as well as neighborhood and special interest publications such as Tempo.
8. Project Website including developing copy, map updates, coordinating new announcement copy and response to public inquiry.
9. 24 Hour Toll Free Project Hot Line was managed by The McCormick Group. Inquiries received were responded to within 24 hours of receipt. Calls were documented with responses provided as an information log for client referral and review of inquiry patterns. The Accelerate 465 project had the lowest rate of relative, reported ROW follow-up for any INDOT project.

The experience gained on Accelerate 465 closely parallels the experience profile you have identified for this Project.

Qualifications

To further indicate its transportation project experience, The McCormick Group has also served as Public Involvement Lead on the following projects:

- **I-69 Segment 6 Tier II -** The McCormick Group was contracted to serve as Public Involvement Lead for I-69 Section 6, Martinsville to Indianapolis, which was extremely high profile due to opposition to the project. In the capacity of the Section 6 Public Involvement Lead, The McCormick Group was also utilized to provide consultation to BLA on behalf of the six Section Consultants (SCs). In this capacity, The McCormick Group gained a historic understanding of the history of Section 5 and of the STOP I-69 movement. The responsibilities executed by The McCormick Group were as follows:
  1. Overall Public Involvement and Media Coordination including message development, media management, story development and communication planning.
  2. Public Information Meetings including managing on-site coordination, site venue, agenda, public comment, recording and on- site moderation of public meetings and public comments.
  3. Local Government and Community Outreach including managing input to local officials within the project corridor, scheduling legislative briefings and developing summary talking points regarding project activity.

Additional experiences in transportation public involvement are cited below.

- **INDOT Historic Bridges Inventory,** which included bridge inventory and public meetings in the Bloomington area, with environmentalists and historic preservationists
- **NW Indiana Regional Bus Study,** which resulted in a $3 million dollar planning grant
- **Illiana Feasibility Study,** which resulted in funding for the project's construction
- **Michigan City Alternative Analysis Study,** which resulted in a route selection after 25 years of prior planning evaluation
- Indiana Public Involvement Lead for the **Tri-State (Michigan, Illinois, and Indiana) High Speed Rail, Chicago to Detroit, Investment Study**

From serving as Public Involvement Lead on multimillion dollar public works projects to launching statewide campaigns in the private sector, Matti's experiences and those of The McCormick Group both in the public and private sector uniquely position her to lead this effort

As this Project will require strategic messaging to deliver measurable results, further experience of The McCormick Group in strategic messaging are provided below.

- Developed the multimedia Clarian Health Partners (largest Indiana Healthcare provider) Faces of Clarian Campaign. In one week 50,000 interest hits for job applications were received
- Developed the Indiana gubernatorial campaign "Choices" to successfully position then Governor Mitch Daniels, in an election year of anti-incumbent sentiment. The campaign delivered more votes than any other in Indiana history and was rated as one of the best in the country
- Developed the Emmis Communications headquarters grand opening media launch. As the 8th largest radio company in the country, this $30 million headquarters opening received more than 8 million media exposures in a two month period
- Conducted survey interception evaluation services to conduct public outreach assessment for the City of Indianapolis public recreational stream usage for the White River and its tributaries. In conducting this EPA mandated study, developed the survey instrument, survey protocol and implemented execution. In providing the qualitative evaluation, identification of cause and effect and directional patterns of behavior assisted the City in planning and prioritizing its 1 billion dollar capital improvement program. Standards set in this effort established the template for the entire State of Indiana
- Developed and conducted a survey of customers and caseworkers statewide that led to the definition of change requirements for the largest department of State government, the Family and Social Services Administration.
- Developed and executed a statewide assessment of tobacco usage. Selected by a national research institute, delivered response protocols necessary to meet the Center for Disease Control's standards to authorize continuance of Indiana's multi-million dollar Tobacco Prevention Award

Given the Project's reference to measuring results, The McCormick Group has a unique understanding of Indiana communities and the principles of strategic research required for assessment methodologies and the reporting of results.

The McCormick Group has established the following research services to support client requirements.

1. Focus group moderation
2. Focus group planning
3. Individual and small group interviews
4. Intercept surveys
5. Customer evaluation
6. Strategic Planning
7. Targeted Population Needs Assessment.

Examples of prior experience include:

- Statewide customer/caseworker satisfaction survey for the Family Social Service Administration (FSSA), the largest division of State government
- Business Diversity Needs Assessment EPA mandated $1 billion assessment for the City of Indianapolis
- Use Attainability Analysis Non Random Intercept Survey for the City of Indianapolis
- Strategic Plan Development for the IRMSDC funded by the Lilly Endowment
- Individual and small group interviews, for the State of Indiana Department of Workforce Development
- South Bend River Use Environmental Survey, for the City of South Bend, Indiana
- Gambling abuse and image perception for the State of Indiana
- Focus group planning and execution for Supervalu, the largest supermarket chain in the US
- Customer service mystery shopping for Bank One
- Indiana University M/WBE Utilization Research and Plan Development
- Qualitative customer service evaluation for the Indiana State Museum

The McCormick Team

The McCormick Group offers Tony Carpenter as the I-69 DP Public Information Coordinator.

Tony Carpenter is a Senior Project Manager with The McCormick Group, an integrated public relations communications business headquartered in Indianapolis, Indiana. A senior executive with extensive experience facilitating successful public involvement, Mr. Carpenter is responsible for managing proactive information flow to multiple constituencies, developing on site public meeting execution and documentation of public input. With a proven track record for managing grass roots outreach, special stakeholder outreach, strategic communication planning and public input, he is recognized for proactive thinking and is committed to providing superior service

Mr. Carpenter has, in his sixteen years with The McCormick Group, learned from experience the appropriate protocols for detailed follow-up related to public meetings.

Serving as a Senior Manager, his project experience has been gained in both the public and private sectors working for clients as diverse as the EPA, City of Indianapolis, Final Four, Indiana Department of Transportation and the State of Indiana, Family Social Services Administration. Managing public involvement to ensure that marketing communications are executed to meet and exceed client objectives.

Academically, Mr. Carpenter received his Bachelor of Arts degree from Indiana University and is completing his Masters of Science degree through Indiana University.

Support Staff

Tracy Pennington, Office Manager

Tracy has served The McCormick Group for 12 years as the leader of the administrative support team. She is responsible for office management, internal communications, providing logistical meeting support and liaison with clients.

Talitha Hildebrand, Executive Assistant

Talitha provides administrative support and oversight for various projects, such as design of presentations, coordination of schedules, transcription services, secretarial support and on-site event staffing.

Sharon Justice, Assistant

Sharon provides administrative project support. She is responsible for coordination and follow-up with all components of project execution.

Knowledge of Indiana Market

As an Indiana based firm, The McCormick Group has broad knowledge of the Indiana market with direct experience providing the following services.

1. Communication planning
2. Strategic audience outreach
3. Marketing/Public Relations Campaign Development
4. Full service public relations, including developing marketing strategy, executing outreach and building audience acceptance
5. Stakeholder acceptance
6. Qualitative/quantitative primary research – i.e. surveys, focus groups, small group/one-on-one interviews
7. Developing integrated planning to sustain project execution
8. Developing targeted messages
9. Working with community and special interest groups
10. Developing response protocols for proactive communication
11. Multi-task management, working concurrently with diverse constituencies
12. Communication with the public, including brand development
13. Serving as an interface between the client and the public
14. Executing public involvement consistent with client standards and requirements
15. Identifying and coordination of stakeholder meetings
16. Web management and print collateral development

Services

The McCormick Group, in the scope of its experience, has the following proven services:

- Program management of multiple entities
- Successfully managing multiple tasks, and working concurrently with multiple partners
- Executing public involvement consistent with INDOT standards and requirements
- Knowledge of IDEM and EPA requirements
- Working with INDOT staff and the Federal Highway Administration
- Conducting public meetings, understand the protocol for public hearings
- Managing on-site public events
- Identifying and coordinating special stakeholder meetings, including Public Official briefings
- Communicating with the public
- Website development
- Newsletter, brochure development
- Legislative brief development
- Customer response services
- Developing targeted messages
- Serving as an interface between the public and INDOT
- Managing media relations
- Developing consistent project reporting and documentation of public contacts
- Developing planning to sustain project execution
- Developing responsive protocols for proactive communication
- Working with INDOT for technical message clearance and public hearing execution
- Working with neighborhood and special stakeholder groups
- Working consistent with NEPA requirements
- INDOT environmental public involvement experience. This experience includes an understanding of NEPA, Tier I/Tier II EIS, FEIS, ROD and FHWA public involvement requirements.

In addition, The McCormick Group has a proven communication track record working with clients and stakeholder agencies to build project understanding and stakeholder buy-in, particularly from diverse constituencies. Recognizing the importance of proactive outreach, The McCormick Group also has a successful background in identifying affiliated groups and defining their protocols for program participation.

The qualifications submitted define The McCormick Group's ability to hit the ground running and bring a seasoned portfolio of deliverables to this Project.

Firm Background and History

The McCormick Group was established in 1987 in the State of Indiana. Since that beginning, services have grown to three divisions. These include public involvement for transportation, marketing research and full service public relations. The McCormick Group was established based on the corporate background of its owner and adheres to a disciplined approach of documented project planning and execution. With this background, The McCormick Group has executed projects in all Indiana counties. Our history is best reflected in this firm's depth of project experience, which follows.

- Serving as Public Involvement Lead for the Accelerate 465 project (the largest reconstruction project in INDOT history) where we involved over 56 neighborhood organizations, received over 1 million non-paid media exposures, engaged over 2,000 stakeholders, planned and hosted a continuing Community Advisory Group of over 22 affiliated groups for over five years, to,
- I-69 Tier II, Section 6 Public Involvement Lead, with responsibility for onsite executions and section coordination of team objectives
- Managing stakeholder outreach for the City of Indianapolis DPW (Department of Public Works), in the execution of this EPA mandated Long Range Control Plan, the outreach; we developed set a standard for similar studies throughout the State of Indiana. Another example of outreach, included the
- 2011 announced rehabilitation of MLK Boulevard with outreach to 15 grass roots neighborhood organizations, which included neighborhood meeting execution, branding and city/neighborhood coalition building. , The McCormick Group experience extends to,
- Public Outreach Lead for the Michigan City Rail Realignment Study, with over 150 persons in attendance, at the first public meeting, we received a standing ovation when introduced to the attending audience, we have developed a specialized practice dedicated to providing public involvement services in Northwest Indiana. This experience includes serving as,
- Public Involvement Lead for the Illiana Feasibility Study, the Sub Area Gateway to the Dunes Alternative Transportation Study, the Regional Bus Authority Strategic and Operations Plan and most recently The McCormick Group was selected to serve as Public Involvement Lead for the State of Indiana component of the 3 state, High Speed Rail Investment Study.
- As a certified minority and woman owned business in Indiana, and DBE certified business in Indiana, Ohio, Michigan and Illinois, we are additionally known for our expertise in successfully reaching traditionally underserved populations.
- Technically, The McCormick Group has understanding of public involvement protocols for FHWA, FTA, DOT, NEPA, EIS, FEIS, ROD and feasibility study/rail realignment and road transportation public involvement requirements. These understandings include public meeting announcements, public response documentation, conducting public meetings, preparing third party articles, coordinating positive stakeholder outreach, CAG meetings, legislative briefs and media management.

Based on client need, The McCormick Group provides a fully integrated service portfolio. We have learned from experience, the importance of building positive relationships through the exchange of proactive information. In reference to public outreach, we have proven experience working with diverse stakeholder communities; these include legislators, neighborhood groups, citizens, engineering firms, emergency responders, civic groups and media. Additionally, with our research background, we understand the importance of outreach documentation and adherence to protocols. The McCormick Group defines itself as a high energy, results oriented provider, and we

understand how to fully engage the public, how to respond to public inquires and how to build a positive consensus for action

Our services include the following:

- Public outreach
- Providing information to the public that is proactive and schedule responsive
- Managing on-site public events
- Identifying stakeholders and coordinating Public Official briefings
- Newsletter, brochure development
- Legislative brief development
- Developing targeted messages
- Developing advertising creative
- Managing media relations
- Developing consistent project reporting and documentation of public contacts
- Working with underserved populations to ensure input opportunities
- Creative development of media options, including print, radio and TV, outdoor and video
- Speakers Bureau execution
- Focus Group Planning and Moderation including final report development with recommendations and conclusions
- Survey development and execution to determine qualitative and quantitative directional input, including the development of a final report with recommendations and conclusions
- Individual interviews to determine input, including development of a discussion guide and final report including recommendations and conclusions
- Developing communication strategy to maximize public outreach

In providing these services, The McCormick Group has developed a communications business that is positioned to work synergistically with the client team. Our business philosophy is to maximize each client's investment in our services. We pay attention to the detail and the required follow-through to make stakeholders feel a part of the process, not apart from it. Our experience is based in this market and our business approach is to be hands on and person focused while utilizing innovative creative and web strategies to maximize message reach and public participation.

Additionally, The McCormick Group has a proven track record working with related stakeholder agencies to build project understanding and stakeholder buy-in. recognizing the importance of proactive outreach, The McCormick Group, also has a successful background identifying affiliated groups and defining their protocols for program participation.

The McCormick Group is located at 8888 Keystone Crossing, Indianapolis Indiana and has full office support services and meeting capabilities. With more than two decades of service, The McCormick Group has earned the respect of its clients and peers for consistently delivering successful work products. On July 11, 2011, The McCormick Group was awarded the **Mayor's Entrepreneurial Award of Excellence** by Indianapolis Mayor Greg Ballard "for being an innovative company that has provided a unique approach, resulting in a strategic advantage in the marketplace." On **March 7, 2012, Worldwide Who's Who** recognized Matti McCormick for "dedication, leadership and excellence in public relations and communications."

Appendix H-5: Preliminary Public Involvement Plan

Appendix H-5 Preliminary Public Involvement Plan

This **Preliminary Public Involvement Plan (PIP**), was prepared by the I-69 DP Team with our Public Information Firm, the McCormick Group, and is intended to define our public involvement approach, philosophy, goals and tactics relative to the identified public involvement tasks. From our team, public involvement will be a proactive, strategic approach to information exchange with the stakeholder public. We understand from experience the importance of the right first start, particularly with I-69, which has such a long history. To advance the previous dialogue, we will work to foster public understanding through proactive communication. Our exchanges with the public will work synergistically to build a consensus of understanding. It is our goal to create and manage a public involvement process that will both inform the stakeholders as well as receive stakeholder input through outreach and organization. This public involvement plan will:

- **Inform** and educate the stakeholder public about the process, expected outcomes, timelines and decision making process
- **Respect** and value stakeholder input
- **Build** Project awareness in the general public and defined stakeholder communities
- **Define** how the stakeholder public can participate in the process
- **Receiv**e input regarding context sensitive solutions
- **Coordinate** public involvement with technical tasks and timelines
- **Create** a fluid process of information receipt and exchange consistently throughout the alternatives evaluation process; and
- **Provide** targeted outreach to include the traditionally underserved populations relative to the Project corridor, providing translation and /or special needs accommodations as may be required

Public Involvement Goals

To address the Project's public involvement requirements, the PIP Team has the following goals, to:

- **Identify** and systematically engage the public
- **Proactively** serve as an information resource to facilitate the public's understanding of and input to the Project
- **Define** and understand Project issues relative to each public and stakeholder group
- **Provide** adequate notice of public meetings to maximize attendance
- **Hold** public meetings at convenient and accessible public locations, while facilitating onsite execution to inform and engage the public
- **Serv**e as a resource to facilitate sustained quality in public involvement operations
- **Assist** in media outreach, third party communication and web oriented information postings
- **Integrate** public input to the process
- **Internally** coordinate and centralize the I-69 DP Team's interaction and message communication with the public
- **Respond** to community information requests
- **Maintain** and update stakeholder contact information
- **Serve** as a planner and executer of public involvement operations

A variety of traditional and web based techniques will be employed. Techniques will include traditional public meetings, small group meetings, "kitchen table" meetings, postings on web and social networking sites, email blasts, community newsletters, media management to include, based on Project protocol, local newspapers and public television coverage of public meetings. In addition, direct calls will be placed to stakeholder constituents, as needed, to encourage stakeholder participation with the Project. The intent is to maximize reach to facilitate broad based public involvement.

Public Involvement Philosophy

It is our philosophy to be proactive and receptive to maximize public input in the execution of this Project and in the outcomes it will produce. We understand from experience the importance of inclusive practices that respect and value each contributor.

Definition of Public and Stakeholder Audiences

To facilitate effective public involvement, examples of public and stakeholder audiences are listed below. As we proceed we expect to expand and update this list.

- Neighborhood organizations
- Community leaders
- Businesses/Civic organizations
- Leading employers
- Public officials
- Academic leaders
- Underserved population leaders
- Environmental groups
- Agencies
- Landowners
- Residents

To address the Project's public involvement requirements, our team will:

- Identify and systematically engage all Project stakeholders
- Serve as an information resource to facilitate the public's positive acceptance and involvement
- Serve as a community liaison between IFA/INDOT and the involved publics
- Establish, manage and execute communication protocols to centralize message exchange and interaction with the public
- Plan, execute and manage on-site public meetings
- Develop a web-based strategy to include contact response links and a response counter to monitor the volume of website activity
- Develop elected official briefings for electronic dissemination on a regular basis to inform mayoral, legislative and county officials of Project activities should they receive questions from their constituencies
- Recognize and respond to information needs as an ongoing service
- Provide documentation of public requests for information and public involvement activity with the public. Maintain a data resource of public contact and interest by subject

Project Launch

1. Develop and finalize the public involvement plan (define timeline, tasks, tools and responsibilities), establish a Project documentation log for stakeholder contact and outreach activities.
2. Establish an internal Communication Coordination Team
3. Develop Project identity
4. Develop and merge existing stakeholder databases from each Team member, (define by type and contact information)
5. Develop Project fact sheet with FAQs, timeline and scope
6. Have maps and graphics prepared to visually communicate the Project.
7. Establish a 1-800 number for information exchange with the public. This will include 24-hour monitoring and response and a Spanish translation option for the 1-800 number (and for presentation requests)
8. Establish web link/website and social media announcement text for message distribution
9. Plan a kick off announcement

Build Stakeholder Information/Initial Outreach

1. Expand stakeholder identification by category of interest to include environmental groups, neighborhood groups, business groups, underserved populations, civic, academic, residents and land owners
2. Finalize Web-based Strategy - On-line interactive monitoring
3. Develop a proposed schedule for Public Information Meetings – the Public Involvement Team will prepare for and conduct public information meetings
4. Define the Elected Officials Briefing List and subject content for the first issue – the Public Involvement Team will arrange for and participate in one-on-one briefings with local, state and federal elected officials defined as key stakeholders to the Project. Also preparing quarterly legislative briefs for information updates.
5. Public Information Materials – The Public Involvement Team will develop fact sheets, FAQs, provide site maps and develop third party article submissions.
6. Media Strategies – The Public Involvement Team will execute a responsive and yet controlled media exchange as defined by Project protocol.
7. A Speakers' Bureau will be established and introduced to the stakeholder database
8. Send three email blasts to introduce the Project and invite public follow-up with the Project

Extend Outreach

We recognize that a continual exchange of information is needed. In the Launch Phase, we propose to engage through electronic contact and fact sheet distribution. In the continued outreach phase, we propose to fully engage the public in public meetings, small group meetings, electronically and will offer our Speaker's Bureau for Project presentations on an ongoing basis.

> Simply put, our Public Involvement Strategy is to identify and systematically engage public stakeholders, early and often

Additionally, we will offer third party article submissions to newsletters and on-line publications. Our PI representatives will serve as the central point of receipt for inquiries and response follow-up, which will be documented in our contact log. We will utilize our resources to maximize information receipt. We understand that a Project of this scope will require an added layer of message coordination with IFA and INDOT.

It is our intent to establish position papers for issue-focused groups, from environmentalists to residents, if needed. These position papers will serve to define the Project's scope, purpose, and timeline providing FAQs relative to this group's interest.

Independent of potential benefits, we recognize that certain stakeholders may not be in favor of the Project or the perceived impacts associated with construction projects. In our experience, these stakeholders will require added patience, increased listening and a constant message. The importance of "being heard" and of forwarding their perspectives to the Project team, as part of overall outreach will equally be an important part of our approach to continued public outreach.

We propose to have public meetings to present Project updates and receive public input. In our continued outreach, we will also establish a Community Advisory Group (CAG) to participate in Context Sensitive Solution meetings. Coordinating with IFA and INDOT, we will develop a media kit for distribution upon request. Prior review and approval will be received from IFA/INDOT. We propose to include Project maps, FAQs, process fact sheets and contact for follow-up. Media requests will be responded to within the hour of their request in alignment with Project protocols. We will work to develop required responses to meet media deadlines.

One of the key components of public involvement is the ability to coordinate communication with participating Project partners. We propose to establish an internal Project Communication Team. This team will serve to represent each participating entity, for subject clearance on each subject matter. Additionally, this will be an added resource to align the communication message.

Having worked with stakeholders on the I-69 Tier 2, Segment 6 Project, we understand the sensitivities related to this Project. Additionally, the Bloomington area represents a pocket of initial stakeholders who voiced early concerns regarding the Project from a purpose, environmental and ROW perspective.

The organization of our approach is as follows.

- Identify target audiences by categories of responsibility including but not limited to, legislative, environmental, agency, residents, landowners, related transportation stakeholders, market influencers and the general public. Subsets of each of these target categories will be defined based on client input as components of the Project stakeholder database. This database will be compiled as a comprehensive tool to channel information and facilitate stakeholder group participation.
- Develop tools to communicate, including web based and print as a definition of the Project's goals, scope, timeline, expected outcomes, FAQs and contact follow-up. Third party article submissions will also be an outreach target. Our team will pursue opportunities, write, submit and coordinate follow-up.
- Our team will plan and execute public meetings as required, in the initial launch phase to educate and receive input regarding public perceptions and Project goals and in the latter phase of the Project to receive feedback.
- Additionally, we will establish an ongoing presentation service to participate in neighborhood and special stakeholder meetings throughout the duration of the Project.
- We will develop a monthly information update through an e distribution to deliver a central message and keep the public pro-actively engaged. Additionally, the PI representatives will serve as resource contacts to maximize information exchange on an ongoing basis and to coordinate integration with existing Project activities.
- Within the Project corridor, we will identify our key stakeholders (Project influencers) and utilize them as information sources for outreach to their respective constituencies.

The combination of proactive grass roots, web based, key stakeholder and message continuity will define our efforts. We will work to create and maximize opportunities to inform, educate and build a successful Public Involvement effort.

Examples of the public outreach tactics referenced follow.

- **Informal one-on-one meetings with individual stakeholders.** Building on INDOTs KTM approach used during land acquisition, these meetings will be used to identify issues specific to a business owner, resident or property owner.
- **Small Group Meetings and Kitchen Table Meetings (KTM):** Informal gatherings with active community, business, civic and environmental groups, and individuals will be conducted to introduce the Project and to identify issues. These meetings may be associated and coordinated with local organization meetings, workshops, or other events. These meetings are intended to provide the public various opportunities to gain information and provide input. Building on **INDOTs KTM Approach** used during land acquisition, the KTM meetings will be used to identify issues specific to a business owner, resident or property owner.
- **Public Meetings:** Plan, execute outreach, and manage on-site public meetings inclusive of defined meeting protocols.
- **Press Kits/Releases:** Press kits will be available at all events for which the media is invited and will include press releases and related handout materials.
- **Brochures/Handouts:** Brochures and other handouts will be developed and utilized at all meetings. These materials will describe the study scope and process, introduce and outline public involvement opportunities. Subsequent materials will outline Project status information and other Project related and relevant information.
- **Information Cards**: Information cards will give the public easy access to the information necessary for obtaining Project status and construction/traffic restriction information. The Project information card will contain INDOT's Department of Communication contact information, and the I-69 DP Team contact information. It will also provide the Project Office location, the telephone hotline phone number, and the website address. These can be handed out by on site construction teams and Project Office staff.

- **Displays**: Displays and board exhibits are valuable visual aids for communicating information and Project details. These visuals provide information in a concise and easy to understand format. Displays for other meetings will be utilized where appropriate. When not being used for off-site meetings, they will be displayed at the Project Office
- **PowerPoint Presentations:** PowerPoint presentations will be developed to provide information in a format that promotes easy auditory and visual information recall. These will be tailored for the audience and Project status and saved to tamper-proof CDs in the event that local officials or members of the public request a copy. These presentations will also be stored with other meeting materials, and will be available on the website
- **Database:** A contact information database will be created and maintained that will include a comprehensive list of public participant and transportation stakeholders. Information will include the name of the contact individual, agency, or group; address; phone number; fax number; and e-mail address. A media database will include information related to all major electronic and print media, publications in the metropolitan areas, and a list of media spokespersons
- **Website:** To promote wide dissemination of Project information and opportunities for public input, a Project website will be developed and maintained. Project information will be available and the public will be able to provide comments and view the questions received and response section. The website will include links to other related websites. Updated meeting schedules and Project related documents including presentation materials will be developed

Recognizing federal requirements to extend outreach to underserved populations, our approach to this target segment is as follows:

Underserved (Environmental Justice) Population Outreach Approach

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, requires the U.S. Department of Transportation and the Federal Highway Administration, to make environmental justice part of its mission, by addressing and identifying disproportionately high and adverse human health or environmental effects of programs or activities on minority populations and/or low income populations, also called EJ populations.

A key component of environmental justice compliance is to engage EJ populations as a part of the public outreach process. To obtain meaningful participation from EJ populations, our approach will help ensure that nondiscriminatory outreach efforts are provided for traditionally underserved populations, including:

- Minority groups
- Low income persons
- Elderly
- Persons with disabilities
- Non English speaking persons
- Persons with limited English proficiency

Our EJ approach will:

- First, we will identify the EJ populations that could potentially be affected by study's actions. This will involve reviewing census data to identify these populations
- Next, we will identify local advocacy groups, churches, civic associations and key stakeholders that represent outreach to these respective groups. These groups will be included in the master contact list for email blasts and we will call these groups to insure that they receive meeting notices and Project updates, recognizing that certain EJ groups may not be web driven
- In addition, we will also pursue local media that traditionally have reached within these communities, to provide Project announcements
- All public meetings will be ADA accessible and accessible by public transportation
- If requested, bilingual interpreters and translated materials will be provided for persons with limited English proficiency and for hearing impaired and visually impaired individuals

It is our intent to provide for full and fair participation by all potentially affected communities in the decision making process. The intent of this approach is to:

- **Create** awareness building activities that extend outreach
- **Maximiz**e public educational and feedback opportunities
- **Utilize** earned media and web based/third party communication to extend the allocated budget
- **Provide** opportunities for outreach directly to neighborhood and businesses within the Project corridor
- **Execute** a concentrated effort to reach the general public and underserved populations, including minority and special interest organizations
- **Utilize** the committee structure participants, to expand community outreach in diverse sectors of community interest
- **Build** stakeholder buy-in to both the process and the results defined by the process
- **Coordinate** an open, fluid process that can adjust as needed to maximize public input

In the execution of this approach, we continue to understand that the most important component of our public outreach will be to listen well to the public. We recognize that creating an open atmosphere of interest and respect will go a long way in maximizing the public's continued participation in this Project.

We will work closely in defined protocols to coordinate media attention. This will include the development of press releases for distribution as appropriate, posting of meeting notices and solicitation of television coverage of public meetings. Additionally, we will assist in managing media on site and in guiding message development and delivery. We have extensive experience working with media both on camera and off and we understand the protocols resident in the media community.

The materials to be developed are as follows:

- **Project fact sheets** to define the Project process. These fact sheets will be distributed at the public meetings, posted on the website and provided upon request to the public
- **Project website and link** to define the Project, Project area, frequently asked questions, post meeting notices, receive comments and provide a current update of information
- **Social media applications** to extend outreach opportunities to multiple demographics. Social media is free of charge and accessed by millions daily, providing an additional opportunity for social media postings by potential third party communicators, additionally calendar web postings and links to third party web sites will also be explored
- **Public participation summary** to document the Project's public outreach activities, comments received, responses given and public meeting attendees

Conclusion

This **Preliminary Public Involvement Plan** is submitted to define our approach to planning and managing the public involvement process. It will be used as a guide to direct and coordinate the public involvement efforts of our team. The philosophy defined, the approach and tasks itemized reflect the overarching goal of proactive, inclusiveness that will direct this effort.

Appendix H-6: Implementation of Greenroads

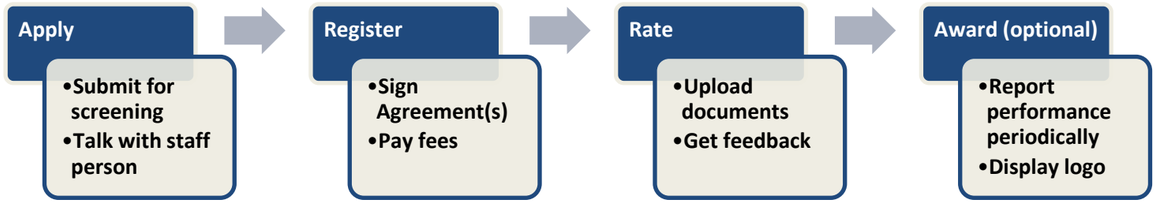
Appendix H-6 Implementation of Greenroads™

Implementation of Greenroads™ Rating System

The I-69 Development Partners is committed to submit the I-69 Section 5 for Greenroads™ certification. Greenroads helps quantify the sustainable attributes of a roadway project under the premise that Sustainability is a system characteristic that reflects its capacity to support natural laws and human values. This quantification can be used to:

- Define what features contribute to sustainability on the project
- Provide accountability for sustainability on roadway projects
- Measure and track specific sustainability goals over time
- Manage and improve roadway sustainability
- Encourage new and innovative practices
- Promote competitive advantage and other economic or market incentives for sustainability
- Communicate sustainable features to stakeholders in an understandable way, especially to the general public

Greenroads is an award-based, flexible rating system (sometimes called a “performance metric”) that can be used to rank, score and compare different road projects for their overall performance toward being more sustainable than an average road project. Earning a Greenroads award, called “certification” is like winning the Olympic Games for roads: projects earn points for special activities. Upon successful completion, a distinctive sign can be used on road projects that go above and beyond current standards for environmental compliance, roadway design and construction practice. These projects demonstrate a level of excellence in sustainability beyond the average roadway project and communicate substantial achievement to project stakeholders.



Greeroads™ Certification Process

Greenroads is a collection of sustainability best practices that apply to roadway design and construction. These best practices are divided into two general types: required and voluntary. There are particular sustainability-related benefits associated with Project Requirements and Voluntary Credits. Greenroads™ identifies these benefits for each Project Requirements and Voluntary Credit making it easier to at least list, if not exactly quantify, the benefits associated with Greenroads certification.

Greenroads activities are not intended to supersede local, state, or federal regulation or other jurisdictional ordinances.

More detailed information about Greenroads™ Rating System can be found at website www.greenroads.us.