



Key Personnel Resumes



MATT GIRARD | PROJECT EXECUTIVE

As Project Executive, Matt will be responsible for the overall leadership of the PWKP team throughout all phases of the Project. During the RFP phase, Matt will be the primary point of contact with PennDOT and, working closely with leadership from all team members, will lead the team's development of the technical and financial proposals. During delivery, Matt will have overall accountability to PennDOT for the performance of the team and will work closely with all team members to ensure satisfaction of all obligations under the public-private transportation partnership agreement.

RELEVANCE TO PROJECT

- ✓ 20 years design-build experience, and 10 years with P3's in the U.S. and Canada, \$5 billion worth of P3 projects.

BACKGROUND & LICENSING

Education
M.S., Civil Engineering & CEM, Univ. of Colorado
B.S., Civil Engineering; University of Colorado

Years in Industry
25 (10 years of P3 experience)

Licensing
STS Construction Safety Trained Supervisor
DBIA Designated Design-Build Professional

REFERENCES

California Dept. of Transportation
Kome Ajise - Deputy Director,
Planning/Modal Programs
1120 N Street, Sacramento CA 94273
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Alberta Transportation
Tom Loo
Executive Director, Major Capital Projects
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Colorado HPTE
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Presidio Parkway, CA

- Total Project Value: \$350 million | Owner: Caltrans/SFCTA
- Role: Development Lead | Dates Worked on Project: 2011 - 2012

Presidio Parkway will replace Doyle Drive, the aging approach to the Golden Gate Bridge used by 120,000 vehicles each day. Originally built in 1936, the roadway was structurally and seismically deficient. As California's first P3 project, Matt was responsible for coordinating the Joint Venture's approach. This included leading all DBJV efforts during the proposal phase on all innovation & ATC efforts, coordinating the design pre-bid and ensuring constructability, representing the DBJV on the life-cycle task force team, and lead rep of DBJV in all contract matters on both the P3 agreements as well as the design subcontract, and all commercial interaction with Owner.

Northwest Anthony Henday Drive, Edmonton, AB

- Construction Value: \$995 million | Owner: Alberta Transportation
- Role: Development Lead | Dates Worked on Project: 2008 - 2009

The North Edmonton Ring Road, also called Northwest Anthony Henday Drive, is a 13-mile section of highway with nine interchanges, four flyovers, and two crossings over railways and 29 bridges. Matt led all Design-Build Joint Venture (DBJV) efforts during the proposal phase on all innovation & ATC efforts, coordinating the design prebid and ensuring constructability, representing the DBJV on the life-cycle task force team, and lead representative of DBJV in all contract matters on both the P3 agreements as well as the design subcontract, and all commercial interaction with Owner.

Calgary Ring Road, Calgary, AB

- Construction Value: \$424 million | Owner: Alberta Transportation
- Role: Development Lead | Dates Worked on Project: 2007 - 2009

The northeast portion of the Calgary Ring Road, also called Northeast Stoney Trail (NEST), was procured as a P3. For this project, the Developer was responsible for constructing the northeast section of the ring road, including 23 bridge structures and six interchanges. Matt served as development lead for the DBJV, as well as Project Manager during the first six months of construction. This included leading all DBJV efforts during the proposal phase on all innovation & ATC efforts, coordinating the design pre-bid and ensuring constructability, representing the DBJV on the life-cycle task force team, and lead rep of DBJV in all contract matters on both the P3 agreements as well as the design subcontract, and all commercial interaction with Owner.



GREG CIAMBRONE | PROJECT MANAGER

Greg will serve as the Project Manager, and will be primarily responsible for supervising, coordinating, and implementing the technical activities of the Project. He will have visibility and authority over all design, construction, and maintenance activities via direct and constant collaboration with the Construction Joint Venture, the Lead Engineer, the Lead Maintenance Contractor, and all other Major Non-Equity Members of the PWKP team. The ultimate charge of his role is to ensure that the Project is procured on schedule, within budgetary constraints, and built and maintained at the level of quality and safety required by the PPA.

Ohio River Bridge East End Crossing Project, IN/KY

- Construction Value: \$763million | Owner: Indiana Finance Authority
- Role: Deputy Project Mgr., Board of Mgrs. | Dates Worked on Project: 2011 - Present

As the Deputy Finance Manager and member of the WVB East End Partners, LLC (Concession Company) Board of Managers, Greg represents Walsh's interests on this Design-Build-Finance-Operate-Maintain (P3) project. The project includes 8 miles of new construction connecting I-265 in Southern Indiana and I-265 in Northern Kentucky. The project includes a new six-lane cable stayed bridge crossing the Ohio River with a main span of 1,200 feet, a 1,680 foot tunnel on the Kentucky side of the river, new and reconstructed interchanges, and 19 standard bridge structures.

I-4/Lee Roy Selmon Crosstown Expressway Connector, FL

- Construction Value: \$414 million | Owner: Florida Department of Transportation
- Role: Finance Specialist | Dates Worked on Project: 2010 - 2012

P3 project to bid, build, and finance the I-4/ Lee Roy Selmon Crosstown Expressway Interchange Connector. The new roadway will provide exclusive truck lanes for direct access to the Port of Tampa and remove heavy truck traffic from local roads. The financing requirements for the project were a challenge given the extended GAP financing period that resulted from FDOT's set availability payment schedule based on funding authorization in FDOT's 10-year work plan. Greg was instrumental in the team's success by creating a financing solution that supported an accelerated construction schedule while leading the charge in reducing financing costs by structuring interest rate protection that allowed the team to benefit from the falling interest rate environment over the last 12 months. After running a full funding competition, the project was ultimately financed through a bank solution.

Federal Bureau of Investigation Field Office, VA

- Construction Value: \$45 million | Owner: U.S. General Services Administration
- Role: Principal-in-charge | Dates Worked on Project: 2012 - Present

P3 project to design, build, finance, and maintain a 144,000 square foot office building that will be leased on a 20-year term to the U.S. General Services Administration for the tenancy of the Federal Bureau of Investigations. Greg managed all aspects of development while also demonstrating his ability to arrange competitive financing.

RELEVANCE TO PROJECT

- ✓ 20 years experience in design-build-lease and 6 years of P3's in U.S. and Canada
- ✓ Heavy-civil knowledge with experience as developer, financier, and concessionaire

BACKGROUND & LICENSING

Education
M.B.A., DePaul University
B.S., Finance, University of Notre Dame

Years with Walsh Investors
16

Years in Industry
27 (6 years of P3 experience)

REFERENCES

Indiana Finance Authority
Jim Stark
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100 N. Senate Ave., Indianapolis, IN 46204
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Goldman Sachs & Co.
Hadley Peer Marshall
Vice President
200 West St., 7th Flr New York, NY 10282
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U.S. Department of Justice - FBI
Ron Rivera
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SCOTT BENJAMIN, PE | DEPUTY PROJECT MANAGER - CONSTRUCTION

As Deputy Project Manager - Construction, Scott will be ultimately responsible for the success of the Construction Joint Venture (CJV). He will oversee all aspects of design and construction including project buyout, subcontractor selection, establishment of safety protocols, management of CJV personnel, achievement of DBE and minority goals, and coordination with public information managers. Scott will have the authority to adjust resource levels as necessary to maintain the project schedule. He will maintain a direct line of communication with and be responsible for addressing any concerns of the PennDOT Project Manager during the construction phase.

Whittier Bridge Replacement Project, MA

- Construction Value: \$292 million | Owner: Massachusetts Dept. of Transportation
- Role: Design-Build Coordinator | Dates Worked on Project: 2013 - 2013

The design-build project featured two 480 foot long steel tied arch spans. The new bridges contain nearly 10,000 tons of structural steel. Scott was responsible for management of the design submittal and approval process, performed constructability reviews of bridge design components, and worked with the owner and its representative to facilitate approval of the Release for Construction drawing packages. Scott also led the process of environmental permit amendments with various agencies such as MassDEP, USACOE, USCG, and local conservation commissions and harbor masters.

Cleveland Innerbelt Bridge Project CCG1, OH

- Construction Value: \$287 million | Owner: Ohio Department of Transportation
- Role: Design-Build Coordinator | Dates Worked on Project: 2010 - 2011

Construction of a new five lane westbound bridge structure, as well as work on 18 secondary bridges, nine retaining walls, and two miles of roadway reconstruction. Scott's responsibilities on this design-build project included scheduling, cost control, submittals, managing review and approval process through independent quality firm and ODOT, obtaining necessary permits, utility relocation and coordination, and construction engineering. Scott worked extensively with the lead design firm, HNTB, and the Independent Quality Firm, HDR, during development and approval of the project design.

Harrisburg US 15/PA 581 Improvements Phase 1, PA

- Construction Value: \$58 million | Owner: Pennsylvania Dept. of Transportation
- Role: Project Manager | Dates Worked on Project: 2008 - 2009

This design-bid-build project featured a new diamond interchange and complete bridge replacement on SR15 over Lower Allen Drive and an additional travel lane on SR15. Work on PA 581 included widening of an existing 1,300 foot viaduct bridge and installation of five new underground stormwater management facilities. As Project Manager, Scott oversaw the entire project including submittals, schedules, safety, owner relation and coordination managing subcontractors, and cost management.



BRIAN BUDDEN | PROJECT FINANCE LEAD

As Project Finance Lead, Brian will work with Walsh Investors to structure and implement the Project financing. He will manage the negotiation of key commercial and finance documents with team members and PennDOT. Brian will lead the project debt funding competition with potential debt funders and will be responsible for ensuring that the chosen financial structure will deliver optimal value for money to PennDOT.

Humber River Hospital, Toronto, Ontario, Canada

- Construction Value: \$1.1 billion | Owner: Humber River Hospital
- Role: Project Director and Finance Lead | Dates Worked on Project: 2011 - Present

The new Humber River Hospital, at approximately 1.7 million square feet and \$975 million capital cost, will be one of Canada's largest regional acute care hospitals, serving a catchment area of more than 850,000 people in the northwest Greater Toronto Area. Brian led the Plenary Health consortium through the proposal phase, commercial and financial negotiations, and closing, under availability DBFM. He currently sits on the consortium Board of Directors.

CSEC Long-Term Accommodation Project, Ottawa, Ontario, Canada

- Construction Value: \$1.13 billion | Owner: Defence Construction Canada
- Role: Project Director and Finance Lead | Dates Worked on Project: 2011 - 2014

This federal Project involved the design, financing, construction and subsequent operation, maintenance and lifecycle of an approximately 775,000 square foot facility plus ancillary operations over a 42-month construction period, with \$867 million capital cost. The CSEC Long-Term Accommodation Project was the first PPP project procured by the federal government in its new PPP program and enjoyed the support of PPP Canada. Brian led the Plenary Health consortium through the proposal phase, commercial and financial negotiations, and closing with respect to the new facility that will house Canada's national cryptologic agency, under availability DBFM. He currently sits on the consortium Board of Directors.

Drivers' Examination Services, Ontario, Canada

- Construction Value: \$203 million | Owner: Ministry of Transportation
- Role: Project Director and Finance Lead | Dates Worked on Project: 2013 - 2013

This DBFM program delivered administration and testing services in the road user program, and collected fees for those services (together, "DES"). DES services are currently delivered at 95 testing centers by approximately 500 full-time equivalent staff. In exchange for the rights to DES, Plenary paid an upfront fee to the Ministry of Transportation and committed to further set monthly payments for the contract term. The contract is projected to generate roughly \$800 million in shared revenues. Brian led the Plenary Properties consortium through the proposal phase, commercial and financial negotiations, and closing for the exclusive provision of drivers' exams and licensing services across approximately 100 centers in Ontario under the DBFM model.

RELEVANCE TO PROJECT

- ✓ Worked on over \$220 million of PennDOT projects located in five different districts.

BACKGROUND & LICENSING

Education
B.S., Civil/Environmental Engineering, Lafayette College

Years with Walsh Construction
8

Years in Industry
12

Licensing
Professional Engineer: Pennsylvania

REFERENCES

Ohio Department of Transportation
Dave Lastovka - Cleveland Innerbelt Corridor Project Manager
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Pennsylvania Dept. of Transportation
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Massachusetts Dept. of Transportation
Ernie Monroe - Resident Engineer
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RELEVANCE TO PROJECT

- ✓ Over 8 years of experience in financing of and investment in infrastructure P3 projects
- ✓ Sector experience includes large Availability Payment projects with values in excess of \$1B
- ✓ Experience in the same role for a multi-asset P3 project across the Province of Ontario

BACKGROUND & LICENSING

Education
2 years admission Commerce and Mathematics (Hons), McMaster University, prior to early law school Law Degree, Osgoode Hall (York University) Master of Business Administration, Tuck School of Business (Dartmouth College) in NH

Years with Plenary
6

Years in Industry
15

REFERENCES

Transaction Finance
Martin Lavoie
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infrastructureontario.ca



JOE MCILHINNEY | CONSTRUCTION MANAGER

As Construction Manager, Joe will assist the Deputy Project Manager in the overall management of the execution of the design and construction of the Project. He will interface daily with the Regional Construction Section Managers and provide support with safety, quality, schedule, and logistics needs. Joe will be heavily involved with the Early Completion Bridges, ensuring that the Project commences in an orderly and efficient manner.

Queens Bored Tunnels & Structures, NY

- Construction Value: \$775 million | Owner: Metropolitan Transit Authority Capital Construction
- Role: Project Director | Dates Worked on Project: 2009 - 2013

Construction of four soft ground transit tunnels using slurry shield technology. The JV team bored four 19.5 foot diameter tunnels lined with precast concrete segments, with a total length of 10,500 linear feet. The tunnels were excavated under the Sunnyside Yard in Queens, NY. Joe had overall onsite management responsibility for all aspects of integration between tunnel construction and civil/ structural work, as well as oversight of total construction effort to ensure that the project is constructed in accordance with design, budget and schedule.

JFK Airtrain Terminal & Jamaica Station Reconstruction, NY

- Construction Value: \$400 million | Owner: Port Authority of New York and New Jersey
- Role: Project Manager | Dates Worked on Project: 2003 - 2005

Demolition and reconstruction of a 1913 Long Island Railroad (LIRR) station into intermodal transportation hub comprised of five 1,000-ft-long elevated platforms. The reconstructed facility includes a portal bridge & mezzanine structures to transit from the JFK Airtrain to connections with the LIRR, subway and private/public bus routes. The Westerly Bridge spanning the 5 LIRR platforms consists of a 130-ft-long steel structure. Original cost for the project is approximately \$400M and all work within the limits of the station was conducted while maintaining LIRR and MTA rail operations.

Williamsburg Bridge, NY

- Construction Value: \$45 million | Owner: New York State Department of Transportation
- Role: PM/Bridge Superintendent | Dates Worked on Project: 2001 - 2001

Demolition and reconstruction of a major 1,600 Linear Foot Twin Post Tensioned Segmented Girder Connector ramps from the Brooklyn-Queens Expressway to the Williamsburg Bridge. Twin curved pre-cast concrete box post-tensioned segmented girder structures were installed in two stages while maintaining traffic flow during the course of the project. Project received NYSDOT "2002 Partnering Award". As Project Manager, Joe was responsible for the management and oversight of all phases of project. As Bridge Superintendent, Joe was also responsible for maintaining the construction schedule to meet critical NYCDOT milestones during and after 9/11.

RELEVANCE TO PROJECT

- ✓ 33 years of experience in heavy/civil construction industry
- ✓ Extensive experience in field management, preconstruction and planning, design constructability, and scheduling
- ✓ Worked on large transportation design-build projects valued over \$500M
- ✓ Managed several high value logistically complex transportation projects

BACKGROUND & LICENSING

Education
B.S., Civil Engineering, Villanova University

Years with Granite Construction
10 years

Years in Industry
33

REFERENCE

Port Authority of New York & New Jersey
James Starace
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KENNETH WRIGHT, PE | LEAD DESIGN ENGINEER

Ken has experience in the design and management of major bridge and highway projects. His experience includes concrete and steel bridges from small overpass structures to major river crossings. Ken has extensive knowledge of structural concepts, substructures, river piers, superstructures, retaining walls, and bridge permitting. Ken has also managed conventional design projects, design-build projects, and construction services for contractors. Planning and conceptual design of economical bridge structures is a definitive strength of Ken's and he has taught seminars on economical bridge design as well as design of tall piers and curved girders.

RELEVANCE TO PROJECT

- ✓ Significant design-build project experience on high-profile, accelerated schedule projects
- ✓ Strong work experience with Walsh's Deputy Project Manager in charge of construction, Scott Benjamin.
- ✓ Extensive PennDOT design experience
- ✓ Has delivered numerous P/S concrete I-beam bridge designs for PennDOT using LRFD

BACKGROUND & LICENSING

Education
M.B.A., Baker College
B.S., Civil Engineering, Lehigh University

Years with HDR
32

Years in Industry
32

Licensing
Professional Engineer: Pennsylvania

REFERENCE

NYS Thruway Authority
David Capobianco
Project Manager
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Tappan Zee Hudson River Crossing, NY

- Construction Value: \$3.1 billion | Owner: New York State Thruway Authority
- Role: Design Manager | Dates Worked on Project: 2013 - Present

Design Manager for a \$3.1 billion design-build project to replace an existing bridge over the Hudson River. HDR is responsible for overall design project management, overall quality control including peer review and independent design check process, detailed design elements including deep foundations, main span and approach span structures, highway elements including alignments, tolling and ITS, utilities and facility design. The bridges are designed with adequate strength and capacity provisions to accommodate various mass transit modes in the future.

Cleveland Innerbelt Bridge Project CCG1, OH

- Construction Value: \$287 million | Owner: Ohio Department of Transportation
- Role: Independent Quality Manager | Dates Worked on Project: 2010 - 2011

Independent Design Quality Manager for the design-build team led by Walsh Construction. The centerpiece of this \$287 million project is the new 3092' long I-90 curved steel delta girder bridge over the Cuyahoga River Valley with six lanes of bi-directional traffic. It also includes bridge deck replacement and rehabilitations of multiple bridges, reconstruction of ramps and surface roadways adjacent to the interstate, significant grading of the slope west of the Cuyahoga River and reconstruction of bulkhead walls along the river.

PENNDOT S.R. 6220, Section C11, PA

- Construction Value: \$75 million | Owner: Pennsylvania Dept. of Transportation
- Role: Bridge Design Manager | Dates Worked on Project: 1997 - 2001

Managed 20 structures on a high-speed interchange (future I-99) bypassing Port Matilda for PennDOT District 2-0. Mixture of LRFD and LFD bridge designs. Project included 5 single span and two 3-span bridges using integral abutments; 4 pairs of multi-span prestressed I-beam bridges made continuous for live load; 3 culverts, 2 of which were very long under deep fills; a curved steel-girder bridge; and the rehabilitation of one small bridge along old S.R. 0322. Several key design details were new to PennDOT at that time: Use of large-diameter drilled shaft foundations; integral abutment bridges; use of LRFD design for the P/S I-beam bridges.

ARVIN DELGADO, EIT | MAINTENANCE MANAGER



As Maintenance Manager, Arvin will lead the planning, scheduling and execution of maintenance work in a manner that will allow meeting the performance requirements, and life cycle expectations for all Elements. Being involved with the design and construction team members during the development process, Arvin will be able to seamlessly transition into an active role of providing a maintenance perspective during the design-build phases of the Project. Arvin will provide O&M review and guidance for proposed changes during the design-build period. Durign the Maintenance Period, Arvin will develop and implement the Maintenance Management Plan; develop work plans, including life cycle, and schedules for maintenance work, assisted by the O&M Inspectors; monitor compliance with performance requirements, life cycle performance of Elements, and implement adjustments to maintenance practices as necessary to meet contractual obligations and Project goals.

NCDOT Interstate Maintenance, WBS Element, 42784; Charlotte, North Carolina

- Maintenance Value: \$28 million | Owner: North Carolina Department of Transportation
- Role: Project Manager | Dates Worked on Project: 2010 - 2012

Lead the management of 135 miles of road infrastructure maintenance operations that include all assets within the right of way (bridges, pavement, signage, markings & markers, roadside and drainage). Supervised all administration, field engineering, procurement and contracting, short-term and long-term planning and scheduling for project delivery. Basic functions included: oversight of contractual performance compliance, accountable for management of Client relationships, guarantor of the implementation of safety culture, business processes, and project guiding plans, responsible for risk management, and Project cost to complete. As Project Manager., Arvin was responsible for management of operations services, and maintenance work of all transportation Elements within ROW, and served as the direct point of contact for the Client on this \$5.6M per annum / 5 year project.

Florida's Turnpike Zone 2 Asset Maintenance Project; Orlando, Florida

- Maintenance Value: \$27 million | Owner: Florida Turnpike Authority
- Role: Project Engineer | Dates Worked on Project: 2006 - 2010

Responsible for overseen field operations to maintain 145 miles of road infrastructure on the Florida Turnpike which included all assets within the right of way (bridges, pavement, signage, lighting, markings & markers, roadside, drainage and emergency incident response). Duties included: field engineering, procurement and contract administration, short-term and long-term planning and scheduling for project delivery, oversight of meeting contractual performance requirements and development, administration and management of subcontractors, including meeting DBE goal. Arvin oversaw the executed operations services, and maintenance work of all transportation Elements within ROW, and the planning and scheduling of maintenance work of this \$3.8M per annum / 7 year project.

RELEVANCE TO PROJECT

- ✓ 8 years of experience in execution, management, and procurement of operations and maintenance projects
- ✓ Planned maintenance programs for O&M Projects of in excess of \$3M per annum
- ✓ Developed operational and maintenance plans for P3 projects, including HTPE US 36 Managed Lanes Project and INDOT I-65 Section 5 Project

BACKGROUND & LICENSING

Education
Bachelor of Science, Civil Engineering

Years with Walsh Infrastructure Management
1

Years in Industry
8

REFERENCES

North Carolina Dept. of Transportation
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MATT SEMERAD | QUALITY MANAGER

Matt will oversee all construction related quality efforts and will coordinate QA/QC of the individual subcontractors to ensure consistency of all works across the Project. Matt has extensive experience in all areas of bridge construction. He began his career as a laborer and has been steadily promoted to his current role of Quality Manager.

Moses Wheeler Bridge, CT

- Construction Value: \$175 million | Owner: Connecticut Dept. of Transportation
- Role: Quality Control Manager | Dates Worked on Project: 2012 - 2013

The project involved the reconstruction of I-95 between the towns of Stratford and Milford, Connecticut. The three-stage project included modifications or replacement of several interstate highway bridges, which is 3,173 feet long and includes 39 piers. Matt created, executed, and implemented a project based quality control plan while creating and nurturing a quality culture within the project team. Matt facilitated the creation and implementation of workplans, re-work tracking and mitigation, staff education standards, and daily quality reporting for all field staff while interfacing with CTDOT representatives.

I-35W Street Anthony Falls Bridge, MN

- Construction Value: \$234 million | Owner: Minnesota Dept. of Transportation
- Role: Utility Design Coordinator | Dates Worked on Project: 2007 - 2008

Project involved the fast track design and construction of a 1,200 foot long 10 lane bridge after the collapse of the original structure. Due to the sensitivities surrounding the project, the design and construction schedules were significantly condensed and required close coordination and extensive teaming between all members of the owner, design, and construction teams. Matt was responsible for design and execution of over 20 utility design packages, both public and private, from coordination between the engineer and DOT to managing and scheduling all subcontractors. Matt also oversaw quality control and environmental functions for each independent scope during design and construction. The project recieved 2009 AASHTO Construction Management Award.

Athabasca River Bridge, Ft. McMurray, AB

- Construction Value: \$140 million | Owner: Alberta Infrastructure and Trans.
- Role: Project Engineer | Dates Worked on Project: 2008 - 2009

The project involved construction of a 108 foot wide, 1,548 foot long bridge, which was designed to accommodate heavy industrial traffic and rated at more than three times the capacity of comparable bridges. Structural steel utilized in the bridge is corrosion resistant and built to withstand extreme temperatures due to its remote location. Matt was responsible for the oversight and execution of all engineering duties associated with the structural aspect of the Athabasca River Bridge. Matt's duties included survey layout, internal construction drawings, subcontractor management, and QA/QC. Additionally, Matt served as liaison between the contractor and owner's independent QA/QC firm for all aspects of the work.

RELEVANCE TO PROJECT

- ✓ Experience as Regional Quality Control Manager
- ✓ Specializing in Army Corps of Engineers 3 phase control
- ✓ Created, implemented, and enforced numerous project based proactive quality control plans and monitored success thereof via extensive statistical analysis
- ✓ Executed and monitored project-based quality principles and regional standard operating procedures

BACKGROUND & LICENSING

Education
B.S., Construction Management,
University of Minnesota

Years with Walsh Construction
2

Years in Industry
16

REFERENCE

Connecticut Dept. of Transportation
James Pelletier
Supervising Engineer, District 3A
424 Chapel St., New Haven, CT
06511
203.785.8082 p | N/A f
james.pelletier@ct.gov

DAN GALVIN | PUBLIC INFORMATION COORDINATOR



Dan brings 23 years of experience and a proven track record for positive public perception on all projects he has been involved in. He has served countless public information roles as the public communications point-of-contact for tightly scheduled, sometimes controversial projects. He will maintain continuous coordination with PennDOT to ensure effective resolution of any public information issues. He will engage and elicit feedback from local community leaders, and maintain open lines of communication with critical stakeholder groups, conducting outreach activities, and open houses.

RELEVANCE TO PROJECT

- ✓ Experience implementing and managing public involvement and communication programs for large geographic areas that include disparate stakeholder groups and concerns.
- ✓ Successfully managed public information programs for high visibility and controversial transportation infrastructure projects.
- ✓ Experienced in planning and coordination with design and construction teams on large design-build projects.

BACKGROUND & LICENSING

Education
B.A., Broadcast Journalism,
Arizona State University

Years with Walsh
1

Years in Industry
23

REFERENCES

Washington Dept. of Transportation
Brian Dobbins
Construction Manager
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Olympia, WA 98504
206.770.3518 p | 360.705.6809 f
dobbinsb@wsdot.wa.gov

SR 520 Eastside Transit HOV Design-Build, WA

- Construction Value: \$340 million | Owner: Washington Dept. of Transportation
- Role: Public Information Manager | Dates Worked on Project: 2010 - 2012

This \$340 million, design-build project included the reconstruction and widening of approximately three miles of SR 520. This high-profile, sometimes controversial project, was constructed in a politically active, environmentally sensitive area, requiring daily contact with the public and local government representatives. Dan was the project liaison to the traveling public, local businesses, nearby homeowners, and local governments, providing communities and stakeholders with up-to-date project information. He managed responses to all public inquiries, and kept local residents, commuters, and local officials informed about project progress through a quarterly newsletter, telephone hotline, project website, and live streaming video cameras that monitored construction progress.

New I-64 Design-Build, MO

- Construction Value: \$420 million | Owner: Missouri Dept. of Transportation
- Role: Public Information Manager | Dates Worked on Project: 2006 - 2009

This project included the complete demolition and reconstruction of 10 miles of the main east-west interstate through the St. Louis metro area. Each of the project's two, five-mile sections were closed for one year at a time, causing public concern and considerable media attention. As the project spokesman, Dan regularly gave media updates and project tours to keep the public informed of progress and address construction related issues with nearby residents and the traveling public.

I-494 DB, MINNESOTA

- Construction Value: \$140 million | Owner: Minnesota Dept. of Transportation
- Role: Public Information Manager | Dates Worked on Project: 2004 - 2006

This project reconstructed and widened approximately eight miles of I-494 and demolished and reconstructed 14 bridges. Work required sensitivity to residential concerns regarding noise and other construction impacts. Dan maintained close coordination with the community, provided a quarterly newsletter, updated the project website, and organized a telephone hotline. He set-up kiosks with informative project displays in shopping malls and other high traffic areas to engage in face-to-face contact with residents.



MARVIN L. JACKSON | DBE COORDINATOR

As the DBE Coordinator, Marvin will ensure that certified DBE firms are serving in commercially useful functions on this Project, in a capacity compliant to the 49 CFR Part 26. He will ensure the project specific DBE/Small Business participation plan is implemented and that PWKP's commitment to good faith efforts is met for the 7% DBE goal. Marvin will work directly with PennDOT, Department of Labor, FHWA and OIG to provide transparency and open communication on the status of DBE participation on the project. He will continue to engage and conduct outreach to the local DBE/Small Business community in both the design and construction phases of the Project.

RELEVANCE TO PROJECT

- ✓ Met or exceeded DBE participation goals, including goals over 30%
- ✓ Coordinated and facilitated project-specific DBE/Small Business outreach events
- ✓ Coordinated DBE training with State and Federal agencies on age and hour, EEO, financial assistance, estimating, and payroll
- ✓ Experience with commercially useful function (CUF) DBE relative to the 49 CFR Part 26 and Federal 16 Steps Compliance Manual

BACKGROUND & LICENSING

Education
B.S. Architectural Engineering;
University of Oklahoma, Norman,
OK

Years with Walsh
9

Years in Industry
16

REFERENCES

Kentucky Transportation Cabinet
Tyra Redus
Director of Civil Rights and Small
Business Development
200 Mero Street; Frankfort, KY 40622
502.564.1257 p | N/A f
Tyra.Redus@ky.gov

Ohio River Bridge Downtown Crossing, Louisville, KY

- Construction Value: \$860 million | Owner: Kentucky Transportation Cabinet
- Role: Assistant Project Manager (APM), DBE/Workforce Plan Manager | Dates Worked on Project: 2012 - Present

This project is a 2,000 linear foot bridge to connect downtown Louisville, KY to Southern Indiana, and includes the redesign and reconstruction of highways 65 in both states, as well as Highways 64 and 71 in Louisville. The DBE participation goal is 8.22%. Marvin is responsible for the development and implementation of the DBE participation plan, which includes a 15% Minority and 10% Female EEO Workforce Plan. Marvin's duties include monthly DBE reporting to the Owner, FHWA and Department of Labor. He is also responsible for project compliance to the 49 CFR Part 26 and the CUF of DBE contracted.

CMGC-3 (NW-2, NW-3 and NW-4) Dallas Area Rapid Transit Light Rail Expansion Project, Dallas, TX

- Construction Value: \$480 million | Owner: Dallas Area Rapid Transit Authority
- Role: Controls Manager | Dates Worked on Project: 2010 - 2011

This project was a 13.6 mile extension of the Dallas Area Rapid Transit green line light rail system. Construction included five at-grade rail stations, four elevated rail station, and rail operations maintenance yard (\$45M change order). Marvin was responsible for the project close-out, 7,000 pages of final as-built drawings, final maintenance and construction warranties. Marvin oversaw compliance to the Project's DBE participation goal of 39%, achieving 40% DBE participation.

CMGC-1 (SE-1, SE-2, NW-1B) Dallas Area Rapid Transit Light Rail Expansion Project, Dallas, TX

- Construction Value: \$460 million | Owner: Dallas Area Rapid Transit Authority
- Role: Controls Manager | Dates Worked on Project: 2006 - 2011

CMGC-1 was a 12.2 mile extension of the Dallas Area Rapid Transit green line lightrail system that included nine at-grade rail stations, one elevated rail station, and 1.2 million square feet of bridge deck. Marvin managed the activities of a team of 11 Project Engineers, 130 sub-contractors that included 5,500 submittals, and 3,500 RFIs. Marvin led the team to exceed the DBE participation goal of 30% by achieving a 32% DBE participation.

RON ROGGE, PE | CONSTRUCTION QUALITY CONTROL MANAGER



Ron's recent experience includes over 18 years leading Quality Management Programs (QMPs) for heavy civil design-build projects such as the Ohio River Bridge East End Design Build Finance Operate Maintain Project and the CTA Wilson Transfer Station in Chicago, IL, as well as other design-builds in the power and building sectors. Ron will be responsible for overall development, management, and supervision of the Developer's construction quality programs. He will have the authority to make necessary improvements to work quality with stop work authority.

RELEVANCE TO PROJECT

- ✓ 31 years in roles focused on the leading the development, maintenance, and audit of integrated project quality and environmental management systems
- ✓ ISO 9002:1994 Quality Management System Lead Auditor; ISO 9001:2000 Quality Management System Lead Auditor
- ✓ 2 recent Design-Build Projects of similar size: Ohio River Bridge East End P3 (\$978 million) & CTA Wilson Transfer (\$153 million)

BACKGROUND & LICENSING

Education
M.B.A., Business Administration Computer Science, Webster University; PDD, Engineering Management (Masters Level), University of Missouri; B.S., Civil Engineering, University of Missouri

Years with Walsh
3

Years in Industry
33

REFERENCES

City of Chicago
William Trudeau
Quality Assurance Mgr
10510 West Zemke Boulevard
Chicago, IL 60666
773.462.7441 p | 773.462.8560 f
trudeau@omp-cm.com

Ohio River Bridge East End Crossing Design Build Finance Operate Maintain, IN/KY

- Construction Value: \$978 million | Owner: Indiana Dept. of Trans./Indiana Finance Authority
- Role: Construction Quality Manager | Dates Worked on Project: 2013 - Present

This project includes a new six-lane cable stay bridge with a main span of 1,200 feet; a 1,680-foot tunnel on the Kentucky side of the river; and 22 standard bridge structures. Ron's responsibilities included the development of policies and procedures, implementation, maintenance, and continual improvement of key components of the project's Integrated Management System including the quality assurance (QA) and quality control (QC) programs, the monitoring and acceptance of specified materials and equipment, enforcing quality QA/QC inspections and tests, related record and documentation activities, and ensuring compliance with quality standards and contract requirements. He also supervised onsite QC team members and managed construction QA staff and document control operations.

I-94 N/S Freeway, Kenosha, WI

- Construction Value: \$64 million | Owner: Wisconsin Department of Transportation
- Role: Quality Assurance Manager | Dates Worked on Project: 2012 - 2013

The project is just over three miles long and included the reconstruction and widening of the entire mainline roadway and associated ramps on I-94. Included within the stretch of roadway where the removal and reconstruction of eight bridges along with the construction of two new bridges. As a Quality Assurance Manager, Ron was responsible for guiding and overseeing quality control activities involved in on-site inspection/testing and documentation of compliance, ensuring compliance with quality specifications, and testing standards of the Wisconsin DOT team.

O'Hare Modernization Program, Chicago, IL

- Construction Value: \$385 million | Owner: City of Chicago
- Role: Quality Assurance Manager | Dates Worked on Project: 2010 - 2012

The O'Hare Modernization Programs included construction of new and rehabilitated runways, taxiways and utilities comprising over 457,000 cubic yards of 18-inch full depth concrete pavement. As Walsh's Quality Assurance Manager, Ron provided quality program development and guidance for quality control activities and management/oversight of five quality control managers, 40 QC inspectors/testers, and field laboratory for conformance to the Project.



NAJI CHIDIAC, PE | CONSTRUCTION QUALITY ACCEPTANCE MANAGER

As the Construction Quality Acceptance Manager, Naji will manage the Independent Quality Acceptance Program and staff. He will review, approve or reject, examine, authorize, and confirm any and all program, procedures and methods as required by and contained in PA Publication 408. Naji will directly oversee and direct the Construction Quality Acceptance inspection and testing staff and ensure compliance with established inspection and testing programs, methods and procedures, and validate testing reports. He will work independently and report jointly to the Development Entity's management team and to PennDOT.

PennDOT District 8

- Roles Included: Structural Control Engineer | Dates Worked: 1988 - 2010

Naji has over 22 years of structure design, maintenance, and construction experience working for PennDOT. During his last eight years with District 8, he was responsible for the Independent QA for over 600 structures that were DB projects or Bid-Build projects. His duties included reviewing and approving all items for acceptance and approval by PennDOT for these projects. He assured that the field staff were using approved materials and performing all acceptance testing as required by the 408. Naji reviewed and approved any field changes during construction due to a design error or a quality error by the contractor. Naji's experience on the following projects directly translate to his proposed responsibilities for the Project:

US15/PA 581 Improvements Section 006, Harrisburg, PA

- Portions Design-Build (Soundwalls)
- Construction Value: \$58 million

SR 30, Section 011 Design-Build Elements, Lancaster, PA

- Construction Value: \$89 million

I-83, Section 25 Deadman's Curve Relocation, York, PA

- Portions Design-Build
- Construction Value: \$59 million

US 15/PA 581 Design-Build Elements, Cumberland County, PA

- Construction Value: \$51 million

95 Express Lanes Design-Build, Prince William County, Virginia

- Construction Value: \$1 billion | Owner: VDOT/Transurban
- Role: : Quality Acceptance Engineer for the Concessionaire | Dates Worked on Project: 2011 - 2014

This P3 project is designing and building approximately 29 miles of Express Lanes on I-95. The project has 18 design-build Bridges that were to be built or repaired. Naji was responsible for an independent review of all the design plans from the design-build team during the design phase for the concessionaire. During the Construction Phase, he managed the construction quality independent acceptance and inspection staff of engineers and technicians the concessionaire used to monitor the contractor's design changes, quality assurance staff and construction activities. This role also includes working with the concessionaire to assure that all technical requirements are met during the Maintenance Period.

RELEVANCE TO PROJECT

- ✓ 22 years of experience with PennDOT, including position as District Structural Control Engineer
- ✓ Conducted acceptance reviews on six design-build projects with structures
- ✓ Managed quality acceptance activities for 600 structures in eight counties in central Pennsylvania

BACKGROUND & LICENSING

Education
M.S. in Engineering Sciences (Concentration in Structures)
B.S. in Structural Design and Building Construction Technology

Years with TRC
4

Years in Industry
26

REFERENCES

Pennsylvania Dept. of Transportation
Randall Staudt, P.E.
Assistant District Engineer for Construction
2140 Herr St., Harrisburg, PA 17103
717.787.5192 p | 717.772.0397 f
rastaudt@pa.gov



RAJAN BAINS | FINANCIAL DIRECTOR

As Financial Director, Rajan will be responsible for directing and managing the finance and administration functions for the project, including financial reporting, budgeting, performance reporting, risk management, and capital planning. This will include ensuring compliance with key commercial and finance documents, both in respect of team member obligations and the obligations of PWKP. Rajan will also monitor the ongoing financial performance of PWKP during the construction and operating periods, specifically as it relates to deductions and incurrence of noncompliance points.

RELEVANCE TO PROJECT

- ✓ Over 10 years of experience in developing and managing the financial performance of P3 projects
- ✓ Sector experience includes large Availability Payment projects with values in excess of \$1B
- ✓ Experience in the same role for a multi-asset P3 project across the Province of Ontario

BACKGROUND & LICENSING

Education
Honours Bachelor of Commerce degree, University of British Columbia

Years with Plenary
9

Years in Industry
25

REFERENCES

Humber River Hospital
Henry G. Hamilton II, VP
Global Trust Services, BNY Trust Company of Canada
320 Bay Street, 11th Floor
Toronto, ON M5H 4A6
416.933.8511 p | 416.360.1711 f
Henry.Hamilton@bnymellon.com

Humber River Hospital, Toronto, Ontario, Canada

- Construction Value: \$1.1 billion | Owner: Humber River Hospital
- Role: Financial Director | Dates Worked on Project: 2011 - 2015

The new Humber River Hospital, at approximately \$975 million capital cost, will be one of Canada's largest regional acute care hospitals, serving a catchment area of more than 850,000 people. Rajan directed and managed the complete finance and administration, including financial reporting, budgeting and performance reporting, risk management, financing and managing capital development. He set up accounting, reporting and back office systems, and formed an accounting and operations team. He oversaw project accountants, and managed the monthly consolidated financial statement preparation and review process, forecasts, variance analysis, and tax compliance and filings.

CSEC Long-Term Accommodation Project, Ottawa, Ontario, Canada

- Construction Value: \$1.13 billion | Owner: Defence Construction Canada
- Role: Chief Financial Officer | Dates Worked on Project: 2011 - 2014

This Project involved the design, financing, construction and subsequent operation, maintenance and lifecycle. Rajan managed the complete finance and administration, including financial reporting, budgeting and performance reporting, risk management, financing and managing capital development. He set up accounting, reporting and back office systems, and formed an accounting and operations team. He oversaw project accountants, and managed the monthly consolidated financial statement preparation and review process, forecasts, variance analysis and tax compliance and filings.

Drivers' Examination Services, Ontario, Canada

- Construction Value: \$203 million | Owner: Ministry of Transportation
Project Director and Finance Lead | Dates Worked on Project: 2013 - 2013

This DBFM delivered administration and testing services in the road user program, and collected fees for those services (together, "DES"). DES services are currently delivered at 95 testing centers. In exchange for the rights to DES, Plenary paid an upfront fee to the Ministry of Transportation and committed to monthly payments for the contract term. Rajan managed the complete finance and administration, including financial reporting, budgeting and performance reporting, risk management, financing and managing capital development.



ABDOUL DIALLO | UTILITY MANAGER

As Utility Manager, Abdoul will coordinate utility installation, relocation and removal. He will ensure that all utility work is performed within the guidelines of the contract specifications and that activities are performed safely with the highest quality standards. He will continuously and proactively coordinate amongst PennDOT, subcontractors, and third party utility owners.

I-95 Reconstruction, Section CP-2, Philadelphia, PA

- Construction Value: \$212 million | Owner: Pennsylvania Dept. of Transportation
- Role: Project Manager | Dates Worked on Project: 2012 - Present

The I-95 Section CP-2 Project is the largest project awarded in PA District 6-0 history. The project will rebuild 1.6 miles of I-95 by replacing seven bridges and widening another, widen roadway pavement with 12 foot lanes, build an on-ramp, upgrade four existing ramps, build 13 retaining walls, relocate a 93-inch watermain and 10.5-foot x 10.5-foot box sewer, install storm water drainage pipes and more than 5,000 feet of outfall storm pipe. As a Project Manager, Abdoul served as PennDOT's main point of contact. He coordinated overall project activities, managed staff, schedule, and subcontractors to meet project goals.

Central Corridor Light Rail Transit – Civil East, St. Paul, MN

- Construction Value: \$200 million | Owner: Metropolitan Council
- Role: Assistant Project Manager | Dates Worked on Project: 2010 - 2012

This project involved the construction of 14 platform stations and nearly seven miles of light rail track, reinforcement of two bridges over I-94, relocation of over 50,000 feet of water main, sanitary and storm systems, street lighting, environmental remediation, installation of signal and track power duct banks, installation of traffic signals, catenary pole foundations, roadway pavement and sidewalks. Construction occurred in heavily populated areas where close coordination with nearby businesses was required. Abdoul managed the project schedule and construction changes, mostly due to utility conflicts. He directed and mentored project engineers and superintendents to meet 20 interim milestones. He worked directly with the Owner's representatives to resolve utility conflicts while coordinating underground utilities installation and relocation.

I-294 Rehabilitation – Southern Corridor, IL

- Construction Value: \$100 million | Owner: Illinois Toll Highway Authority (ISTHA)
- Role: Assistant Project Manager | Dates Worked on Project: 2008 - 2009

This project reconstructed and widened nine bridges and roadway pavement, installed noise wall, ITS and landscaping, and replaced utilities. Multiple bridges required jacking beams in place to remove and replace bridge pedestals, fiber wrap and shotcrete concrete repairs, and 14,000 square feet of bridge deck grooving. As Assistant Project Manager, Abdoul was responsible for utilities removal, relocation, and installation - all of which required close coordination with the ISTHA Representative. He scheduled and managed the installation of 9.5 miles of highway lighting, managed the installation of box culverts as well as storm and sanitary sewer placement.

RELEVANCE TO PROJECT

- ✓ Managed complex utility coordination for all types of utilities while maintaining aggressive project schedules
- ✓ Managed the largest project in District 6-0 history, I-95 Reconstruction, with major utility installations and relocations
- ✓ Performed value engineering on the I-95 CP-2 Project with a quarter million dollar savings to PennDOT

BACKGROUND & LICENSING

Education
Master Candidate Transportation Engineering – Drexel University
BS Civil Engineering – University of Conakry, Guinea, West Africa

Years with Walsh
9

Years in Industry
17

REFERENCES

Pennsylvania Dept. of Transportation
Harold Windisch
Senior Assistant Construction Engineer (ACE)
7000 Geerdes Blvd, King of Prussia, PA 19406
610.205.6692 p | 610.205.6672 f
hwindisch@pa.gov



DAN DOMALIK, PE | DESIGN QUALITY CONTROL MANAGER

Dan will manage all aspects of the Quality Management Plan related to Design, Environmental, Right-Of-Way, Utilities, and Survey. His role will include developing QC processes for checking and reviewing work product. Dan will also train the project team in the Design QC processes and will audit the work for compliance to the program. As DQCM, he will certify design submittals for conformance to the quality program and project requirements. Dan will coordinate the Design QC Program with the Construction and Maintenance quality program and with PennDOT.

RELEVANCE TO PROJECT

- ✓ 19 years of experience in roles from Quality Manager to Quality Director
- ✓ Created HDR's quality audit program and served as East Region Lead Quality Director
- ✓ Served as HNTB's National Design-Build Quality Leader, developing program-level quality processes and managing QA/QC managers across the U.S.

BACKGROUND & LICENSING

Education
MBA, Tepper School of Business, Carnegie Mellon University
MS, Civil Engineering, The Pennsylvania State University
BS, Civil Engineering Technology, The University of Pittsburgh

Years with HDR

17

Years in Industry

19

REFERENCES

New York State Thruway Authority
David Capobianco
Design Compliance Engineer
555 White Plains Road, Suite 400,
Tarrytown, NY 10591
914.524.5487 p | N/A f
David.Capobianco@newnybridge.com

OTIA-III State Bridge Delivery Program, OR

- Construction Value: \$1.3 billion | Owner: Oregon Dept. of Transportation
- Role: Project Manager | Dates Worked on Project: 2004 – 2005

This statewide program repaired or replaced hundreds of aging highway bridges. Work included design, construction, utilities, right-of-way, permitting, and environmental compliance. Dan wrote, reviewed, and organized many of the processes and procedures for executing the work, including design review and oversight of consultants. Dan developed criteria and an evaluation tool to select consultants. He organized the program documents and facilitated their review by the project team.

Tappan Zee Hudson River Crossing, NY

- Construction Value: \$3.1 billion | Owner: New York State Thruway Authority
- Role: Design Quality Control Manager | Dates Worked on Project: 2013 - Present

This was the largest transportation design-build project in the U.S. Dan was responsible for all design QC planning, activities, and results on the project. He developed and implemented a Design Quality Control Plan that specified the detailed checking and QC review processes to be followed for over 700 contractual design deliverables. Dan managed a team of four design QC auditors who evaluated compliance with the project quality requirements prior to certification of each package. Dan developed and conducted 30 training sessions for over 600 project team members to educate them about the project quality requirements. He wrote and responded to Corrective Action Requests as part of the project continuous improvement plan.

Arthur J. Ravenel Jr. Bridge Design-Build, Charleston, SC

- Construction Value: \$700 million | Owner: South Carolina Dept. of Transportation
- Role: Design Review Manager | Dates Worked on Project: 2002 - 2003

This new cable-stayed bridge replaced two outdated and deteriorating truss bridges. At 2.5 miles long, it is the longest bridge of its type in the Western Hemisphere. Dan was responsible for managing design review and audits to monitor designer compliance with project standards, client standards and the QA/QC plan. Dan coordinated design reviews conducted by federal and state agencies and internal reviewers. He met with the project team to resolve reviewers' concerns and maintain compliance.



EDWARD E. BUFFINGTON, ASP, CHST | SAFETY MANAGER

Ed will oversee the successful implementation of PWKP's Safety Plan, including all health and safety procedures for personnel and the general public, as well as training, and emergency protocols. He will coordinate with all subcontractors' site specific safety guidelines and emergency protocols. Ed is currently the Area Safety Manager for Walsh's Northeast Region. In this role, he has implemented safety programs on complex bridge replacement projects with large, multi-firm teams to ensure compliance with federal, state, and corporate safety requirements.

RELEVANCE TO PROJECT

- ✓ 23 years of experience as a Safety Manager for heavy civil works projects, including bridge replacements
- ✓ Successfully eliminated personal injury and property loss on large programs through implementation of comprehensive safety plans
- ✓ Experienced in compliance with all Federal and Pennsylvania State safety requirements

BACKGROUND & LICENSING

Education
B.S. Occupational Health and Safety Management

Years with Walsh

9

Years in Industry

23

Licensing

ASP, CHST

REFERENCES

U.S. Army Corp of Engineers, Pittsburgh District
Kirk McWilliams
Supervisory Civil Engineer
2200 William S. Moorhead Federal Building, Pittsburgh, PA 15222
412.395.7100 p | 412.644.4093 f
kirk.a.mcwilliams@usace.army.mil

I-76 Allegheny River Bridge, PA

- Construction Value: \$190 million | Owner: Pennsylvania Turnpike Commission
- Role: Safety Manager | Dates Worked on Project: 2007 - 2010

Construction of twin 2,350-foot long cast-in-place segmental bridges on I-76, including six retaining walls, reconstruction of approach roadways, and reconstruction of the ramps at Interchange 48. As Safety Manager, Ed implemented an orientation process and ongoing safety training sessions for all management personnel. The project was completed with an excellent safety performance. With over 785,000 direct Walsh man-hours, the project's recordable incident rate was 2.0. Furthermore, the project had no negative environmental impacts.

Blennerhassett Bridge, WV

- Construction Value: \$120 million | Owner: West Virginia Dept. of Transportation
- Role: Area Safety Manager | Dates Worked on Project: 2005 - 2007

The Blennerhassett Bridge project consists of the construction of a 4,009-foot long by 100-foot wide bridge from West Virginia to Ohio over the Ohio River and Blennerhassett Island. The crossing of the main river channel is an 878-foot long span steel tied arch with inclined cable stays. This project includes over 30 million lbs. of structural steel members. As the Area Safety Manager, Ed evaluated adequate fall protection for structural steel erection, evaluated marine work to ensure compliance with U.S. Coast Guard and applicable federal standards, and conducted routine site compliance inspections.

State Braddock Dam, PA

- Construction Value: \$125 million | Owner: U.S. Army Corps of Engineers
- Role: Senior Safety Supervisor | Dates Worked on Project: 2000 - 2005

Braddock Dam was constructed using an innovative "in the wet" technique. Its signature feature, the fabrication, assembly, and delivery of two football field-sized concrete segments, required floating the 11,000 and 9,500-ton pieces 27 miles upstream on the Ohio and Monongahela Rivers. These two segments formed the new Braddock Dam, which replaced a nearly 100-year old fixed crest dam. The project allowed the U.S. Army Corps of Engineers to replace the inefficient older locks upstream and completely eliminate the severely deteriorating dam and locks. Ed was responsible for the implementation of a Safety Plan that included loss control, safety training, site inspection, and employee training.

STEPHEN WIEDEMER | ENVIRONMENTAL COMPLIANCE MANAGER



Stephen will manage the environmental studies and documents. He has the qualifications and experience in Pennsylvania to manage even specialized portions of the environmental documentations, aggressive schedules, and design-build projects to help PWKP mitigate schedule risk on environmental compliance. His NEPA experience includes Purpose and Needs Analyses, Alternative(s) Analyses, Reevaluation of approved NEPA documents, down-scoping of NEPA documents, secondary and cumulative impact studies, land use/planning and Section 4(f)/6(f) Evaluations. He developed one of the first Environmental Mitigation Tracking documents for PennDOT's South Portal of the Liberty Tunnel.

PA 980/ PA 0050, Intersection Improvement Project, Washington County, PA

- Construction Value: \$150 million | Owner: Pennsylvania Dept. of Transportation, District 12-0
- Role: Environmental Project Manager | Dates Worked on Project: 2012 - 2014

This project involves hazardous waste issues, natural resources, and a Categorical Exclusion Evaluation/Programmatic Section 4(f) Evaluation. Steve is managing the environmental compliance portion, which includes preliminary design, final design and construction management.

U.S. Route 22, Section 491, Penn View Summit, Indiana County, PA

- Construction Value: \$400 million | Owner: Pennsylvania Dept. of Transportation, District 10-0
- Role: Environmental Project Manager | Dates Worked on Project: 1995 - 1999

This portion of the reconstruction of U.S. Route 22 involved an Environmental Assessment, Section 4(f) evaluation and FONSI documentation. Steve oversaw the environmental studies necessary to proceed with design and construction. Specialized studies were completed for historic structures, endangered species, public recreation lands, and community coordination.

U.S. Route 22, Section B04, Environmental Assessment/FONSI, Westmoreland County, PA

- Construction Value: \$350 million | Owner: Pennsylvania Dept. of Transportation, District 12-0
- Role: Environmental Project Manager | Dates Worked on Project: 1992 - 1998

This portion of the reconstruction of U.S. Route 22 involved an Environmental Assessment and FONSI documentation. Steve managed a staff of planners, biologists, geographic information system specialists, and civil engineers to achieve National Environmental Policy Act clearance for this roadway improvement project. He maintained mitigation tracking documents through design and construction. Steve managed the timely completion of the environmental documentation.

RELEVANCE TO PROJECT

- ✓ As former PennDOT District 12-0 Environmental Manager, administered all facets of design/environmental studies for the environmental phases
- ✓ Led environmental approvals for PennDOT 12-0 and assured that no projects missed the project delivery deadline
- ✓ Environmental Group Leader for the Pennsylvania High-Speed Maglev Project's Environmental Impact Statement

BACKGROUND & LICENSING

Education
B.S. - Pennsylvania State University
Years with A.D. Marble & Company
2
Years in Industry
27

REFERENCES

Pennsylvania Dept. of Transportation, District 10-0
Craig A. Chelednik, P.E.
Plans Engineer/Design Services Engineer
2550 Oakland Avenue, P.O. Box 429
Indiana, PA 15701
724.357.2949 p | 724.357.1905 f
cchelednik@pa.gov



JOHN WAUGH, PE | QUALITY ASSURANCE MANAGER

John will serve as the Quality Assurance Manager. Since 2003, he has been directly involved in six Design Build projects, and four significant bridge/highway projects. He recently led the effort in Walsh's Northeast Region participation in the Northeast Transportation Training and Certification Program, (NETTCP), and secured training and certification for all of Walsh's Quality Control personnel. He has actively participated in numerous training seminars with NETTCP, FHWA, and various DOT's. In his most recent assignments as QC Manager for the Memorial Bridge DB project and QC Administrator for the Whittier Bridge DB project, he successfully implemented NETTCP-based Quality Control programs that included Walsh's internal QA/QC policies, for both design and construction.

Whittier Bridge/I-95 Improvement Project Design-Build, Amesbury, MA

- Construction Value: \$292 million | Owner: Massachusetts Dept. of Transportation
- Role: Quality Control Administrator | Dates Worked on Project: 2013 - 2014

The Whittier Bridge project entails Design-Build replacement of the John Greenleaf Whittier Bridge, along with a four mile widening of I-95 NB & SB and reconstruction of eight minor bridges. The bridge structure is twin, 1400' spans, including 480' network tied arch main spans. John was responsible for oversight of design and construction QA/QC, the creation and implementation of a project-specific Quality Management Plan, (QMP), review of all project documentation, field and laboratory testing and the oversight of QA/QC staff, and third party testing agencies.

Memorial Bridge Design-Build Replacement Project, Portsmouth, NH

- Construction Value: \$81 million | Owner: New Hampshire Dept. of Transportation
- Role: Construction Quality Control Manager | Dates Worked on Project: 2012- 2013

Design-Build construction of a new vertical lift bridge. The project includes the demolition of the existing bridge, rebuilding and strengthen the existing main piers, construction of three truss sections which span 300 feet each. As Construction Quality Control Manager, John was responsible for creating and implementing work plans for major work activities, the implementation of a QMP, coordinated with Owner acceptance and Independent Assurance personnel, directed field and laboratory testing, issued Non-Conformance reports and performed employee quality training.

Yawkey Station Design-Build Project, Boston, MA

- Construction Value: \$11 million | Owner: Massachusetts Bay Transportation Authority
- Role: Project Manager | Dates Worked on Project: 2010 - 2011

Design-Build construction of new commuter rail station. Project included relocation of 1200 l.f. of track, installation of inbound & outbound platforms and foundations, installation of four elevators, utilities, sitework, Oversaw project through proposal and estimating phase. As Project Manager, John was responsible for all project design and construction, safety and quality. He prepared and secured approval of Quality, Safety and Project Management Programs. Oversaw subcontracts, material procurement and work plan preparation for major activities.

RELEVANCE TO PROJECT

- ✓ Supervised the pursuits of over \$1 billion in heavy/highway design-build projects
- ✓ Design-Build Committee Member of Construction Industries of Massachusetts
- ✓ Drafted preliminary Quality Control and Project Management Plans for: Yawkey Station, Memorial Bridge, Spot Pond Covered Water Storage Facility, Whittier Bridge/I-95 Improvement
- ✓ Preparation of Traffic Impact Reports & Environmental Impact Reports

BACKGROUND & LICENSING

Education
B.S. in Civil Engineering, University of Massachusetts
Years with Walsh
20
Years in Industry
28

REFERENCES

New Hampshire Dept. of Transportation
Denis Switzer
Construction Engineer
P.O. Box 483 Concord, NH 03302
603.271.2571 p |
603.271.3461 f
DSwitzer@dot.state.nh.us

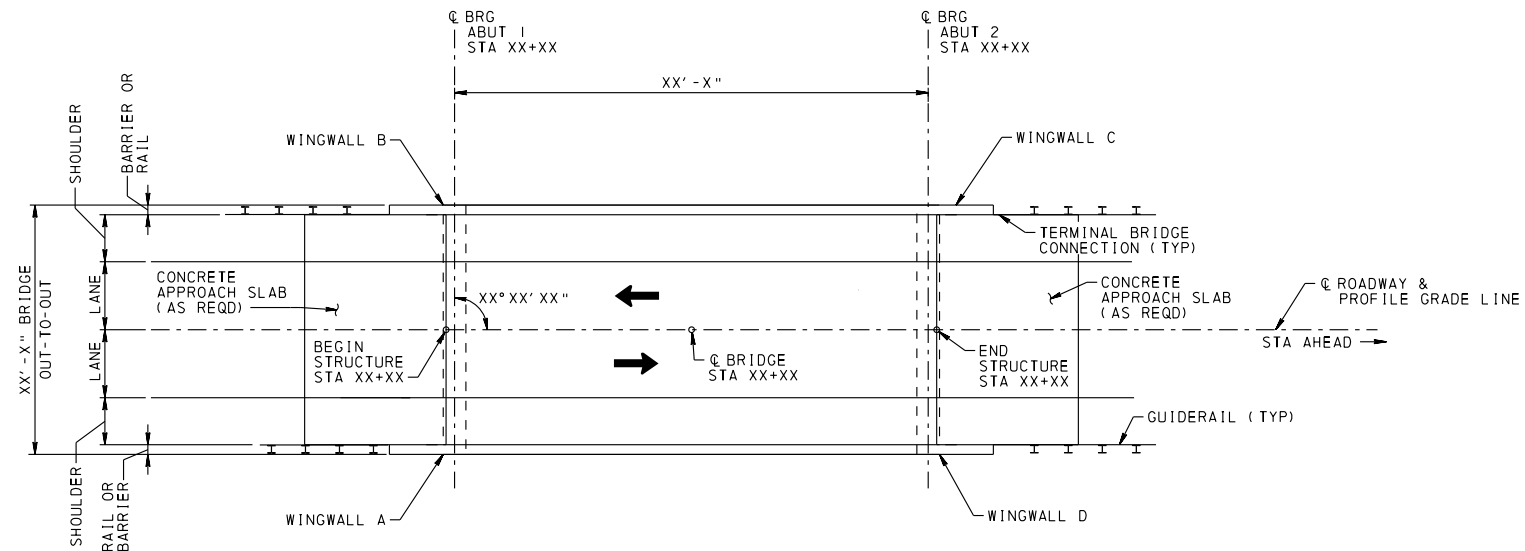
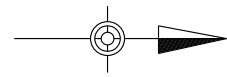


Drawings, Graphs, and Data

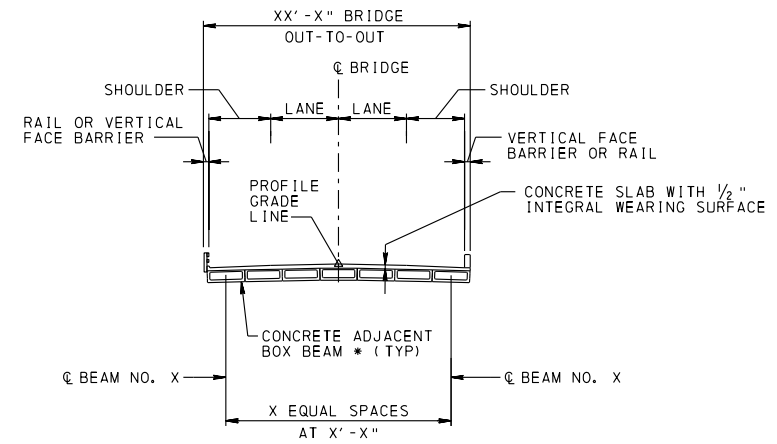


Replacement Bridge Structures

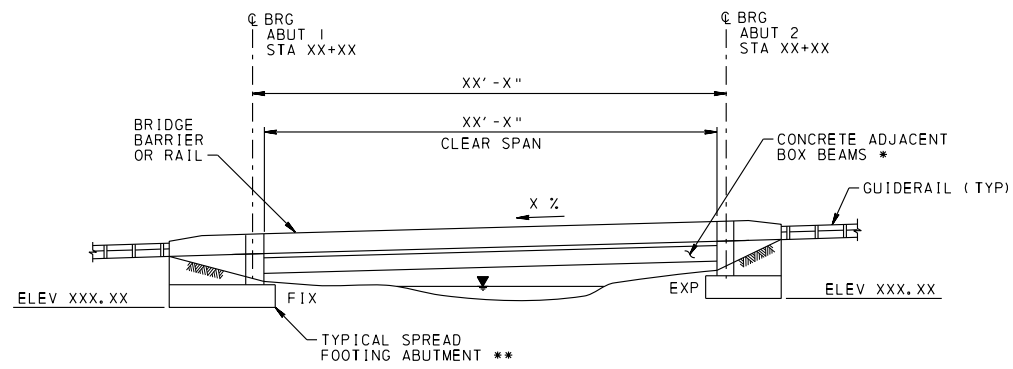
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PLAN



TYPICAL SECTION
(CONCRETE ADJACENT BOX BEAM)



ELEVATION

- * SPREAD BOX BEAMS, STEEL ROLLED SECTIONS, PLATE GIRDERS, CONCRETE I-BEAMS AND PA BULB TEE BEAMS SIMILAR
- ** SPREAD FOOTING ABUTMENT SHOWN, OTHER FOUNDATION TYPES SIMILAR

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

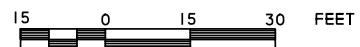
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

XXXXXXXXXX COUNTY
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S.R. 0000 STA. 000+00.00
RAPID BRIDGE REPLACEMENT PROJECT
CONCRETE ADJACENT BOX BEAMS ON SPREAD FOOTING ABUTMENTS
GENERAL PLAN & ELEVATION

RECOMMENDED _____

SHEET 1 OF 8

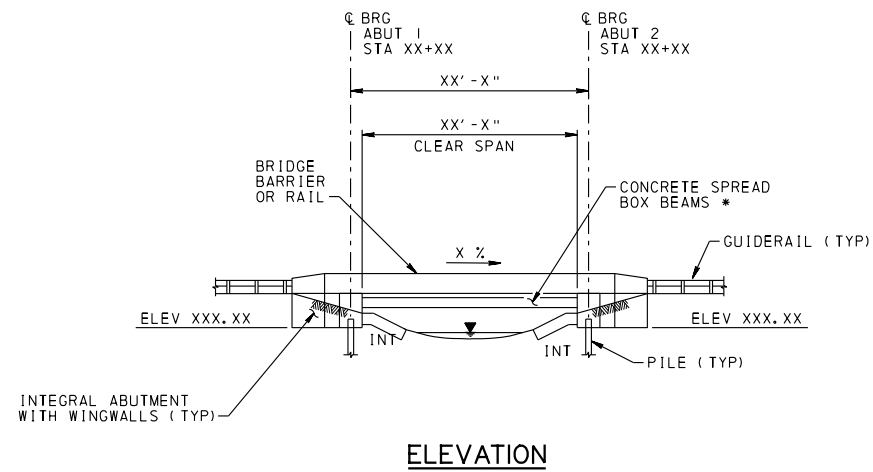
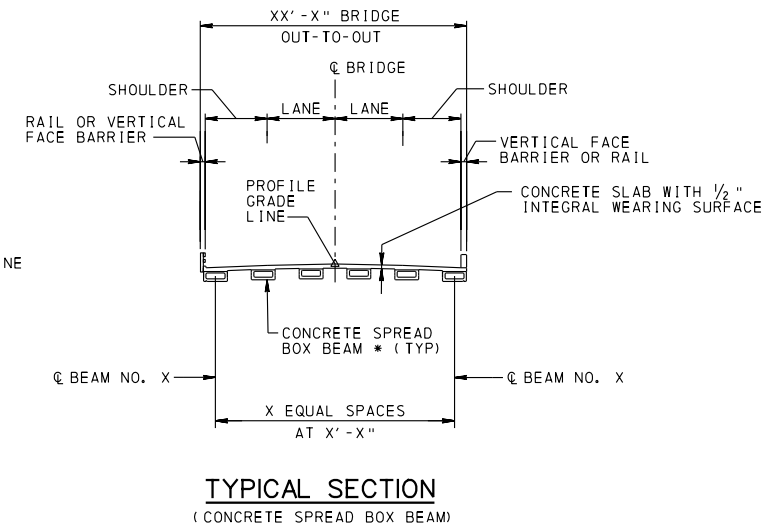
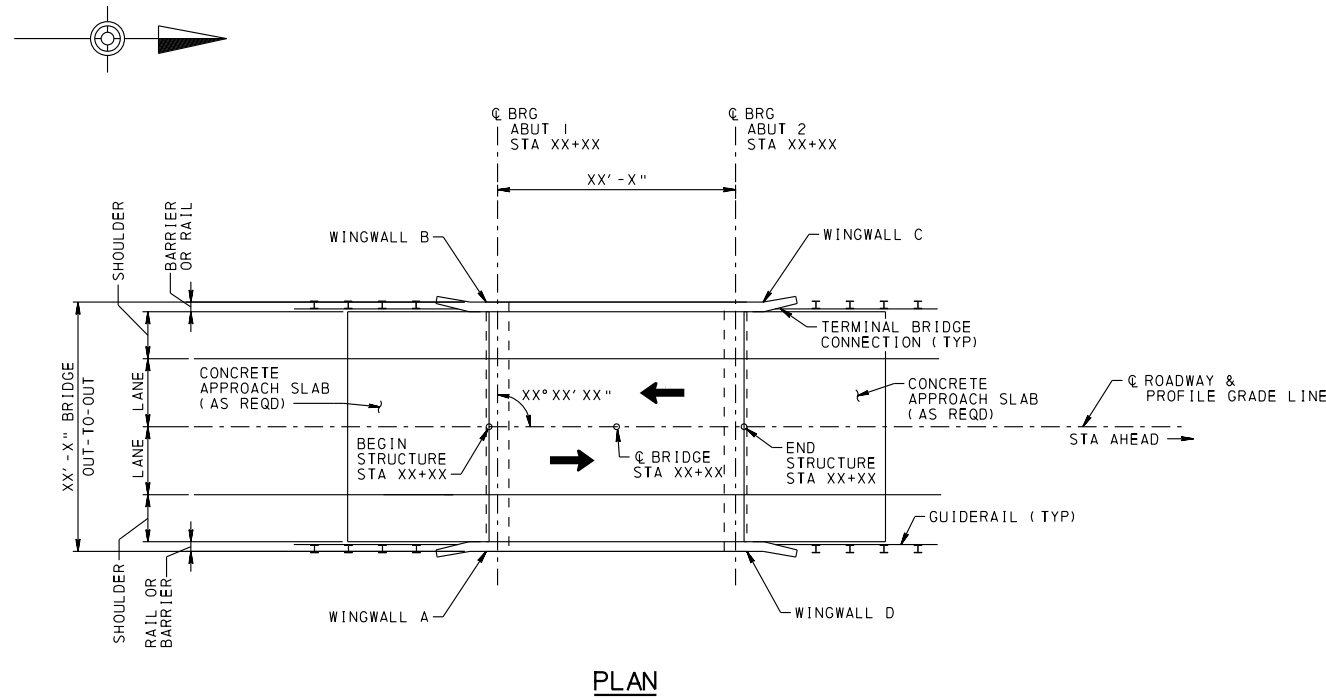
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 FILE: Adjacent_Box_Beams.dgn | MODE: L:\dofault

DES: MJP | DWG: SWM | CKD: JAF

D-9002 CADD (02-90) REVISED (05-97)



* STEEL ROLLED SECTIONS, PLATE GIRDERS, ADJACENT BOX BEAMS, CONCRETE I-BEAMS AND PA BULB TEE BEAMS SIMILAR

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

XXXXXXXXXX COUNTY
S.R. 0000 SECTION A00
SEG. 0000 OFF. 1111
S.R. 0000 STA. 000+00.00
RAPID BRIDGE REPLACEMENT PROJECT
SPREAD BOX BEAMS ON INTEGRAL ABUTMENTS
GENERAL PLAN & ELEVATION

RECOMMENDED _____

SHEET 2 OF 8

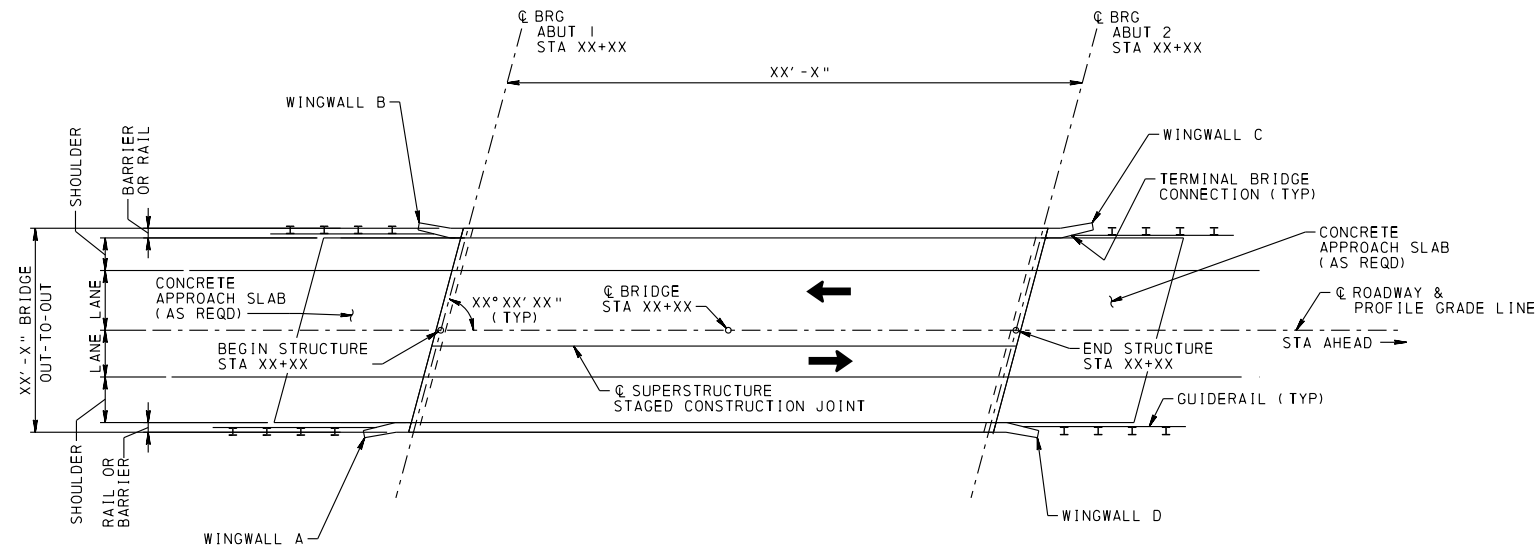
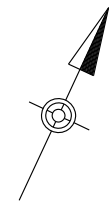
S-XXXXX



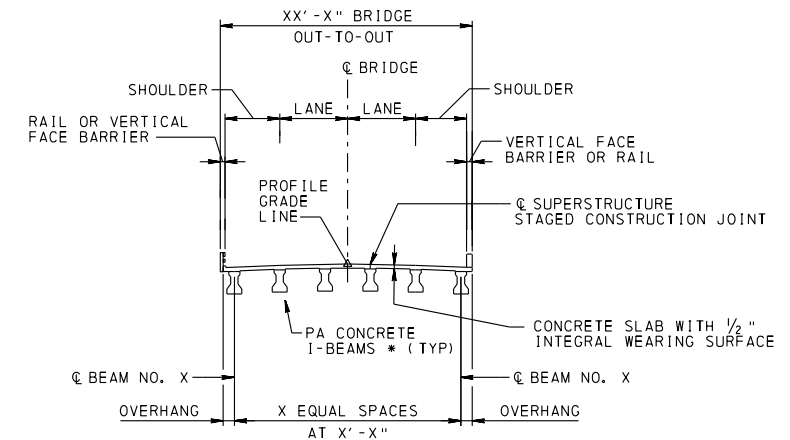
USER: SWAGILL | PLOT DRIVER: P:\PLOT\02\212107.PLOT | PLOT DATE: 09-15-2014 2:21:07 PM
 PATH: S:\067\0000000002\212107\CADD\1.00\CADD\1.02\Contractor\Files\Sheet\Files\Sheet\02\212107\02\212107.dwg
 FILE: Integral_Abutr_Spread_Box.dgn

DES: MJP | DWG: SWM | CKD: JAF

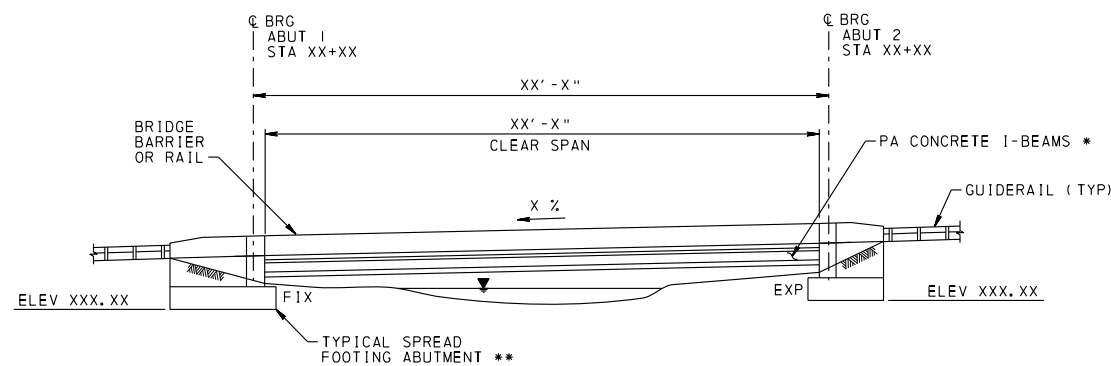
D-9002 CADD (02-90) REVISED (05-97)



PLAN



TYPICAL SECTION
(CONCRETE I-BEAM)



ELEVATION

* ADJACENT BOX BEAMS, SPREAD BOX BEAMS, STEEL ROLLED SECTIONS, PLATE GIRDERS, AND PA BULB TEE BEAMS SIMILAR

** SPREAD FOOTING ABUTMENT SHOWN, OTHER FOUNDATION TYPES SIMILAR

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

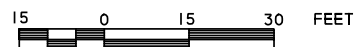
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

XXXXXXXXXX COUNTY
S.R. 0000 SECTION A00
SEG. 0000 OFF. 1111
S.R. 0000 STA. 000+00.00
RAPID BRIDGE REPLACEMENT PROJECT
CONCRETE I-BEAMS ON SPREAD FOOTING ABUTMENTS
GENERAL PLAN & ELEVATION

RECOMMENDED _____

SHEET 3 OF 8

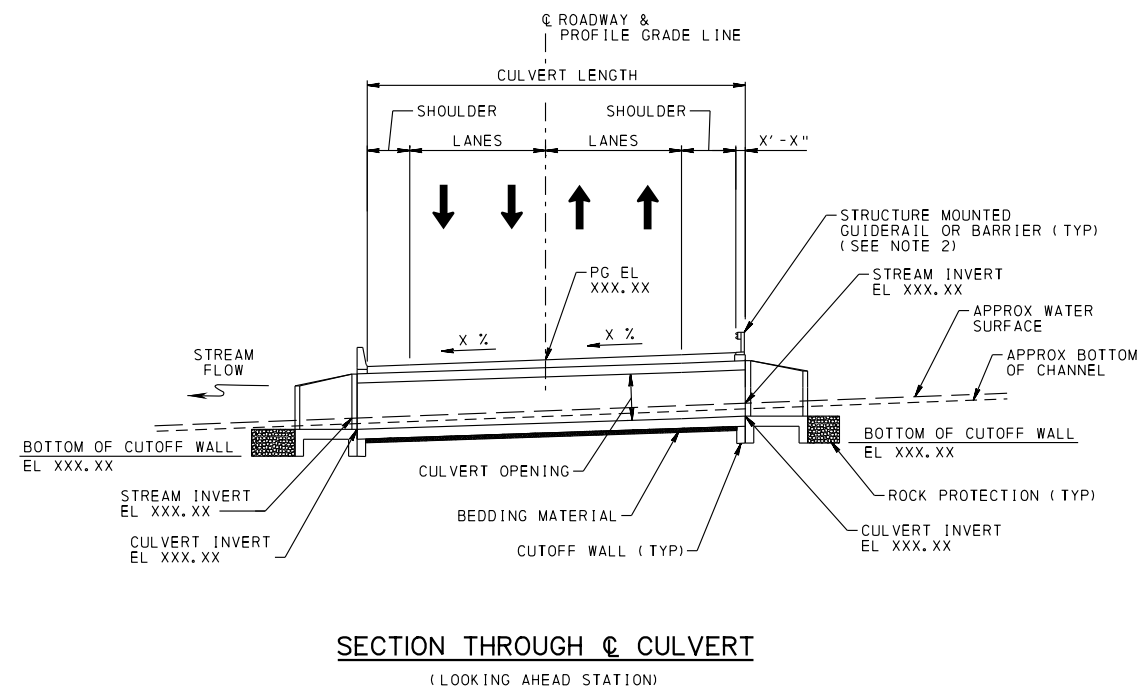
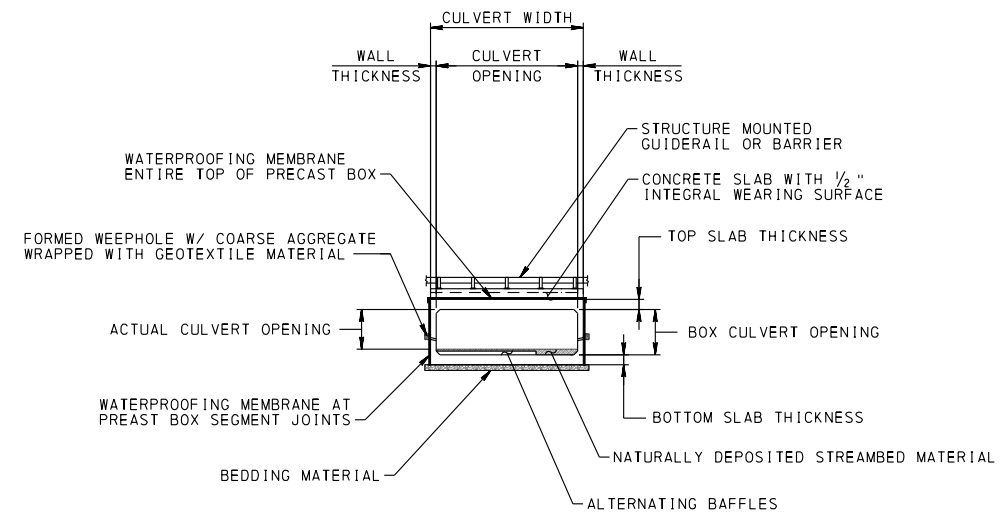
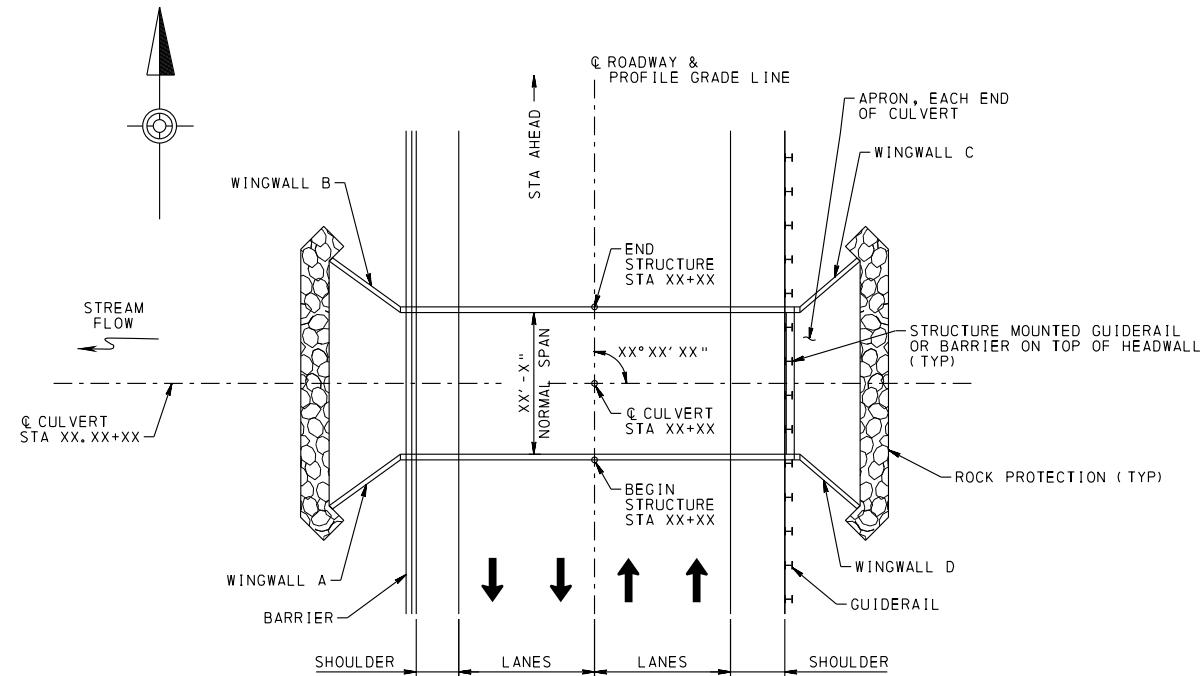
S-XXXXX



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 PATH: S:\061\000000000232391\1.00\CADD\1.02_Contract\F.Iles\Shwe\F.Iles\2.3.5\Structure\Bridges\BRAD0\PA11\aburgh\BRAD0_runa\kemp\le\Plans\MODE\106\out | FILE: Spread_Fig_Abut1 - PA I-Beams.dgn

DES: MJP | DWG: SWM | CKD: JAF

D-9002 CADD (02-90) REVISED (05-97)



NOTES:

1. FOR STAGED CONSTRUCTION SEQUENCE, SEE SHEET 7 OF 8.
2. FOR DEEPER FILL SECTIONS, GUIDERRAIL POST MAY BE DRIVEN INTO THE GROUND OR BARRIER MOUNTED ON A FOUNDATION.

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

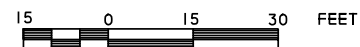
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

XXXXXXXXXX COUNTY
S.R. 0000 SECTION A00
SEG. 0000 OFF. 1111
S.R. 0000 STA. 000+00.00
RAPID BRIDGE REPLACEMENT PROJECT
REINFORCED CONCRETE BOX CULVERT
GENERAL PLAN & ELEVATION

RECOMMENDED _____

SHEET 6 OF 8

S-XXXXX



USER: SWAGILL | PLOT DRIVER: P:\PLOT\09-15-2014 21:00:55 PM | PLOT DATE: 09-15-2014 21:00:55 PM
 PATH: S:\067\0000000023231\1.00.CADD\1.02.Contract.F.Iles\Shwe.F.Iles\3.3.Structure\08 BRIDGES BRADD\11.reburgh BRADD_r.uns\kemp.le.P.lans
 FILE: Precast_Box_Culvert1.dgn | MODEL: Dwg.fou.1

DES: MJP | DWG: ACE | CKD: JAF



Roadway Elements

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	1 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

PAVEMENT DESIGN:

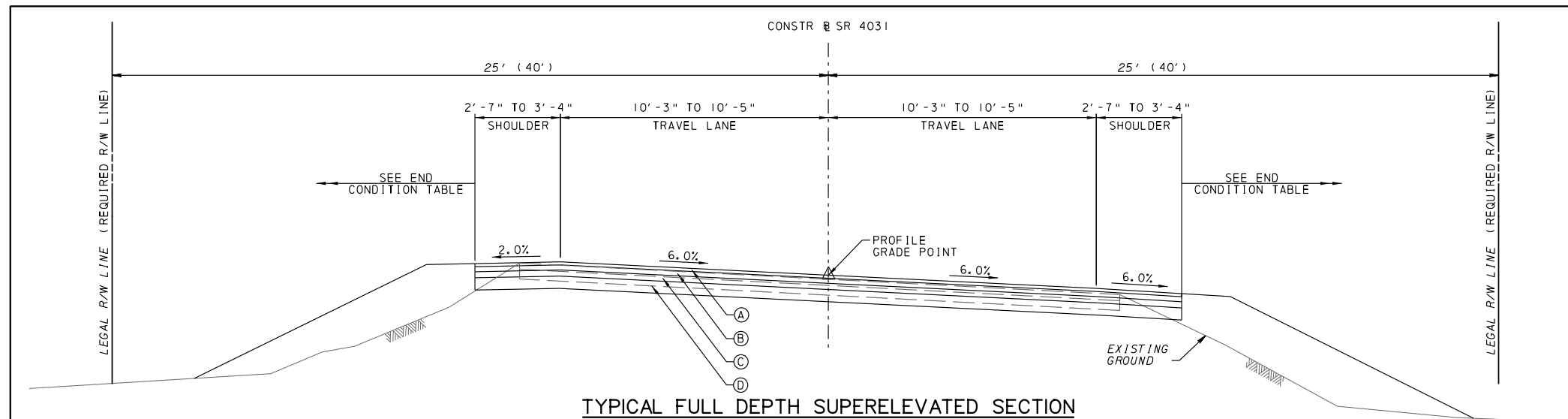
- (A) SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 64-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G
- OR
- WARM MIX ASPHALT (WMA) WEARING COURSE, PG 64-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G
- (B) SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 64-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- OR
- WARM MIX ASPHALT (WMA) BINDER COURSE, PG 64-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (C) SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" TO 15" DEPTH
- OR
- WARM MIX ASPHALT (WMA) BASE COURSE, PG 64-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" TO 15" DEPTH
- (D) SUBBASE 6" TO 8" DEPTH (NO. 2A)
- (E) RETAIN EXISTING PAVEMENT WITHIN LIMITS OF EXISTING SHOULDER IF EXISTING SHOULDER AND TRAVEL LANE PAVEMENT MATCH.
- (F) BITUMINOUS TACK COAT

TRAFFIC DATA

CURRENT A.D.T. - 1136 (2015)
 DESIGN YEAR A.D.T. - 1178 (2035)
 D.H.V. - 124
 D - 55%
 T - 6%
 ESAL - XX

NOTES

- * IF REQUIRED BASED ON PROFILE ADJUSTMENT
- DETAILS SHOWN IN THIS PLAN SET REFLECT THE MAJORITY OF CONDITIONS TO BE ENCOUNTERED.
- SUPERELEVATION IS ROTATED ABOUT THE CENTERLINE OF PAVEMENT.
- SEEDING & SOIL SUPPLEMENTS
 -FORMULA C AND MULCHING (SLOPES STEEPER THAN 3:1)
- SEEDING & SOIL SUPPLEMENTS
 -FORMULA B AND MULCHING ON 4" OF TOPSOIL (SLOPES 3:1 AND FLATTER)
- SEEDING & SOIL SUPPLEMENTS
 -FORMULA W AND MULCHING (FOR STREAM BANKS)
- ** SHOULDER WIDTH LESS THAN 2' SHALL BE SLOPED WITH TRAVEL LANE PAVEMENT

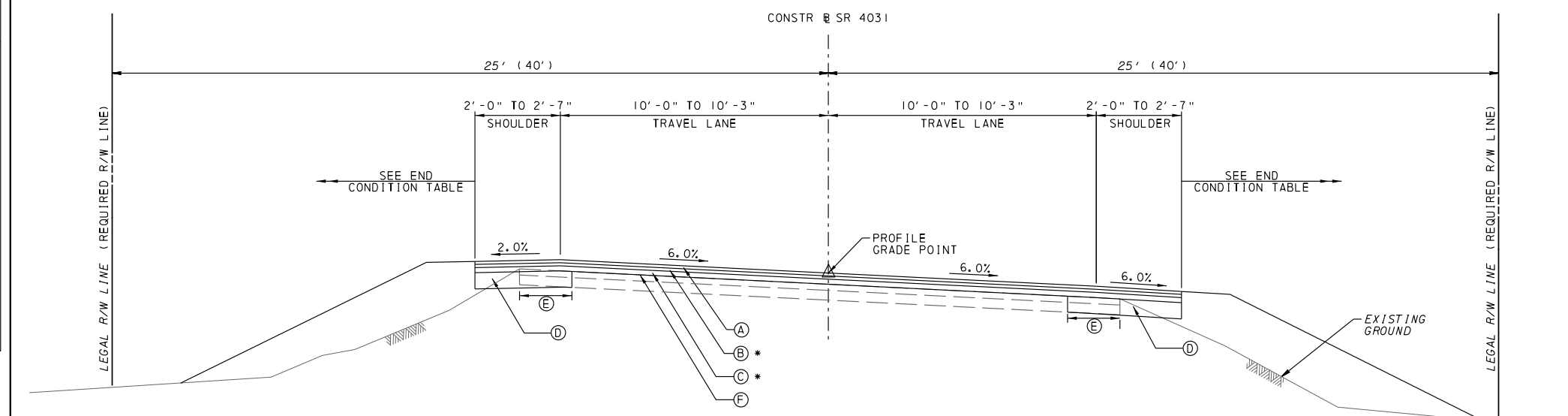


TYPICAL FULL DEPTH SUPERELEVATED SECTION

SR 4031
 STA 106+73.45 TO STA 106+83.45
 APPROACH SLAB STA 106+83.45 TO STA 107+08.45 NOT SHOWN
 BRIDGE STA 107+08.45 TO STA 107+69.45 NOT SHOWN
 APPROACH SLAB STA 107+69.45 TO STA 107+94.45 NOT SHOWN
 STA 107+94.45 TO STA 108+04.45

END CONDITION TABLE				
STATION	TO	STATION	LEFT	RIGHT
105+50.00		107+08.45	DETAIL A	
105+50.00		106+17.00		DETAIL B
106+17.00		107+08.45		DETAIL A
107+69.45		108+54.00	DETAIL A	
107+69.45		108+66.00		DETAIL A
108+54.00		109+15.00	DETAIL B	
108+66.00		109+15.00		DETAIL B

SEE SHEETS 5 AND 6 FOR DETAILS



TYPICAL OVERLAY SUPERELEVATED SECTION

SR 4031
 STA 105+50.00 TO STA 106+73.45
 STA 108+04.45 TO STA 109+15.00

USER: sbl115
 PATH: PLOT_DRIVER_PennDOT_PDF_Mono.plt.ctb
 FILE: 4031-BEAVER-RD-TYPOL.dgn
 PLOT DATE: 09-19-2014 2:57:38 PM
 MODEL: 02B.dgn

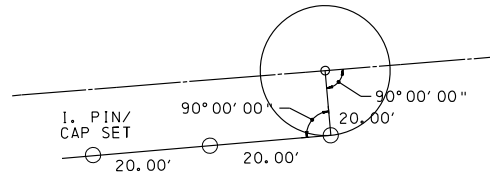
DES: SWE DWG: DMY CKD: WG



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	2 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

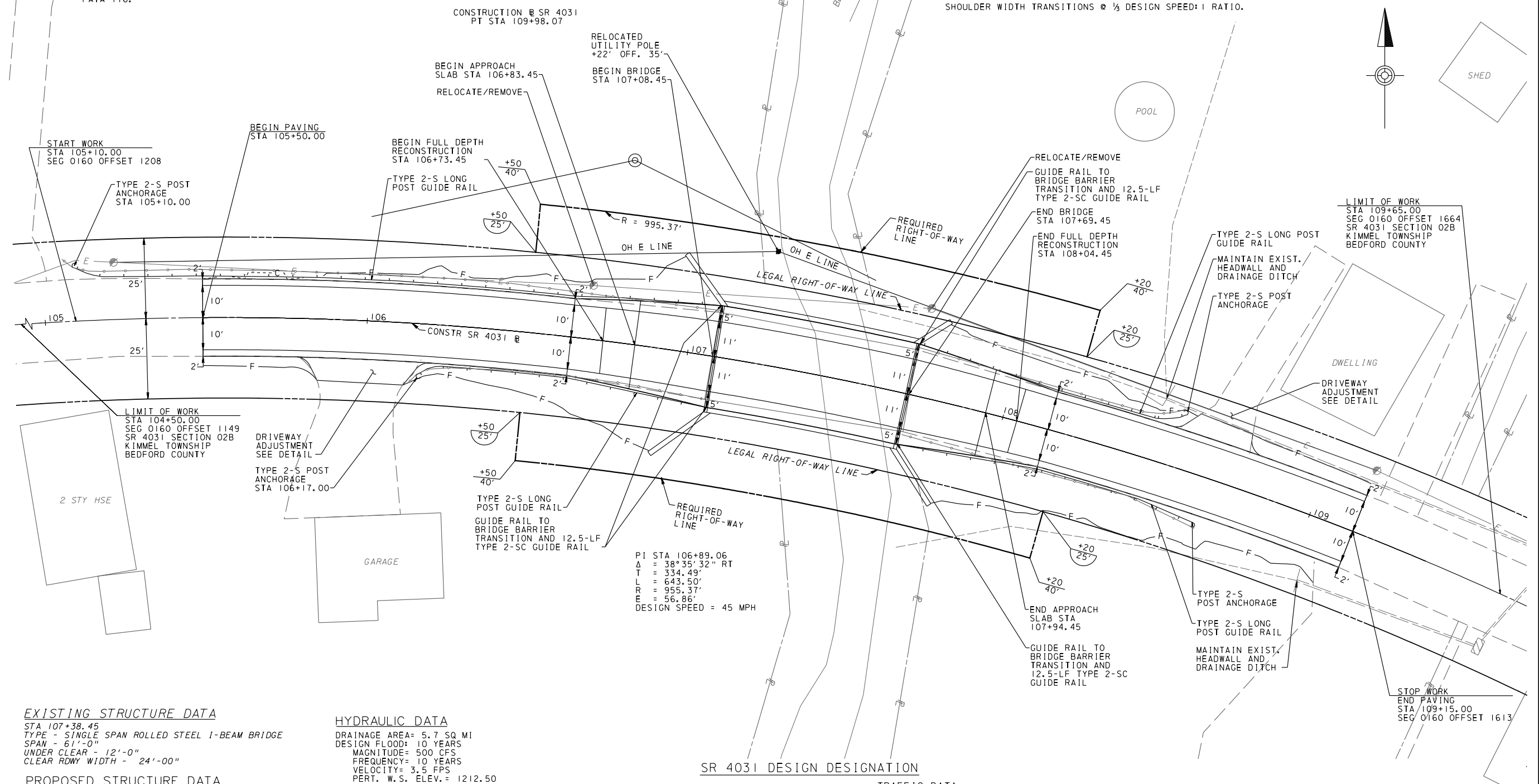
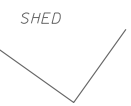
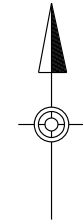
CONSTRUCTION STAGING

CONSTRUCTION COMPLETED UNDER FULL ROAD CLOSURE WITH EXCEPTION OF LOCAL TRAFFIC. THE 7-MILE DETOUR ROUTE WILL UTILIZE SR 4031, 4033, 4027, 3005, 3006, 3007, AND 4019. DETOUR WILL BE USED A MAXIMUM OF 70 DAYS. TRAFFIC CONTROL DEVICES WILL BE PLACED IN ACCORDANCE WITH PATA 116.



BM. 1 PK 1 (DESCRIPTION) ELEV = 1225.65
20.31' LT STA. 109+14.45

NOTES
LANE WIDTH TRANSITIONS @ DESIGN SPEED: 1 RATIO,
SHOULDER WIDTH TRANSITIONS @ 1/2 DESIGN SPEED: 1 RATIO.



EXISTING STRUCTURE DATA

STA 107+38.45
TYPE - SINGLE SPAN ROLLED STEEL I-BEAM BRIDGE
SPAN - 61'-0"
UNDER CLEAR - 12'-0"
CLEAR RDWY WIDTH - 24'-00"

PROPOSED STRUCTURE DATA

S.R. 4031 OVER BEAVER DAM ROAD
STA 107+38.45
TYPE - SINGLE SPAN ADJACENT BOX BEAM
SPAN - 61'-0"
UNDER CLEAR - 12'-0"
SKEW - 90°
ROADWAY WIDTH - 32'-0"
STRUCTURE S-45489
RECOMMENDED

HYDRAULIC DATA

DRAINAGE AREA= 5.7 SQ MI
DESIGN FLOOD= 10 YEARS
MAGNITUDE= 500 CFS
FREQUENCY= 10 YEARS
VELOCITY= 3.5 FPS
PERT. W.S. ELEV.= 1212.50

100 YR. FLOOD RISK ASSESSMENT:
MAGNITUDE= 3000 CFS
VELOCITY= 4 FPS
W.S. ELEV.= 1216.50

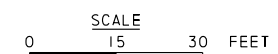
FLOOD OF RECORD
MAGNITUDE= N/A
VELOCITY= N/A
FREQUENCY= N/A YEARS
W.S. ELEV.= N/A

SR 4031 DESIGN DESIGNATION

FUNCTIONAL CLASSIFICATION - MINOR COLLECTOR
ROADWAY TYPOLOGY - NEIGHBORHOOD COLLECTOR, RURAL
DESIGN SPEED - 45 MPH
PAVEMENT WIDTH - 22'-0" (2 - 11' LANES)
SHOULDER WIDTH - 5'-0"

TRAFFIC DATA

CURRENT A.D.T. - 1,134 (2014)
DESIGN YEAR A.D.T. - 1,178 (2034)
D.H.V. - 115
D - 55
T - 9%



USER: 00116 PLOT DATE: 09-19-2014 21:58:00 PM
 FILE: 4031-BEAV-D-PLN01.dgn
 MODEL: Default

DES: SWE DWG: DMY CKD: WC

FOR PROFILE, SEE SHEET 3 SURVEY BOOK NO

PROVEN PERFORMANCE. LOCAL PRESENCE.

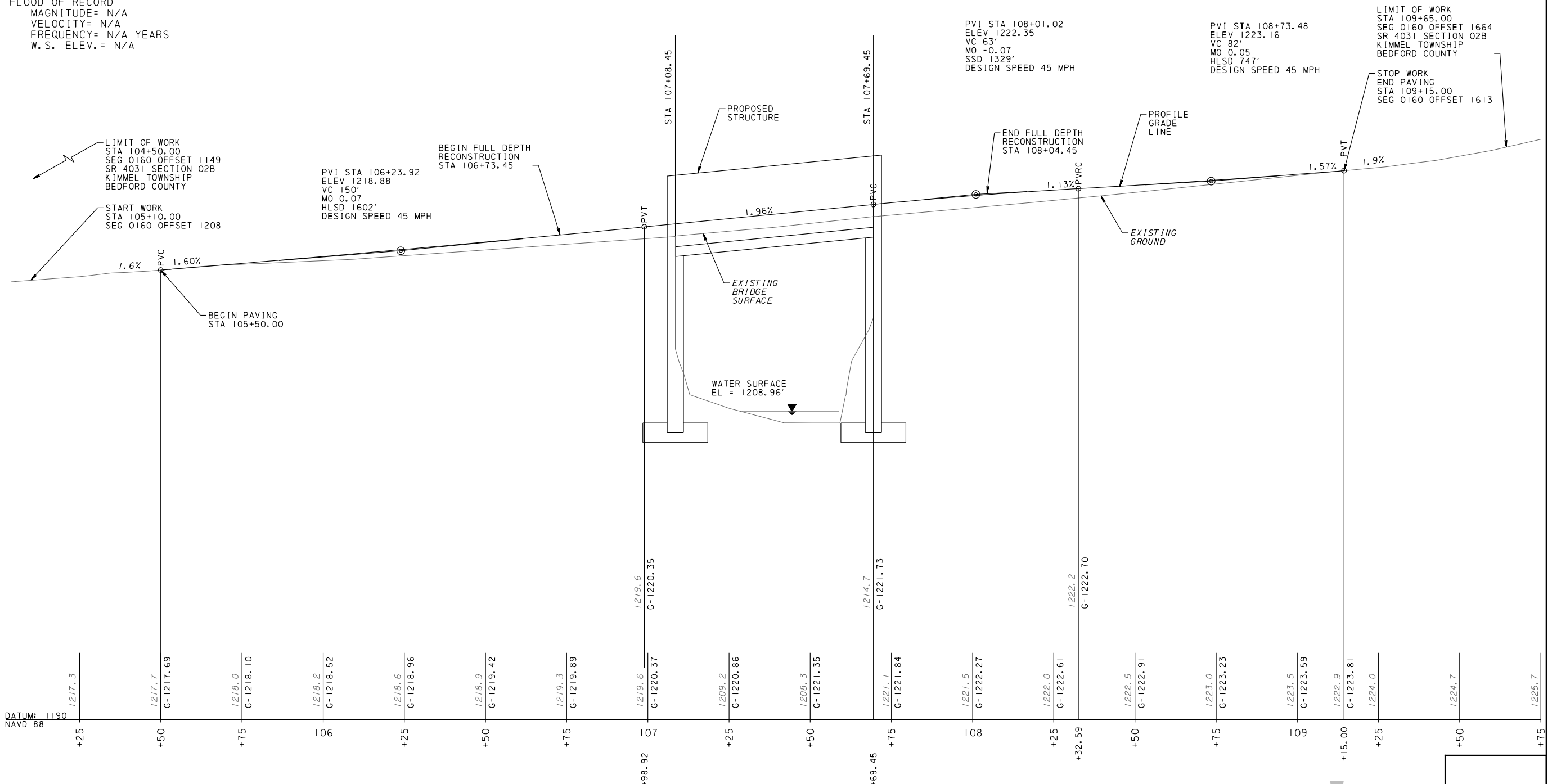
HYDRAULIC DATA

DRAINAGE AREA= 5.7 SQ MI
 DESIGN FLOOD= 10 YEARS
 MAGNITUDE= 500 CFS
 FREQUENCY= 10 YEARS
 VELOCITY= 3.5 FPS
 PERT. W.S. ELEV.= 1212.50

100 YR. FLOOD RISK ASSESSMENT:
 MAGNITUDE= 3000 CFS
 VELOCITY= 4 FPS
 W.S. ELEV.= 1216.50

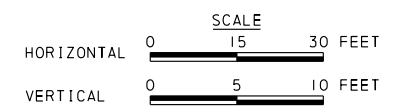
FLOOD OF RECORD
 MAGNITUDE= N/A
 VELOCITY= N/A
 FREQUENCY= N/A YEARS
 W.S. ELEV.= N/A

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	3 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



USER: jlls | PLOT DRIVER: PennDOT_PDF_Mono.plt | PLOT DATE: 09-19-2014 2:58:39 PM
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DATUM: 1190
 NAVD 88



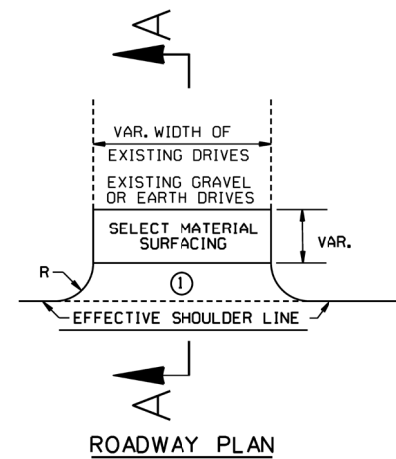
DES: SWE | DWG: DMY | CKD: WG | FOR PLAN, SEE SHEET 2

SR 4031

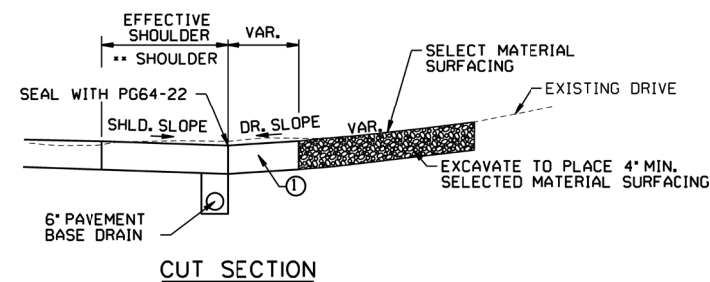
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	4 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

SUMMARY OF PROJECT COORDINATES					
BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM SOUTH (NAD 83)					
ROUTE	STATION	POINT	COORDINATES		BEARING
			NORTH (Y)	EAST (X)	
CONSTR BASELINE SR 4031	100+00.00	POT	338,250.5565	1,761,713.3616	N 77°55'11" E
	103+54.57	PC	338,324.7610	1,762,060.0772	N 77°55'11" E
	106+89.06	PI	338,394.7641	1,762,387.1624	S 63°29'17" E
	109+98.07	PT	338,245.4523	1,762,686.4801	S 63°29'17" E
	112+19.66	POT	338,146.5380	1,762,884.7684	

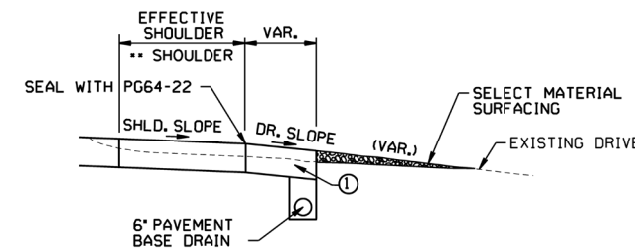
NOTE: FOUR (4) PLACE COORDINATES ARE USED FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY A PRECISION BEYOND TWO (2) DECIMAL PLACES.



ROADWAY PLAN



CUT SECTION



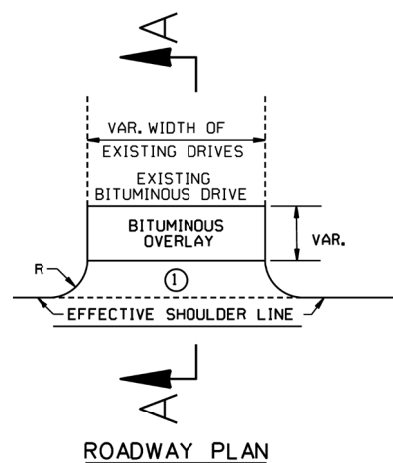
FILL SECTION

- ① MATCH SHOULDER PAVEMENT
- ② MATCH EXISTING

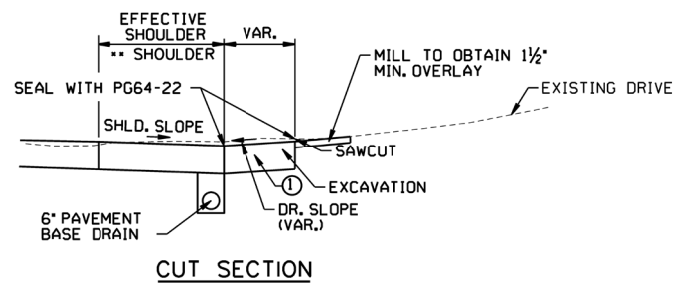
PROFILE OF EXISTING DRIVES
TREATMENT FOR EXISTING GRAVEL AND EARTH DRIVES

NOTES:
SEE THE PENNSYLVANIA CODE CHAPTER 441, ACCESS TO AND OCCUPANCY OF HIGHWAYS BY DRIVEWAYS AND LOCAL ROADS, FOR ADDITIONAL INFORMATION.

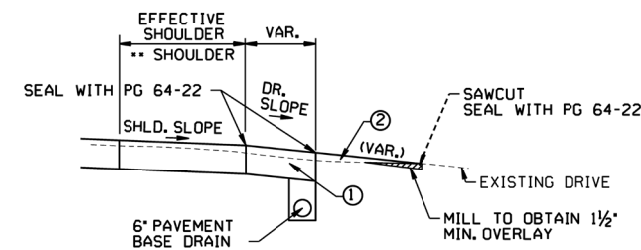
** SEE SHEET 1 FOR ROADWAY SHOULDER



ROADWAY PLAN



CUT SECTION



FILL SECTION

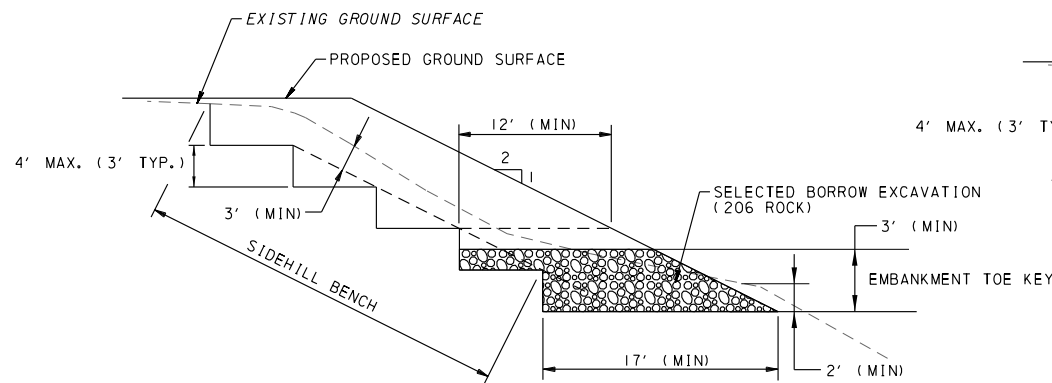
PROFILE OF EXISTING DRIVES
TREATMENT FOR EXISTING BITUMINOUS DRIVES



USER: MUSEN
 PLOT DRIVER: M.L. TORRES
 PLOT DATE: 04/26/2018
 MODEL: MODELNAME
 FILE: FILES

DES: SWE DWG: DMY CKD: SWE

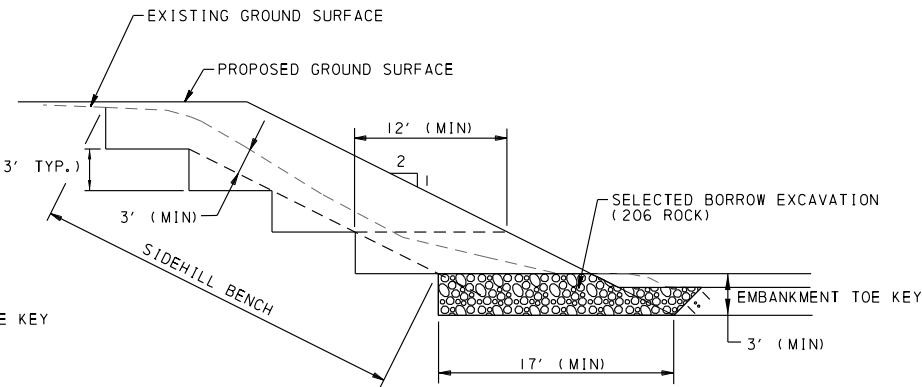
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	5 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



TYPE 1 WIDENED EMBANKMENT DETAIL
(TO BE USED FOR SLIVER FILL CONDITIONS)

NOTES:

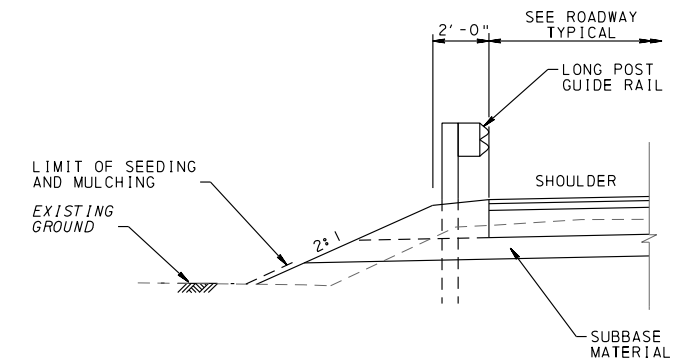
- FOR NEW EMBANKMENTS OF SOIL, GRANULAR MATERIAL OR SHALE (PUB. 408M), FILL BENCHES MAY BE CUT FROM BOTTOM UP DURING PLACEMENT OF EMBANKMENTS. IN THAT CASE, SUITABLE MATERIAL FROM BENCHES SHOULD BE BLENDED WITH THE NEW FILL FOR COMPACTION.



TYPE 2 WIDENED EMBANKMENT DETAIL
(FOR FULL HEIGHT EMBANKMENTS)

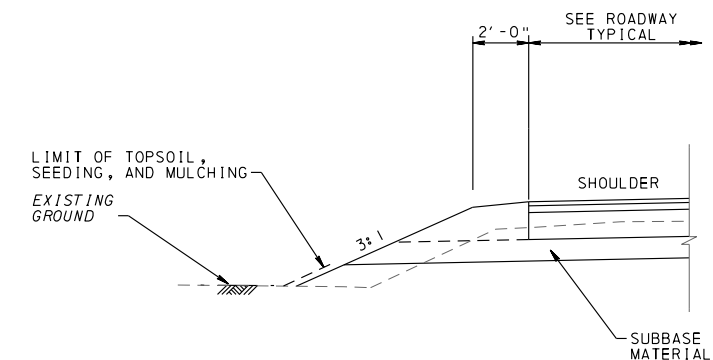
NOTES:

- FOR NEW EMBANKMENTS OF SOIL, GRANULAR MATERIAL OR SHALE (PUB. 408M), FILL BENCHES MAY BE CUT FROM BOTTOM UP DURING PLACEMENT OF EMBANKMENTS. IN THAT CASE, SUITABLE MATERIAL FROM BENCHES SHOULD BE BLENDED WITH THE NEW FILL FOR COMPACTION.
- AREAS OF UNDERCUT AT EMBANKMENT TOE ARE IN ADDITION TO FILL BENCH EXCAVATION SHOWN IN DETAIL.
- FOR BENCHES CUT FOR THE BOTTOM UP, MAXIMUM CUT HEIGHT IS 4 FT (NOMINAL OR TRIM EXISTING SLOPE ABOVE BENCH TO MAINTAIN STABILITY).
- FILL BENCH CONFIGURATIONS AND NOMINAL SLOPES SHOWN ON THE CROSS SECTIONS ARE FOR ESTIMATES OF QUANTITIES. ACTUAL QUANTITIES AND CONFIGURATIONS WILL BE DETERMINED BASED ON FIELD CONDITIONS.



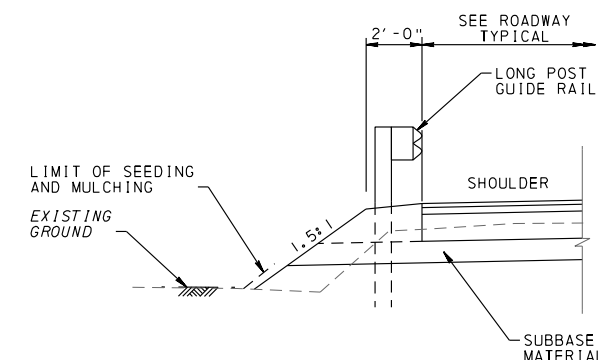
DETAIL A
2:1 FILL SLOPE WITH GUIDE RAIL

NOT TO SCALE



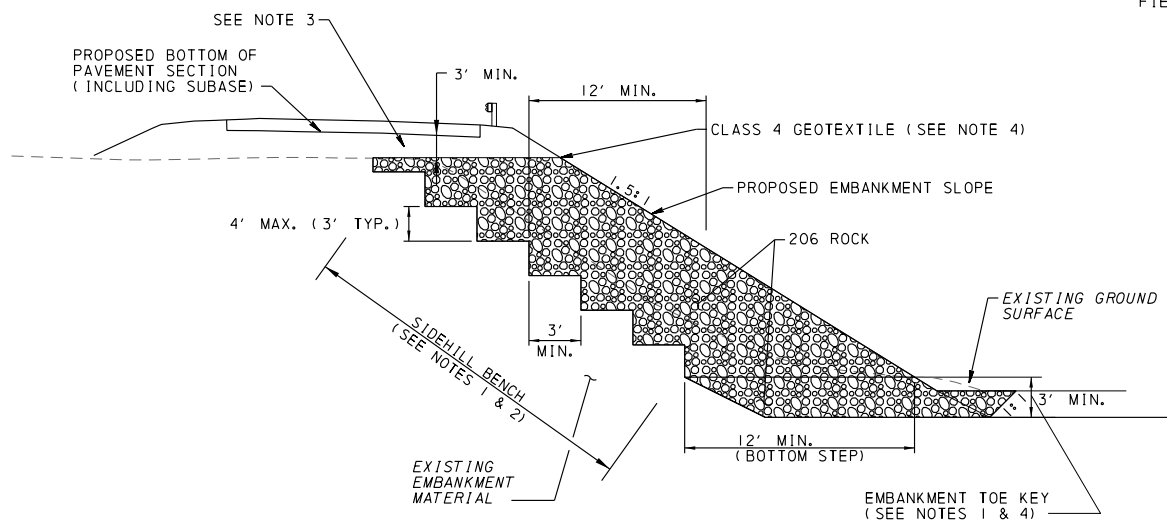
DETAIL B
3:1 FILL SLOPE WITHOUT GUIDE RAIL

NOT TO SCALE



DETAIL C
1.5:1 FILL SLOPE WITH GUIDE RAIL

NOT TO SCALE



TYPE 1 STEEPENED EMBANKMENT DETAIL

NOTES:

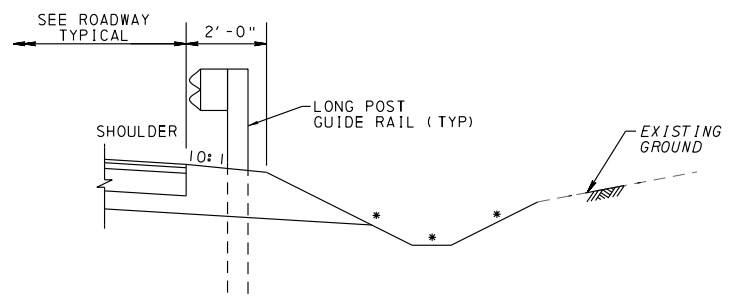
- COORDINATE STEEPENED EMBANKMENT CONSTRUCTION WITH TYPICAL EMBANKMENT TOE KEY CONSTRUCTION AND TYPICAL SIDEHILL BENCH CONSTRUCTION AS SHOWN OR AS DIRECTED.
- FOR NEW EMBANKMENTS CONSTRUCTED OF ROCK EMBANKMENT (206 ROCK), EXCAVATE MAXIMUM 1V:1H BACKSLOPE PRIOR TO ANY ROCK BACKFILL PLACEMENT. THEN CUT SIDEHILL BENCHES AS ROCK BACKFILL IS PLACED.
- PLACE THE TOP 3 FEET OF NEW EMBANKMENT IN LIFTS NOT EXCEEDING 8 INCHES AND AT 100% COMPACTION PER PUBLICATION 408, SECTION 206. DO NOT PLACE MATERIAL THAT WILL IMPEDE GUIDE RAIL INSTALLATION.
- IF DIRECTED, PLACE CLASS 4 GEOTEXTILE BETWEEN NEW EMBANKMENT AND ALONG THE BASE OF THE TOE BENCH EXCAVATIONS, TO PROVIDE SEPARATION BETWEEN NEW EMBANKMENT, IN-SITU SUBGRADE MATERIALS, AND NEW ROCK FILL. PLACE ONLY WHEN DIRECTED.

USER: jlls | PLOT: DRIVER: PennDOT_PDF_Mono.plt | PLOT DATE: 09-19-2014 2:59:32 PM
 PATH: FILE: 4031-REARER-RD-DE-01.dgn | MODEL: Dwg.fau.1

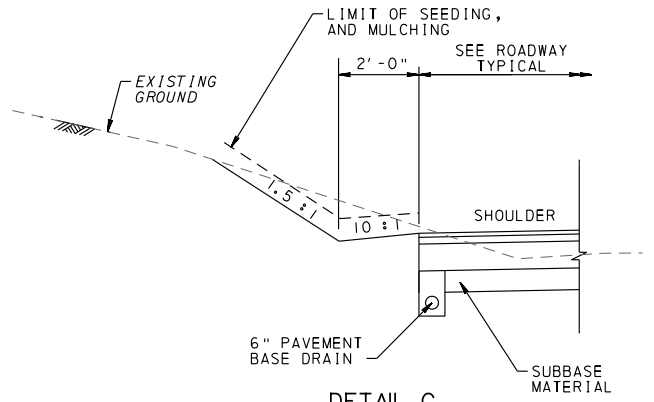
DES: SWE | DWG: DMY | CKD: SWE



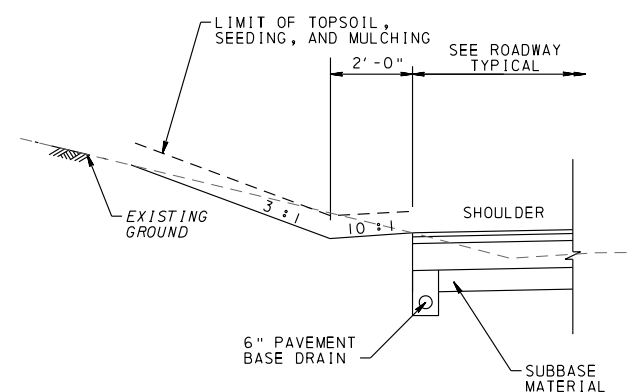
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	6 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



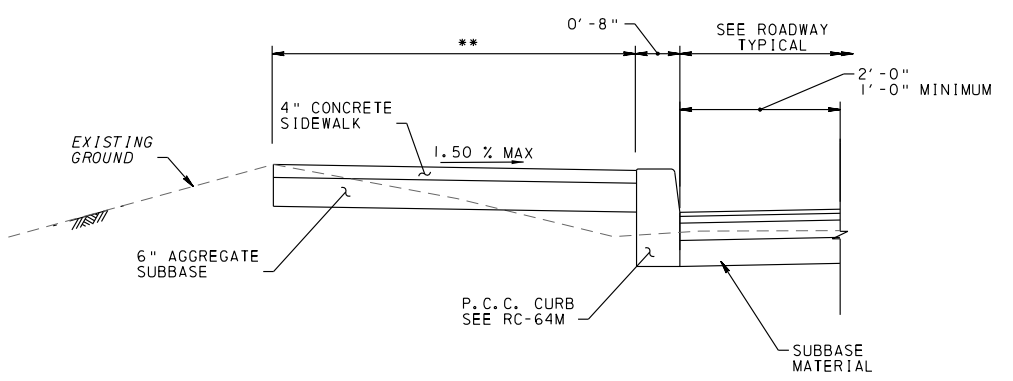
DETAIL D
DITCH DETAIL
NOT TO SCALE



DETAIL G
1.5:1 CUT SLOPE
NOT TO SCALE

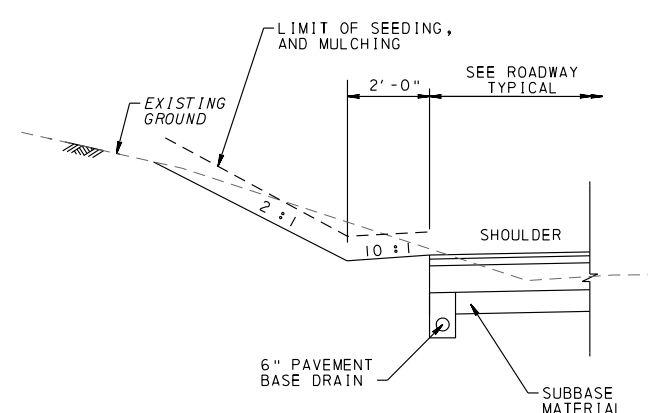


DETAIL E
3:1 CUT SLOPE
NOT TO SCALE



DETAIL H
CURB AND SIDEWALK CONDITION
SEE RC-67M FOR DETAILS
NOT TO SCALE

* DITCH DIMENSIONS TO BE DETERMINED BY DRAINAGE COMPUTATIONS
** MATCH EXISTING WIDTH 5'-0" MINIMUM



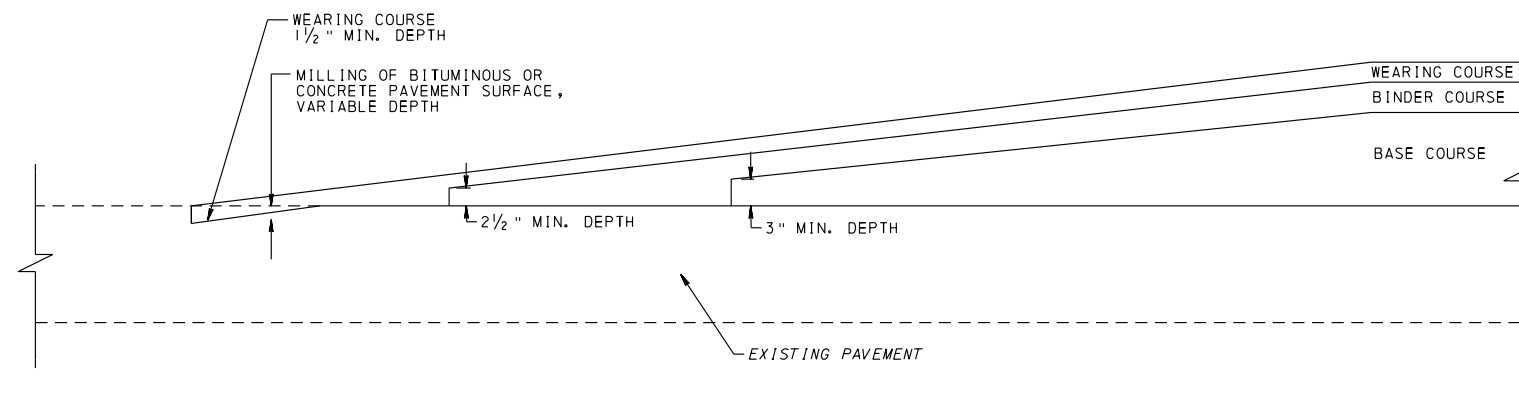
DETAIL F
2:1 CUT SLOPE
NOT TO SCALE

USER: 00118
 PATH: F:\FILE\4031-BEAVER-RD-DE-02.dgn
 MODEL: Dwg.dwg
 PLOT DATE: 09-19-2014 3:00:02 PM

DES: SWE DWG: DMY CKD: SWE



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
9-0	BEDFORD	4031	02B	7 OF 7
KIMMEL TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

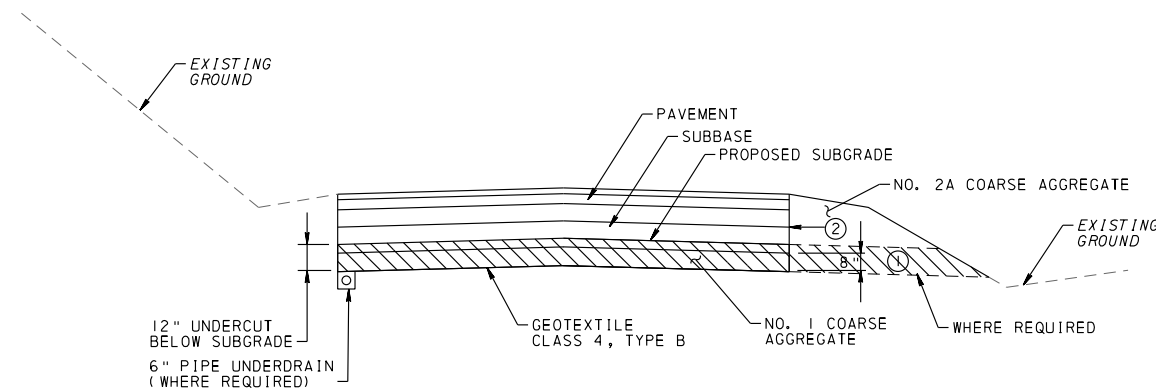


MINIMUM APPROACH LENGTHS FOR PROFILE ADJUSTMENTS (FT)

ELEV. (IN.)	DESIGN SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	
0	0	0	0	0	0	0	0	0	0	
3	23	25	28	31	36	42	50	63	83	
6	45	50	56	63	71	83	100	125	167	
9	68	75	83	94	107	125	150	188	250	
12	91	100	111	125	143	167	200	250	333	
15	98	119	140	165	188	213	240	268	296	
18	107	130	153	180	205	233	263	294	325	
21	116	140	166	195	222	251	284	317	350	
24	124	150	177	208	237	269	303	339	375	

[BASED ON UNIFORM GRADIENT]

OVERLAY TRANSITION WITH PAVING NOTCH ON CONCRETE AND BITUMINOUS PAVEMENTS

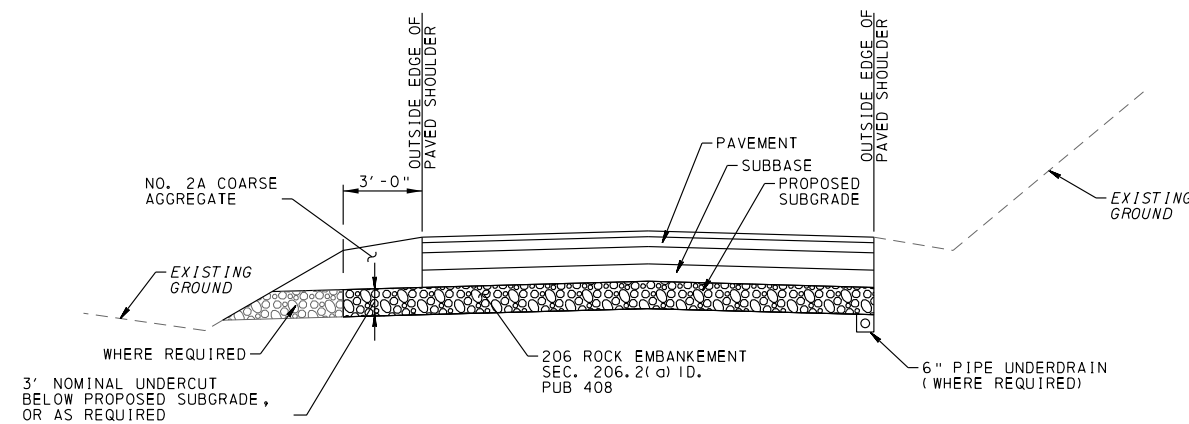


TYPE 1 SUBGRADE UNDERCUT DETAIL (WHERE REQUIRED)

NOT TO SCALE

NOTES:

1. COMPACTION AT POINTS ① & ②.
2. A MINIMUM OF 8" OF NO. 1 COARSE AGGREGATE MUST BE IN PLACE OVER THE GEOTEXTILE BEFORE EQUIPMENT CAN BE PERMITTED TO PASS OVER IT.
3. REFERENCE POINT FOR UNDERCUTTING IS SUBGRADE ELEVATION. APPLY UNDERCUTTING TREATMENT AT LOCATIONS SPECIFIED AND AS DIRECTED BY THE ENGINEER. PLACE TYPE B CLASS 4 GEOTEXTILE WHERE REQUIRED.
4. UNDERDRAIN AND OUTLET PIPE TO BE INSTALLED WHERE REQUIRED.



TYPE 2 SUBGRADE UNDERCUT DETAIL (WHERE REQUIRED)

NOT TO SCALE

NOTES:

1. CLASS 4 GEOTEXTILE TYPE B MODIFIED MAY BE USED, AS DIRECTED BY THE ENGINEER, FOR SEPARATION PURPOSES, BETWEEN THE SUBBASE MATERIAL AND 206 ROCK.
2. AT LEAST 4 INCHES OF SUBBASE MATERIAL SHOULD BE IN PLACE ON GEOTEXTILE BEFORE PERMITTING COMPACTION EQUIPMENT TO PASS OVER IT.
3. UNDERDRAIN AND OUTLET PIPE TO BE INSTALLED WHERE REQUIRED.
4. UNDERCUT WHERE REQUIRED.

USER: jw118 PLOT: DRIVER: PennDOT_PDF_Mono.plt PLOT DATE: 09-19-2014 3:00:29 PM
 PATH: FILE: 4031-BEAVR-RD-DE-03.dgn MODEL: Dwg.rvt

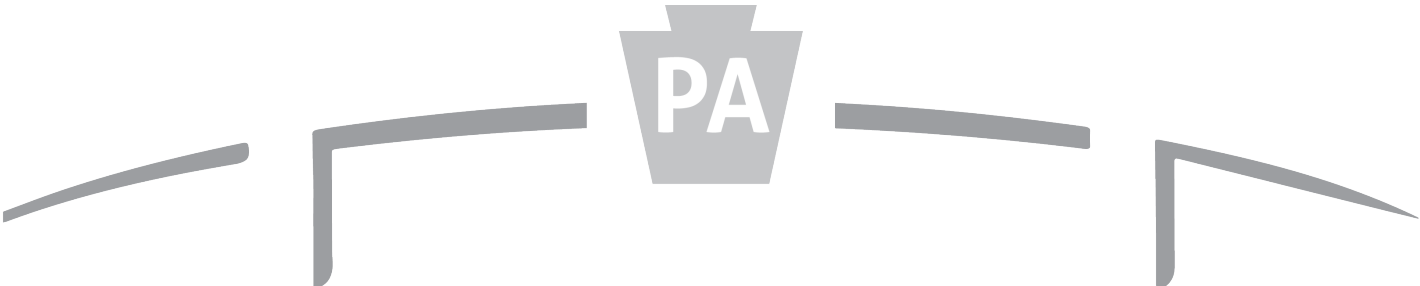
DES: SWE DWG: DMY CKD: SWE





Preliminary Context Sensitive Design and Aesthetics Master Plan

CONTEXT SENSITIVE DESIGN AND AESTHETICS MASTER PLAN



Plenary Walsh Keystone Partners

PROVEN PERFORMANCE. LOCAL PRESENCE.

BRIDGE AESTHETIC LEVELS



Base

Base level of aesthetics will be applied to all bridges to be replaced as part of the Rapid Bridge Replacement Program.

The base aesthetic will incorporate the following bridge elements:

- Vertical Concrete Barriers
- Stamps

Nominal 1

Nominal 1 level aesthetics will build upon the base level. The elements to receive aesthetic treatments for this level will be based on views of the direct approach to the bridge and views as crossing the bridge.

The elements to be included for aesthetic treatment for this level will include the elements listed in the base level and any of the following based on site specific local context:

- Galvanized Steel Open Rail Bridge Barrier
- Stamps

Nominal 2

Nominal 2 level aesthetics will build upon the “base” level in a way that increases the aesthetic treatments to the outside of the bridge based on the view corridor.

The elements to be included for aesthetic treatment for this level will include the elements listed in the base level and any of the following based on site specific local context:

- Galvanized Steel Open Rail Bridge Barrier
- Abutment wall finishes
- Wing wall layout and finishes
- Stamps

Combined Nominal 1 and 2

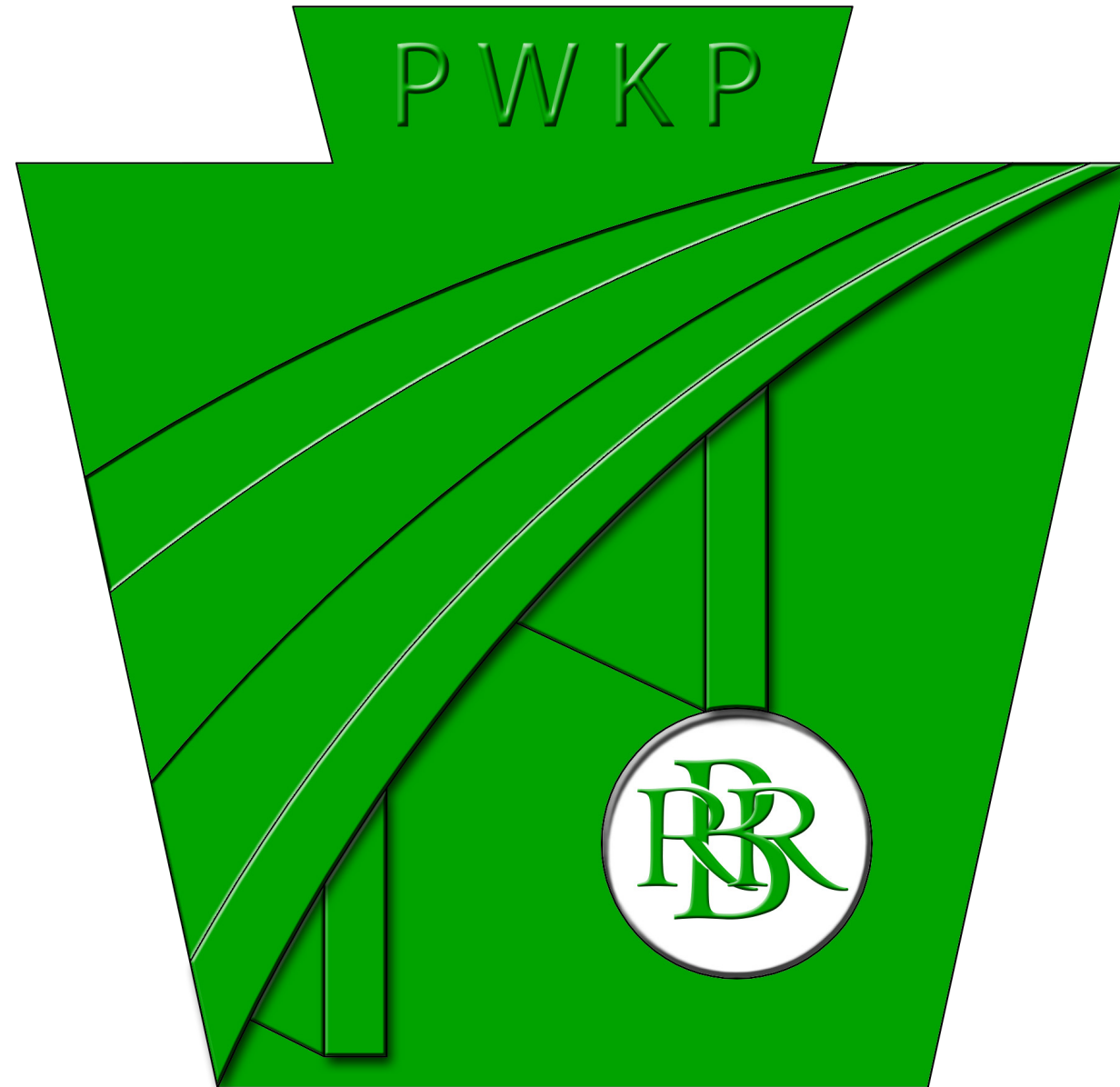
Combined Nominal 1 & 2 level bridges will build upon the “base” level to increase aesthetic treatments from both the outside and on the bridge. This level will combine aesthetic treatment elements from both Nominal 1 and Nominal 2 in a way that compliments the local context and is considerate of the view corridor to and from the bridge.

The elements to be included for aesthetic treatment for this level will include the elements listed in the base level and any of the elements listed in Nominal 1 or Nominal 2 based on site specific local context.

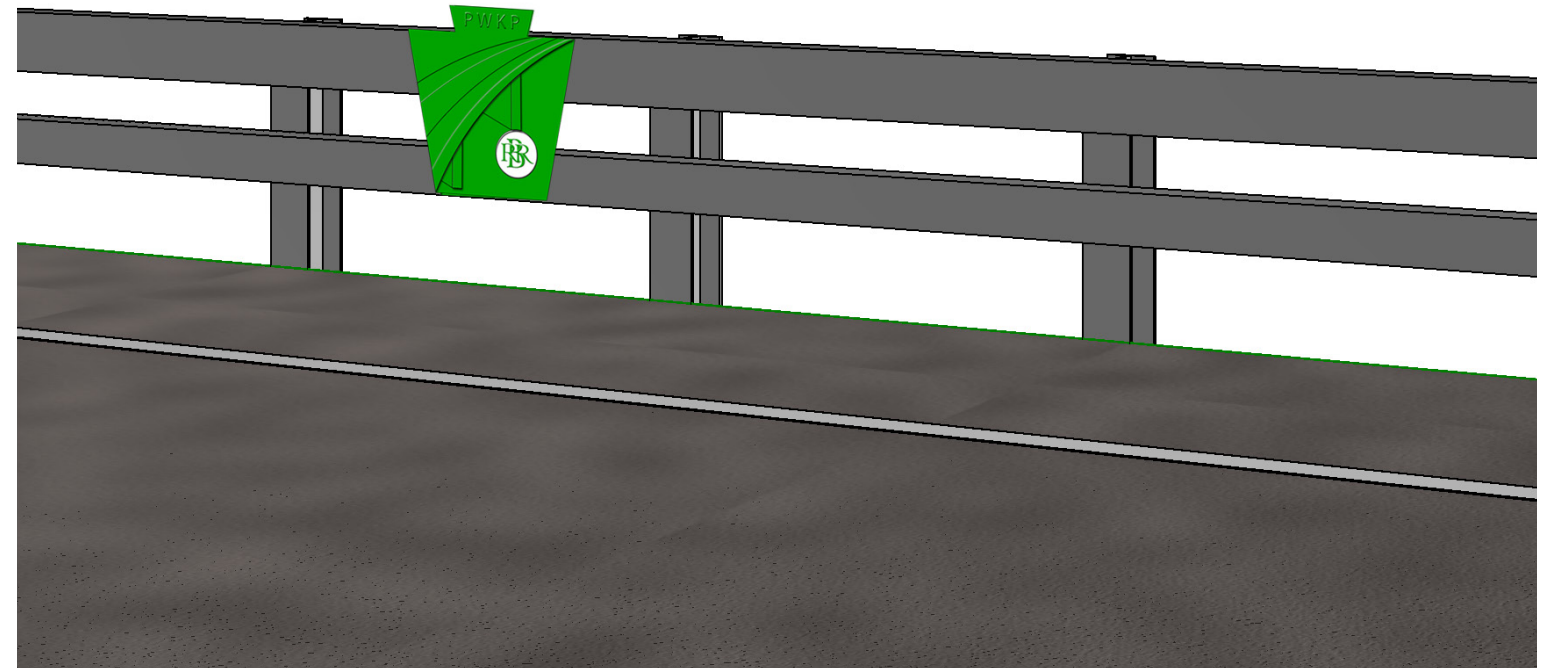
Enhanced

Enhanced level bridges shall receive a comprehensive aesthetic treatment that incorporates all elements of the bridge based on the view corridor and local context. While enhanced bridges shall be designed in a way that they are recognizable as part of this project, some of the individual bridge elements may differ from the standard elements that are used on the other levels based on the local contextual requirements of the specific bridge.

STAMP DESIGN



Proposed metal plaque design



Proposed Stamp Location

The “stamp” design will incorporate the Keystone shape and a variation to the standard PennDOT logo. The roadway of the PennDOT logo will be modified to resemble a bridge, with the “RBR” located inside the “dot” arranged similarly to the “PRR” of the Pennsylvania Railroad. The “stamp” will incorporate the PennDOT green to provide a contrast to the bridge colors so that the “stamp” is easily visible on the bridges.

The “stamp” will be made of cast metal with a factory applied color finish. The stamp will utilize embossing to create a 3-dimensionality that will provide subtle distinctions between the background and the bridge. The letters will also be embossed within the “dot”.

The signs will be mounted to the barrier or pedestrian railing at the mid-span of each bridge. The location of the stamps will be consistent throughout the project to help create a brand for the replacement bridges that is easily identifiable.

AESTHETIC LEVEL BASE



Optional Open Rail Barrier

Base Bridge Rendering

AESTHETIC LEVEL NOMINAL 1



Nominal 1 Bridge Rendering



Nominal 2 Bridge Rendering

AESTHETIC LEVEL COMBINED NOMINAL 1 AND 2



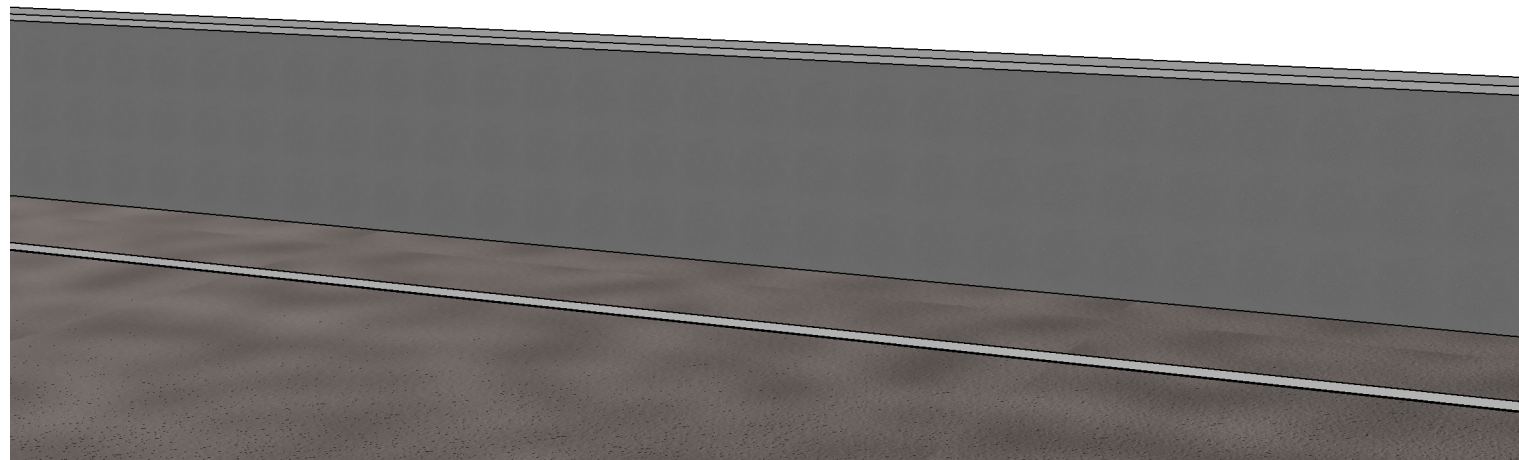
Combined Nominal 1 and 2 Bridge Rendering

AESTHETIC LEVEL ENHANCED



Enhanced Bridge Rendering

BARRIERS

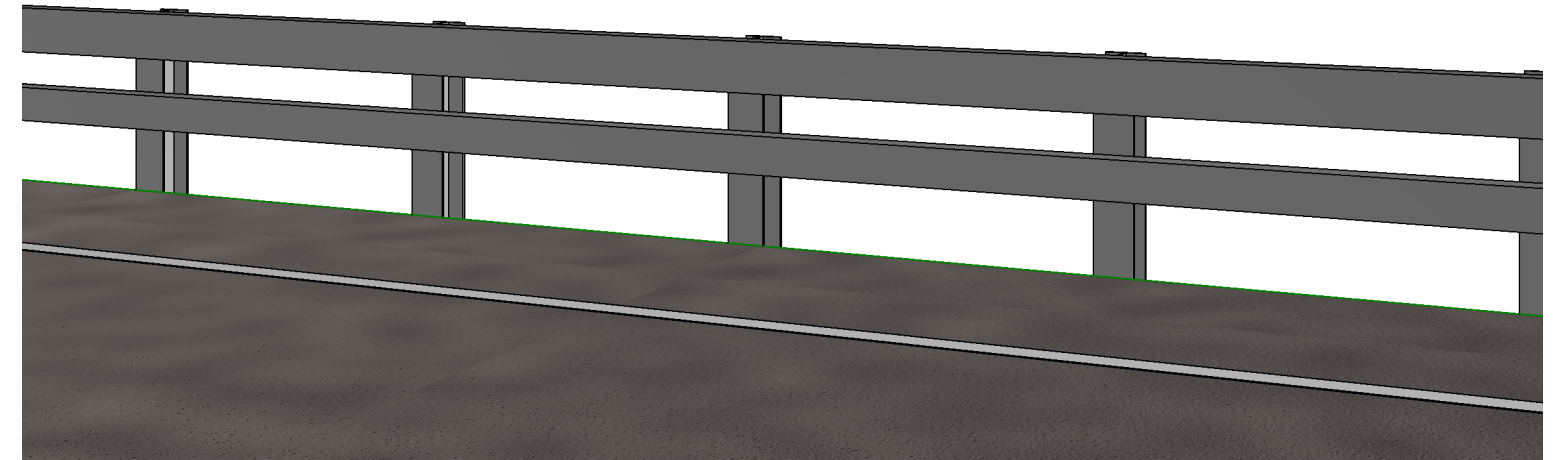


Concrete Vertical Wall Bridge Barrier

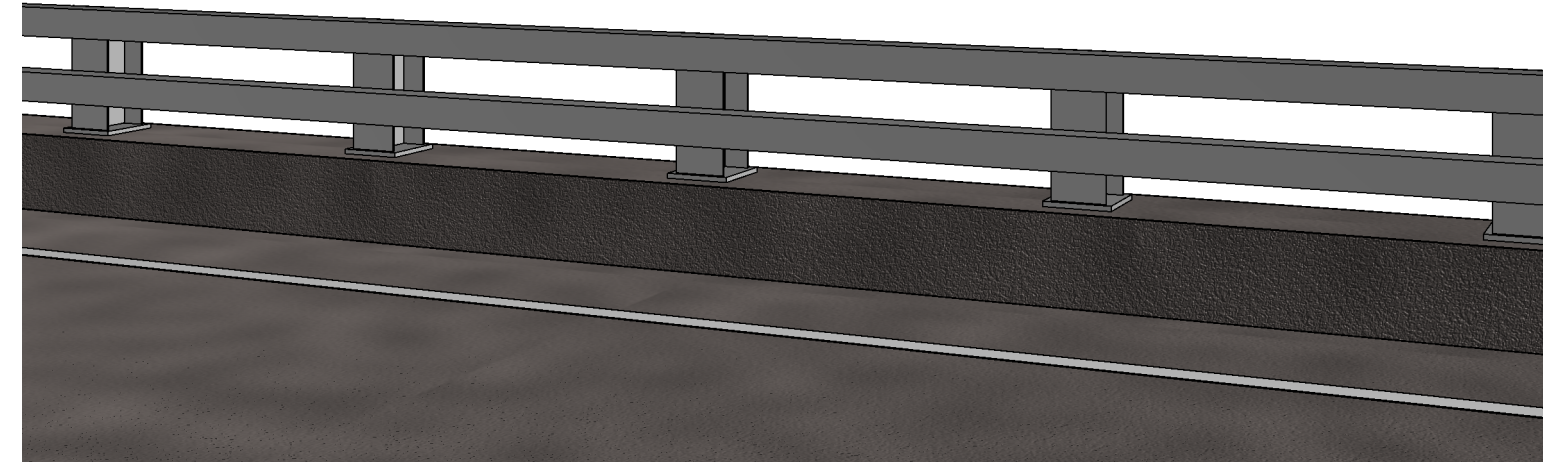
Replacement Bridges will use consistent barrier types, that in conjunction with the “stamp” will create a statewide unified aesthetic. Base level bridges will incorporate the Concrete Vertical Wall Bridge Barrier, which will maintain the clean lines of the bridge, both from the traveled and viewed contexts (see image above). Unlike the typical Jersey Barrier, the Vertical Wall Barrier maintains a vertical face on the interior of the bridge, which creates a clean line with the roadway, as well as a clean edge for pedestrians and bikers crossing the bridge.

All aesthetic level Replacement Bridges will utilize an open rail style barrier, to provide a lightness and openness to the bridges. The open rail barriers used will be either the Illinois SM Rail Barrier (top right) or the PA 10M Barrier (middle right). These barriers have been selected to maintain the clean horizontal lines of the Base Level Bridges that are established with the Vertical Wall Barrier, while providing the enhanced aesthetic of opening up the views to and from the bridge. The openness of the barriers allows the bridge to maintain a connectivity to the local context by allowing for glimpses of views out from the bridge as it is being crossed. This will help users of the bridge identify with the feature being crossed, which will emphasize the purpose of the bridge.

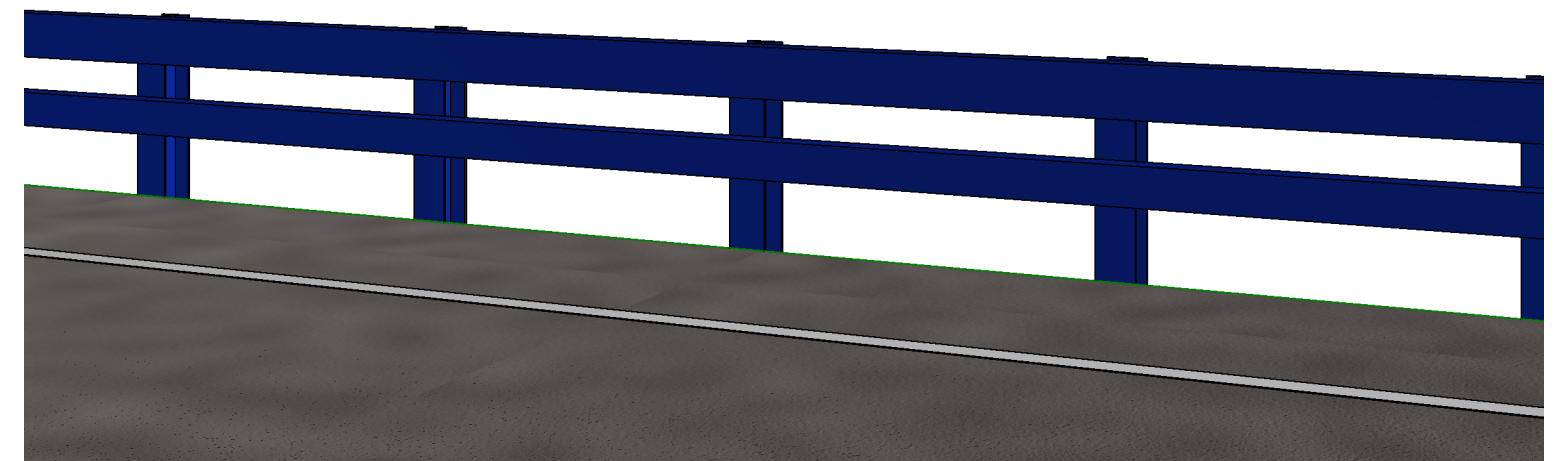
For all of the Nominal Level bridges, these barriers will incorporate the standard rail color with a standard uncolored finish. Enhanced Level Replacement Bridges, where there is not an existing aesthetic railing or sidewalk, will receive the open rail barrier with a color treatment as shown in the bottom right image.



Illinois Rail Barrier - Nominal



PA 10M Barrier - Nominal



Illinois Rail Barrier with color treatment (Enhanced Level Bridges)

SIDEWALKS, PEDESTRIAN RAILINGS AND INTERMEDIATE BARRIERS



Sidewalks - Decorative scoring patterns

Sidewalks will be included on bridges where there is an existing sidewalk or on Replacement Bridges where sidewalks have been identified as a required feature for the new bridge. Typically the sidewalk will be designed as the standard concrete sidewalk, with a concrete color consistent with the rest of the bridge. This will be the case for all sidewalks included on base level bridges.

For Nominal and Enhanced level bridges, the sidewalk finish and scoring patterns will be reviewed against the local context of the bridge to determine if any aesthetic enhancements are warranted. Where a bridge sidewalk will tie into the existing local roadway sidewalk, the bridge sidewalk will be finished to compliment or match the existing sidewalk. For bridges that have existing sidewalks with unique patterns or colors, these will be compared against the local context and design of the Replacement Bridge to determine the final finish to be used for each sidewalk.

The use of decorative scoring patterns are the primary aesthetic treatments that may be applied to sidewalks where they are determined to be justified based on the local context. How these treatments are applied will vary from sidewalk to sidewalk to ensure they relate to the local context. However the implementation of these will also be coordinated with the rest of the bridge elements to maintain the overall aesthetic of established for the project.



Standard Pedestrian Railing - Aluminum Picket Style

For bridges that require an intermediate barrier between the roadway and the sidewalk, the intermediate barrier will be a typical curb mounted low, open rail barrier consistent with the appearance of the PA 10M barriers. The intermediate barrier will be treated to match the color of the pedestrian railing on the outside of the bridge.

Where pedestrian railings are required, a standard picket (or “spoke”) style railing will be used. The use of a picket style railing compliments the open barriers with the strong horizontal lines of the top and bottom rails, while providing an interesting contrast through the vertical pickets. The combination of the picket railing with the open barriers work well with one another to provide the required levels of safety while still maintaining the openness and visibility that will be the signature of the Replacement Bridges.

The finishes on the railings will be coordinated with the finishes of the barriers. This will create a sense of continuity within the design that all of the components are being implemented from the same palette of materials and colors.

For bridges where there is an existing railing on or near the bridge, the use of the standard picket railing will be reviewed on a case-by-case basis to make sure it works with the local context. Any modifications to the standard picket railing will be carefully thought out to make sure the revised railing is sensitive to the local context without detracting from the unified aesthetic developed for the project.

ABUTMENTS AND WINGWALLS



Typical wing wall and abutment finish

Abutment walls and wing walls will be common components of the Replacement Bridges. The aesthetic concept for these components will be to incorporate them in a way that is consistent with the simple and clean lines of the bridge super structure.

The base finish for these substructure elements will be smooth finished concrete to match the finish of the bridge super structure. The shape and design of these elements will be coordinated with the specific site to provide clean lines that are integrated into the surrounding site, similar to the wing walls as shown in the above image.



Upgraded wing wall and abutment finish - joint pattern

For Nominal 2, Combined Nominal 1 and 2, and Enhanced Level bridges, the abutments and wing walls will receive aesthetic treatments consisting of a unique scoring pattern that will promote the brand for the Replacement Bridges under this project. The scoring pattern will consist of horizontal lines, similar to the above image to emphasize the horizontal nature of the bridge without distracting from the clean lines of the structure. The exact pattern will be determined by the specific site context to ensure proper proportions and context sensitivity.

Replacement Bridges located in or adjacent to historic districts may employ a different pattern based on the historic district requirements and local context. The patterns used on the wing walls and abutments for these bridges will be coordinated with the local context to ensure they are integrated with the historic local context.

SIGNING AND LIGHTING



Bridge Lighting

Bridge lighting will be included for Replacement Bridges where lighting is present on the existing bridge and where lighting is required in accordance with PennDOT design standards. The use of standard street lighting or aesthetically enhanced lighting will be determined by the type of lighting on the existing bridge, and the aesthetic level of the bridge.

Where lighting exists on Enhanced level bridges, new bridge lighting will be provided. The exact light poles will be based on the existing lighting and local context. In addition to the site, the light poles will be coordinated with the other bridge elements to ensure a cohesive aesthetic of the bridge.

Typically the aesthetic lighting will consist of aesthetic lighting at the corners of the bridge on concrete pylons as shown in the image to the left.

Signs on the bridges should be kept to a minimum. Where signs need to be located on the bridge, they will be coordinated with the bridge aesthetics.

For signs mounted on the outside of the bridge, the signs will be sized so they fit within the lines of the bridge. The top of the sign should not extend above the top of the barrier or railing and the bottom of the sign should not extend below the bottom of the superstructure.

Signs that need to be visible from the bridge deck should be mounted off the bridge where possible. Where signs cannot be located off of the bridge, the sign structures will be designed to be simple structures with clean lines, using as few members as possible.

LANDSCAPING AND HARDSCAPING



Gravel slope at wing walls



Gravel slopes with landscaping

Landscaping and hardscaping at bridges will be kept to a minimum to minimize maintenance at the bridges. Landscaping and hardscaping will be most commonly used for the bridge slopes along the sides of the abutments or wing walls. Where the bridges are at intersections, or interchanges, they may receive some landscaping or hardscaping treatment that is consistent with the existing treatment and the local context.

Hardscaping will only be employed as a design solution in urban areas where the use of harder materials is warranted. Examples of hardscaping may include the use of concrete slopes or custom pavers; but these will only be used when softer solutions are deemed inappropriate.

Landscaping will employ vegetation and materials that require minimal maintenance. Gravel will be used in place of grass or other vegetation unless there is local context or existing conditions that require the use of vegetation. The gravel will be a standard stone color with variations of dark and light gray similar to the gravel used in the above images.

The exact design of the landscaping and hardscaping at Nominal and Enhanced level bridges will be designed to be site specific. The standard treatments will be used where appropriate, but context sensitive variations may be added based on the existing conditions and local context. This variation could include the use of colored gravel to coordinate with the local color palette of the surrounding site.

All vegetation selected for use on this project will be species native to Pennsylvania and common to the local environment on the specific bridge.



Utilities

Early Completion [Y / N]	Bridge Key	BMS #	District	County	Relocate Underground Electric [EACH]	Relocate Underground Electric [EACH]	Diameter Underground Electric [INCH]	Relocate Underground Electric [LF]	Relocate Underground Unspecified [EACH]	Relocate Underground Unspecified [EACH]	Diameter Underground Unspecified [INCH]	Relocate Underground Unspecified [LF]	Attached Relocate Utility ype - i.e. waterlin	Attached Temporary Support [Y = 1, N = 0]	Attached Temporary Support Required	Attached Relocate Utility [LF]	Relocate Aerial [Y = 1, N = 0]	Relocate Aerial [LF]	Relocate Aerial Electric [EACH]	Permanent Aerial Electric [LF]	Permanent Aerial Telephone [EACH]	Permanent Aerial Telephone [LF]	Permanent Aerial TV [EACH]	Permanent Aerial TV [LF]	Permanent Aerial Fiber Optic [EACH]	Permanent Aerial Fiber Optic [LF]	Relocate Aerial Pole [EACH]	to ROW offset [FEET]	Extremity to Pole/Line offset [FEET]	Abutment to Pole/Line Distance [FEET]	Conflicts (Includes Attachments) [EACH]	Bridge Total Aerial Pole Conflicts [EACH]	& Poles Grand Total Conflicts [EACH]	
--	25297	42015500200000	02	McKean	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				25.00	0.00	0.00	0.00	
--	12486	19004402401397	03	Columbia	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				18.00	0.00	0.00	0.00	
--	24938	41206101702204	03	Lycoming	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				18.00	0.00	0.00	0.00	
--	31981	56015401501564	03	Tioga	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				40.00	0.00	0.00	0.00	
--	24493	4080050201030	04	Luzerne	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	35810	63403703303161	04	Wayne	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				25.00	0.00	0.00	0.00	
--	33765	60042702200000	01	Venango	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				1.00	0.00	1.00	1.00	
--	37172	65029201500354	04	Wyoming	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				25.00	15.00	0.00	0.00	
--	28493	48003300200000	05	Northampton	0	0		0	0			0	duit in parapet f	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	28494	48003300210000	05	Northampton	0	0		0	0			0	duit in parapet f	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	28606	48051202101582	05	Northampton	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				10.00	0.00	0.00	0.00	
--	10599	15400800402407	06	Chester	0			0	0			0	5" Unknown	1	Yes	42	0	0	0	0	0	0	0	0	0	0	0	UNKNOWN			1.00	0.00	1.00	1.00
--	34056	61012700902381	01	Warren	0			0	0			0	3" Unknown	1	Yes	49	1	4,800	4	3,200	1	800	1	800	0	0	3				7.00	2.00	3.00	5.00
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--	34169	6130100600428	01	Warren	0	1		71	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				2.00	0.00	2.00	2.00	
--	98	01011601100000	08	Adams	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				20.00	0.00	0.00	0.00	
--	229	01200600400591	08	Adams	0			0	0			0	10" Gas	1	Yes	95	0	0	0	0	0	0	0	0	0	0				18.00	1.00	0.00	1.00	
--	9360	14014403400099	02	Centre	0			0	0			0	None	0	None	0	1	4,800	2	1,200	4	2,400	1	600	1	600	2				5.00	4.00	2.00	6.00
--	319	01301301000061	08	Adams	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				15.00	0.00	0.00	0.00	
--	14578	22400400202505	08	Dauphin	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				18.00	0.00	0.00	0.00	
--	17407	28023302000092	08	Franklin	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				30.00	0.00	0.00	0.00	
--	9431	14304001301062	02	Centre	0			0	0			0	None	0	None	0	1	10,200	8	4,800	3	1,800	5	3,000	1	600	2				2.00	2.00	4.00	4.00
--	17408	28027400200000	08	Franklin	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				30.00	0.00	0.00	0.00	
--	21403	36101900500000	08	Lancaster	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	9778	14400200702338	02	Centre	0			0	0			0	None	0	None	0	1	3,200	3	1,200	4	1,600	1	400	0	0	1				8.00	3.00	1.00	4.00
--	21482	36105300200000	08	Lancaster	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	21533	36301000500000	08	Lancaster	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	21601	36300400200000	08	Lancaster	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	11399	17021904201459	02	Clearfield	0			0	0			0	None	0	None	0	1	800	0	1	400	1	400	0	0	0	1	40.00	2.00		1.00	1.00	2.00	2.00
--	21662	36303201100000	08	Lancaster	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	11404	17021904700185	02	Clearfield	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				40.00	25.00	1.00	0.00	1.00
--	22812	38402000800000	08	Lebanon	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				20.00	0.00	0.00	0.00	
--	11461	17025503200000	02	Clearfield	0			0	0			0	None	0	None	0	1	6,600	6	3,600	4	2,400	1	600	0	0	2				1.00	2.00	3.00	3.00
--	29468	50001707600000	08	Perry	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	11698	17200703101047	02	Clearfield	0			0	0			0	None	0	None	0	1	7,200	6	4,800	1	800	2	1,600	0	0	3	30.00	8.00	8.00	3.00	3.00	6.00	6.00
--	11807	17300902501042	02	Clearfield	0	1		52	0			0	None	0	None	0	1	400	1	400	0	0	0	0	0	1	25.00	8.00	8.00	1.00	1.00	2.00	2.00	
--	29565	50085002201839	08	Perry	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				75.00	0.00	0.00	0.00	
--	12239	18047700300000	02	Clinton	1	1		63	0			0	None	0	None	0	1	4,800	5	2,000	4	1,600	3	1,200	0	0	1	UNKNOWN			1.00	1.00	2.00	2.00
--	15531	24012002801546	02	Elk	0			0	0			0	None	0	None	0	1	7,800	5	3,000	5	3,000	3	1,800	0	0	2				0.00	3.00	2.00	5.00
--	37878	66304500800853	08	York	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				15.00	0.00	0.00	0.00	
--	15560	24021904900000	02	Elk	0			0	0			0	Water, 10" Sew	1	Yes	166	1	2,400	3	1,200	1	400	1	400	1	400	1				10.00	3.00	1.00	4.00
--	19992	34003507200000	02	Junata	0			0	0			0	None	0	None	0	1	2,400	0	3	1,800	1	600	0	0	2	30.00	3.00		1.00	2.00	3.00	3.00	
--	37890	66305100200000	08	York	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	37976	66401200602478	08	York	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	20118	34100400300549	02	Junata	0			0	1	0		0	None	0	None	0	1	5,400	4	2,400	3	1,800	2	1,200	0	0	2				4.00	2.00	2.00	4.00
--	4010	05005500901305	09	Bedford	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				30.00	0.00	0.00	0.00	
--	4177	05101200400000	09	Bedford	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	
--	4196	05102000500880	09	Bedford	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				30.00	0.00	0.00	0.00	
--	25216	42000605800309	02	McKean	0			0	0			0	None	0	None	0	1	7	0	0	0	0	0	0	0	0				20.00	0.00	0.00	0.00	
--	25216	42000605800309	02	McKean	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				8.00	1.00	5.00	6.00	
--	25243	42004600600000	02	McKean	0			0	0			0	None	0	None	0	0	0	0	0	0	0	0	0	0	0				1.00	0.00	1.00	1.	

Early Completion (Y / N)	Bridge Key	BMS #	District	County	Relocate Underground Electric (EACH)	Relocate Underground Electric (EACH)	Diameter Underground Electric (INCH)	Relocate Underground Electric (LF)	Relocate Underground Unspecified (EACH)	Relocate Underground Unspecified (EACH)	Diameter Underground Unspecified (INCH)	Relocate Underground Unspecified (LF)	Attached Relocate Utility (pe - l.e. waterlir)	Attached Temporary Support (Y = 1, N = 0)	Attached Relocate Utility (LF)	Relocate Aerial (Y = 1, N = 0)	Relocate Aerial (LF)	Relocate Aerial Electric (EACH)	Permanent Aerial Electric (LF)	Permanent Aerial Telephone (EACH)	Permanent Aerial Telephone (LF)	Permanent Aerial TV (EACH)	Permanent Aerial TV (LF)	Permanent Aerial Fiber Optic (EACH)	Permanent Aerial Fiber Optic (LF)	Relocate Aerial Pole (EACH)	to ROW offset (FEET)	Extremity to Pole/Line offset (FEET)	Abutment to Pole/Line Distance (FEET)	Conflicts (Includes Attachments) (EACH)	Bridge Total Aerial Pole Conflicts (EACH)	& Poles Grand Total Conflicts (EACH)			
--	16713	2610010020639	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	16757	26103100601336	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	16758	26103100700299	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	17052	26404400201593	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	18351	30300600100674	12	Greene									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	34879	62200700200048	12	Washington									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	34977	62203400500000	12	Washington									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	34996	62203700403160	12	Washington									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	35227	62406100401960	12	Washington									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	36248	64071102601107	12	Westmoreland									12" Unknown	1	Yes	108	0	0	0	0	0	0	0	0	0	0	30.00			1.00	0.00	1.00			
--	36365	64100400200165	12	Westmoreland									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	16920	26301301601348	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	16923	26301301701416	12	Fayette									3" Gas	1	Yes	65	0	0	0	0	0	0	0	0	0	0				1.00	0.00	1.00			
--	16930	26301301901171	12	Fayette									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	3955	05003001100000	09	Bedford	0								None	0	0	0	0	0	0	0	0	0	0	0	0	0	50.00, 40.00			0.00	0.00	0.00			
--	1365	02100102101194	11	Allegheny									None	0	0	0	1	400	1	400	0	0	0	0	0	1				0.00	1.00	1.00			
--	16373	25401100800860	01	Erie									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	17207	27066007000000	04	Forest									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00			
--	37163	65026700100659	01	Wyoming									None	0	0	0	1	4,800	4	2,400	2	1,200	1	600	1	600	2	25.00		6.00	2.00	4.00	4.00		
--	26008	43302001700000	01	Mercer									None	0	0	0	0	0	0	0	0	0	0	0	0	0				25.00	0.00	0.00	0.00		
--	4900	06062501301318	05	Berks									None	0	0	0	1	1,200	0	0	1	400	2	800	0	0	1			6.00	1.00	1.00	2.00		
--	33957	61000603900000	01	Warren									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00		
--	9679	14201300100000	02	Centre									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00		
--	9790	14400600100000	02	Centre									5" Water	1	Yes	180	0	0	0	0	0	0	0	0	0	0	25.00			15.00	1.00	0.00	1.00		
--	5147	06300900701675	05	Berks									None	0	0	0	1	400	0	1	400	0	0	0	0	1				6.00	4.00	1.00	5.00		
--	11245	17005306400000	02	Clearfield									None	0	0	0	0	0	0	0	0	0	0	0	0	0	40.00			100.00	0.00	0.00	0.00	0.00	
--	23144	39022202103224	05	Lehigh									None	0	0	0	1	400	1	400	0	0	0	0	0	1				1.00	1.00	2.00	1.00		
--	23228	39100400202044	05	Lehigh									3" Gas, 8" Water	1	Yes	128	1	16,000	8	8,000	4	4,000	1	1,000	3	3,000	4			3.00	2.00	4.00	6.00	6.00	
--	23330	39204900302189	05	Lehigh									8" Gas	1	Yes	113	0	0	0	0	0	0	0	0	0	0				15.00	3.00	0.00	3.00	3.00	
--	23136	39622200303519	05	Lehigh									12" Gas	1	Yes	91	1	5,600	4	3,200	2	1,600	0	1	800	3			10.00	2.00	3.00	5.00	5.00		
--	11403	17021904602606	02	Clearfield									None	0	0	0	0	0	0	0	0	0	0	0	0	0	40.00			75.00	0.00	0.00	0.00	0.00	
--	11454	17025502200000	02	Clearfield									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	0.00	
--	25281	42005904500000	02	McKean									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	0.00	
--	25314	42015502900238	02	McKean									None	0	0	0	0	0	0	0	0	0	0	0	0	0				50.00	0.00	0.00	0.00	0.00	
--	25500	42200200320000	02	McKean									None	0	0	0	0	0	0	0	0	0	0	0	0	0				0.00	0.00	0.00	0.00	0.00	
--	28361	47025400200000	03	Montour									None	0	0	0	0	0	0	0	0	0	0	0	0	0	40.00			140.00	0.00	0.00	0.00	0.00	0.00
--	29311	49402600100165	03	Northumberland									None	0	0	0	0	0	0	0	0	0	0	0	0	0	16.50			48.00	0.00	0.00	0.00	0.00	0.00
--	32931	58054902602539	03	Tioga									None	0	0	0	0	0	0	0	0	0	0	0	0	0				25.00	0.00	0.00	0.00	0.00	0.00
--	6348	8105900700582	03	Bradford									None	0	0	0	1	400	0	1	400	0	0	0	0	1	25.00			0.00	0.00	1.00	1.00	1.00	1.00
--	31948	56008701100148	03	Sullivan									None	0	0	0	1	400	1	400	0	0	0	0	0	1	40.00			0.00	0.00	1.00	1.00	1.00	1.00
--	6191	08041403800000	03	Bradford									None	0	0	0	1	0	0	0	0	0	0	0	0	1	30.00			0.00	0.00	1.00	1.00	1.00	1.00
--	27605	46201300320000	06	Montgomery									None	0	0	0	1	12,800	8	6,400	4	3,200	1	800	3	2,400	3			5.00	2.00	3.00	5.00	5.00	5.00
--	27643	46202700500209	06	Montgomery									None	0	0	0	1	6,400	4	3,200	2	1,600	1	800	1	800	3			1.00	3.00	4.00	4.00	4.00	4.00
--	27757	46304400500389	06	Montgomery									None	0	0	0	1	400	1	400	0	0	0	0	0	1				1.00	1.00	2.00	2.00	2.00	2.00
--	33788	60201301000000	01	Venango									None	0	0	0	1	1,600	4	1,600	0	0	0	0	0	1				0.00	1.00	1.00	1.00	1.00	1.00
--	47	01003003000000	08	Adams									None	0	0	0	1	9,600	8	6,400	2	1,600	1	800	1	800	3			1.00	1.00	3.00	4.00	4.00	4.00
--	71	01003402200745	08	Adams									None	0	0	0	1	13,600	12	9,600	1	800	2	1,600	2	1,600	3			4.00	2.00	3.00	5.00	5.00	5.00
--	34001	61003705203359	01	Warren									None	0	0	0	1	3,200	8	3,200	0	0	0	0	0	1				6.00	0.00	1.00	1.00	1.00	1.00
--	87	01000701000240	08	Adams									None	0	0	0	1	7,200	8	4,800	2	1,200	1	600	1	600	2			4.00	1.00	2.00	3.00	3.00	3.00
--	20137	34200601501696	02	Juniata									None	0	0	0	1	400	0	0	1	400	0	0	0	0				0.00	0.00	1.00	1.00	1.00	1.00
--	128	01019402401689	08	Adams									None	0	0	0	1	4,200	4	2,400	2	1,200	1	600	0	0				8.00	2.00	2.00	4.00	4.00	4.00
--	28387	47100600100570	03	Montour									None	0	0	0	1	800	0	0	2	800	0	0	0	1	25.00			15.00	0.00	1.00	1.00	1.00	1.00
--	291																																		

Early Completion (Y / N)	Bridge Key	BMS #	District	County	Existing Bridge Length (LF)	additional length of Bridge (LF)	Proposed Bridge Length (LF)	Existing Bridge Width (LF)	Proposed Bridge Width Curb to Curb	additional width for parapet & buffer (LF)	New Proposed Bridge Width Curb to Curb (LF)	No. of Railroad flagmen	Duration of RR flagmen (SHFT)	Total Railroad flagmen (HOURS)	Diligence Test Pits (EACH)	Relocate Under Water (EACH)	Relocate Under Water (EACH)	Diameter Under Water (INCH)	Relocate Under Water (LF)	Relocate Under Sanitary (EACH)	Relocate Under Sanitary (EACH)	Diameter Under Sanitary (INCH)	Relocate Under Sanitary (LF)	Relocate Under Gas (EACH)	Relocate Under Gas (EACH)	Diameter Under Gas (INCH)	Relocate Under Gas (LF)	Relocate Under Oil (EACH)	Relocate Under Oil (EACH)	Diameter Under Oil (INCH)	Relocate Under Oil (LF)	Relocate Under Fiber Optic (EACH)	Relocate Under Fiber Optic (EACH)	Diameter Under Fiber Optic (INCH)	Relocate Under Fiber Optic (LF)		
--	21292	36062501302573	08	Lancaster	54	20	74	34.5	30	24	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
--	21637	36301702401388	08	Lancaster	39	20	59	26.0	32	24	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
--	29426	50001100300893	08	Perry	30	20	50	42	52	24	76	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
--	5763	07300500100050	09	Blair	62	20	82	25.8	26	24	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	31471	55052300801065	09	Somerset	11	20	31	25.0	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	16782	26104300200093	12	Fayette	82	20	102	25.0	26	24	50	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	16868	26201500300000	12	Fayette	30	20	50	25.0	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	34965	62203600500000	12	Washington	50	20	70	23.0	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	9576	14100200501555	02	Centre	29	20	49	23.4	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	21237	36034003700000	08	Lancaster	91	20	111	32.8	34	24	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	29673	50301700100000	08	Perry	30	20	50	24.4	24	24	48	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	12902	2000608400273	01	Crawford	11	20	31	30	32	24	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	37458	66012401400000	08	York	43	20	63	25.8	40	24	64	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	11390	17021902800000	02	Clearfield	34	20	54	43.0	44	24	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	11658		02	Clearfield	26	20	46	24.9	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	20106	34100200200000	02	Junata	106	20	126	24.2	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	24603	41011801700622	03	Lycoming	33	20	53	34	37	24	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	37641	66092100900000	08	York	29	20	49	27.5	40	24	64	0	0	0	8	0	1	49	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	37725	66202800800249	08	York	34	20	54	42.6	26	24	50	0	0	0	2	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	32244	57010601220638	04	Susquehanna	114	20	134	29.0	40	24	64	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	27868	46404200341011	06	Montgomery	131	20	151	31.5	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	160	01039400600526	08	Adams	154	20	174	25.2	40	24	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	21409	36102100420000	08	Lancaster	137	20	157	22.9	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	37946	66400102102301	08	York	98	20	118	26.0	40	24	64	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	21474	36104800500000	08	Lancaster	38	20	58	26.2	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	21545	36201500400000	08	Lancaster	96	20	116	24.6	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	37590	66042504600314	08	York	48	20	68	25.7	30	24	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	37607	66061601000255	08	York	58	20	78	26.1	32	24	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	38007	66403300403136	08	York	122	20	142	19.5	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	17813	29048400101102	09	Fulton	118	20	138	25.9	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	17850	29065503900454	09	Fulton	31	20	51	24.4	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	17873	29100100100266	09	Fulton	37	20	57	28.0	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	31608	55201301000000	09	Somerset	39	20	59	14.0	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	3881	0233080000174	11	Allegheny	16	20	36	26.1	30	24	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	16673	26038100801000	12	Fayette	37	20	57	25.0	26	24	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	18279	20006041000000	01	Crawford	23	20	43	69.5	71	24	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	13367	20401100200000	01	Crawford	26	20	46	24.5	26	24	50	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	17208	27066090000000	01	Forest	30	20	50	25.5	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	9434	14304001500701	02	Centre	45	20	65	45.0	40	24	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	32507	57202100501583	04	Susquehanna	210	20	230	33.5	28	24	52	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	5883	07403100301171	09	Blair	21	20	41	30.0	30	24	54	0	0	0	7	1	1	41	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	35675	63401401300733	04	Wayne	49	20	69	24.3	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	4946	06100400100619	05	Berks	56	20	76	23.2	30	24	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	9104	13401000501489	05	Carbon	34	20	54	26.2	30	24	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	15002	23042000701072	06	Delaware	30	20	50	30.2	32	24	56	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	135	01023401202343	08	Adams	50	20	70	26.0	28	24	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	13824	21099702601555	08	Cumberland	67	20	87	25																													

Early Completion (Y / N)	Bridge Key	BMS #	District	County	Relocate Undergrnd Electric (EACH)	Relocate Undergrnd Electric (EACH)	Diameter Undergrnd Electric (INCH)	Relocate Undergrnd Electric (LF)	Relocate Undergrnd Unspecified (EACH)	Relocate Undergrnd Unspecified (EACH)	Diameter Undergrnd Unspecified (INCH)	Relocate Undergrnd Unspecified (LF)	Attached Relocate Utility (per - i.e. water/lr)	Attached Temporary Support (Y = 1, N = 0)	Attached Temporary Support (Required)	Relocate Aerial (Y = 1, N = 0)	Relocate Aerial (LF)	Relocate Aerial Electric (EACH)	Permanent Aerial Electric (LF)	Permanent Aerial Telephone (EACH)	Permanent Aerial Telephone (LF)	Permanent Aerial TV (EACH)	Permanent Aerial TV (LF)	Permanent Aerial Fiber Optic (EACH)	Permanent Aerial Fiber Optic (LF)	Relocate Aerial Pole (EACH)	to ROW offset (FEET)	Extremity to Pole/Line offset (FEET)	Abutment to Pole/Line Distance (FEET)	Conflicts (Includes Attachments) (EACH)	Bridge Total Aerial Pole Conflicts (EACH)	& Poles Grand Total Conflicts (EACH)	
--	21292	36062501302573	08	Lancaster	0	0		0	0	0		0	None	0	None	1	2,800	4	1,600	2	800	1	400	0	0	1				0.00	1.00	1.00	
--	21637	36301702401388	08	Lancaster	0	0		0	0	0		0	None	0	None	1	2,800	4	1,600	2	800	1	400	0	0	1			5.00	0.00	1.00	1.00	
--	29426	50001100300893	08	Perry	0	0		0	0	0		0	None	0	None	1	4,800	3	2,400	2	1,600	1	800	0	0	3			8.00	1.00	3.00	4.00	
--	5763	07300500100050	09	Blair	0	0		0	0	0		0	None	0	None	1	2,800	3	1,200	2	800	2	800	0	0	1	30.00			0.00	1.00	1.00	
--	31471	55052300801065	09	Somerset	0	0		0	0	0		0	None	0	None	1	4,800	4	1,600	4	1,600	4	1,600	0	0	1	30.00			0.00	1.00	1.00	
--	16782	26104300200093	12	Fayette	0	0		0	0	0		0	4 - 4" Conduit	1	Yes	408	1	2,000	3	1,200	1	400	1	400	0	0	1			1.00	1.00	2.00	
--	16868	26201500300000	12	Fayette	0	0		0	0	0		0	None	0	None	1	1,200	1	400	1	400	1	400	0	0	1				0.00	1.00	1.00	
--	34985	62203600500000	12	Washington	0	0		0	0	0		0	None	0	None	1	2,400	2	800	2	800	2	800	0	0	1	40.00			0.00	1.00	1.00	
--	9576	14100200501555	02	Centre	0	0		0	0	0		0	None	0	None	1	2,000	2	800	1	400	1	400	1	400	1	25.00	5.00	5.00	0.00	1.00	1.00	
--	21237	36034003700000	08	Lancaster	0	0		0	0	0		0	None	0	None	1	2,000	2	800	1	400	1	400	1	400	1				0.00	1.00	1.00	
--	29673	50301700100000	08	Perry	0	0		0	0	0		0	None	0	None	1	2,400	3	1,200	3	1,200	0	0	0	0	1			20.00	1.00	1.00	2.00	
--	12902	2000608400273	01	Crawford	0	0		0	0	0		0	None	0	None	1	1,200	0	2	2	1,200	0	0	0	0	2	35.00	12.00	12.00	0.00	2.00	2.00	
--	37488	66012401400000	08	York	0	0		0	0	0		0	6" Water	1	Yes	63	1	4,200	4	2,400	2	1,200	1	600	0	0	2			2.00	2.00	4.00	2.00
--	11390	17021902800000	02	Clearfield	0	0		0	0	0		0	None	0	None	1	2,400	4	2,400	0	0	0	0	0	0	2	40.00	12.00	12.00	0.00	2.00	2.00	
--	11658	00000000000000	02	Clearfield	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	25.00			0.00	2.00	2.00	
--	20106	34100200200000	02	Junata	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	20.00	7.50		0.00	2.00	2.00	
--	24603	41011801700622	03	Lycoming	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2				0.00	2.00	2.00	
--	37641	66092100900000	08	York	0	0		0	0	0		0	None	0	None	1	2,800	4	1,600	2	800	1	400	0	0	1			7.00	4.00	1.00	5.00	
--	37725	66202800800249	08	York	0	0		0	0	0		0	None	0	None	1	4,000	4	1,600	4	1,600	1	400	1	400	1			10.00	1.00	1.00	2.00	
--	32244	57010601220638	04	Susquehanna	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2				0.00	2.00	2.00	
--	27868	46404200341011	06	Montgomery	0	0		0	0	0		0	None	0	None	1	1,800	3	1,800	0	0	0	0	0	0	2			6.00	0.00	2.00	2.00	
--	160	01039400600526	08	Adams	0	0		0	0	0		0	None	0	None	1	2,400	0	0	4	2,400	0	0	0	0	2			6.00	0.00	2.00	2.00	
--	21409	36102100420000	08	Lancaster	0	0		0	0	0		0	None	0	None	1	1,200	2	1,200	0	0	0	0	0	0	2				0.00	2.00	2.00	
--	37946	66400102102301	08	York	0	0		0	0	0		0	None	0	None	1	1,200	0	0	2	800	1	400	0	0	1			1.00	1.00	1.00	2.00	
--	21474	36104800500000	08	Lancaster	0	0		0	0	0		0	None	0	None	1	1,200	0	0	2	1,200	0	0	0	0	2				0.00	2.00	2.00	
--	21545	36201500400000	08	Lancaster	0	0		0	0	0		0	None	0	None	1	1,200	0	0	2	1,200	0	0	0	0	2				0.00	2.00	2.00	
--	37590	66042504600314	08	York	0	0		0	0	0		0	None	0	None	1	1,200	0	0	2	1,200	0	0	0	0	2	30.00	6.00	4.00	0.00	2.00	2.00	
--	37607	66061601000255	08	York	0	0		0	0	0		0	None	0	None	1	1,200	0	0	2	1,200	0	0	0	0	2	25.00	2.00	2.00	0.00	2.00	2.00	
--	38007	66403300403136	08	York	0	0		0	0	0		0	None	0	None	1	1,800	0	0	3	1,800	0	0	0	0	2				0.00	2.00	2.00	
--	17813	29048400101102	09	Fulton	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	24.00, 34.00			0.00	2.00	2.00	
--	17850	29065503900454	09	Fulton	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	20.00			0.00	2.00	2.00	
--	17873	29100100100266	09	Fulton	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	16.50			0.00	2.00	2.00	
--	31608	55201301000000	09	Somerset	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2	16.50			0.00	2.00	2.00	
--	1881	02310800100174	11	Allegheny	0	0		0	0	0		0	None	0	None	1	1,200	2	1,200	0	0	0	0	0	0	2				0.00	2.00	2.00	
--	16673	26038100801000	12	Fayette	0	0		0	0	0		0	None	0	None	1	600	0	0	1	600	0	0	0	0	2				0.00	2.00	2.00	
--	12879	20006041000000	01	Crawford	0	0		0	0	0		0	None	0	None	1	3,000	0	0	3	1,800	2	1,200	0	0	2	50.00	12.00	12.00	0.00	2.00	2.00	
--	13367	20401100200000	01	Crawford	0	0		0	0	0		0	None	0	None	1	2,400	0	0	3	1,800	1	600	0	0	2			8.00	0.00	2.00	2.00	
--	17208	27865600900000	01	Fayette	0	0		0	0	0		0	None	0	None	1	4,200	4	2,400	3	1,800	0	0	0	0	2				0.00	2.00	2.00	
--	9434	14304001500701	02	Centre	0	0		0	0	0		0	None	0	None	1	7,200	8	4,800	8	4,800	0	0	0	0	2				0.00	2.00	2.00	
--	32507	57202100501583	04	Susquehanna	0	0		0	0	0		0	None	0	None	1	1,800	2	1,200	1	600	0	0	0	0	2	25.00			0.00	2.00	2.00	
--	5883	07403100301171	09	Blair	1	0		0	0	0		0	None	0	None	1	4,200	4	2,400	1	600	2	1,200	0	0	2	25.00			3.00	2.00	5.00	
--	35675	63401401300733	04	Wayne	0	0		0	0	0		0	None	0	None	1	2,400	2	1,200	2	1,200	0	0	0	0	2	25.00		10.00	0.00	2.00	2.00	
--	4946	06100400100619	05	Berks	0	0		0	0	0		0	None	0	None	1	2,400	0	0	2	1,200	2	1,200	0	0	2			6.00	0.00	2.00	2.00	
--	9104	13401000501489	05	Carbon	0	0		0	0	0		0	None	0	None	1	2,400	2	1,200	2	1,200	0	0	0	0	2			2.00	0.00	2.00	2.00	
--	15002	23042000701072	06	Delaware	0	0		0	0	0		0	Water, 8" Sewer	1	Yes	100	1	3,000	4	2,400	1	600	0	0	0	2				1.00	2.00	3.00	
--	135	01023401202343	08	Adams	0	0		0	0	0		0	None	0	None	1	3,600	4	2,400	2	1,200	0	0	0	0	2			3.00	0.00	2.00	2.00	
--	13824	21099702601555	08	Cumberland	0	0		0	0	0		0	None	0	None	1	7,600	9	5,400	4	2,400	0	0	0	0	2			8.00	0.00	2.00	2.00	
--	14441	22101800101692	08	Dauphin	0	0		0	0	0		0	None	0	None	1	1,800	2	1,200	1	600	0	0	0	0	2			5.00	0.00	2.00	2.00	
--	21326	36077204500174	08	Lancaster	0	0		0	0	0		0	None	0	None	1	4,200	4	2,400	3	1,800	0	0	0	0	2				0.00	2.00	2.00	
--	21417	36102500801639	08	Lancaster	0	0		0	0	0		0	None	0	None	1	3,000	4	2,400	1	600	0	0	0	0	2				0.00	2.00	2.00	
--	21454	36103702100000	08	Lancaster	0	0		0	0	0																							

Early Completion (Y / N)	Bridge Key	BMS #	District	County	Existing Bridge Length (LF)	additional length of Bridge (LF)	Proposed Bridge Length (LF)	Existing Bridge Width (LF)	Proposed Bridge Width Curb to Curb	additional width for parapet & buffer (LF)	New Proposed Bridge Width Curb to Curb (LF)	No. of Railroad flagmen	Duration of RR flagmen (SHFT)	Total Railroad flagmen (HOURS)	Diligence Test Pits (EACH)	Relocate Water (EACH)	Relocate Water (EACH)	Diameter Undergroun Water (INCH)	Relocate Undergroun Water (LF)	Relocate Undergroun Sanitary (EACH)	Relocate Undergroun Sanitary (EACH)	Diameter Undergroun Sanitary (INCH)	Relocate Undergroun Sanitary (LF)	Relocate Undergroun Gas (EACH)	Relocate Undergroun Gas (EACH)	Diameter Undergroun Gas (INCH)	Relocate Undergroun Gas (LF)	Relocate Undergroun Oil (EACH)	Relocate Undergroun Oil (EACH)	Diameter Undergroun Oil (INCH)	Relocate Undergroun Oil (LF)	Relocate Undergroun Fiber Optic (EACH)	Relocate Undergroun Fiber Optic (EACH)	Diameter Undergroun Fiber Optic (INCH)	Relocate Undergroun Fiber Optic (LF)	
--	961	02013601202172	11	Allegheny	14	20	34	26.0	30	24	54	0	0	0	2	1	1		54				0				0					0			0	
--	1334	02091002400485	11	Allegheny	35	20	55	26.8	30	24	54	0	0	0	2				0				0	1	1		55					0			0	
--	1346	02097800300000	11	Allegheny	18	20	38	31.5	28	24	52	0	0	0	4	1	1		38				0	1	1		38					0			0	
--	18603	31002605100972	09	Huntingdon	30	20	50	33.8	32	24	56	0	0	0	0	0			0				0	0	0		0	0					0		0	
--	1372	02100103502557	11	Allegheny	18	20	38	48.0	36	24	60	0	0	0	2		1	12	38				0				0	0					0		0	
--	1390	02100604020405	11	Allegheny	14	20	34	45.0	30	24	54	0	0	0	2				0				0	1	1		34							0		0
--	1404	02101200602013	11	Allegheny	13	20	33	21.0	24	24	48	0	0	0	2				0				0	1	1		33							0		0
--	1424	02101500702617	11	Allegheny	15	20	35	22.5	28	24	52	0	0	0	6				0				0	1	1		35							0		0
--	1470	02200100800335	11	Allegheny	19	20	39	26.7	28	24	52	0	0	0	6				0				0	1	1		39							0		0
--	18742	31091301901896	09	Huntingdon	33	20	53	29.4	32	24	56	0	0	0	0				0				0	1	1		53							0		0
--	1496	02201000102238	11	Allegheny	18	20	38	29.6	28	24	52	0	0	0	4		2	6" & 16"	76		1		38	2		0								0		0
--	1519	02201701301248	11	Allegheny	21	20	41	33.0	28	24	52	0	0	0	2				0				0	1	1		41							0		0
--	1520	02201701400112	11	Allegheny	30	20	50	38.0	28	24	52	0	0	0	4				0		1		52	1	1		50							0		0
--	1523	02201800400721	11	Allegheny	21	20	41	28.0	28	24	52	0	0	0	4		1		41		1		41	1			0							0		0
--	1527	02202200102622	11	Allegheny	21	20	41	28.0	28	24	52	0	0	0	4		1		41				41	1			0							0		0
--	1562	02204600401678	11	Allegheny	22	20	42	39.0	32	24	56	1	20	200	4	1	1		42				0	1	1	4"	41							0		0
--	1568	02204600801088	11	Allegheny	19	20	39	40.0	30	24	54	0	0	0	2	1	1		39				0	1	1	8"	39							0		0
--	1620	02207500900000	11	Allegheny	11	20	31	34.6	30	24	54	0	0	0	2				31		1		31	1	1	3"	31							0		0
--	18881	31400900200000	09	Huntingdon	107	20	127	25.0	24	24	48	0	0	0	0				0				0	2	2		0							0		0
--	1704	02300800420000	11	Allegheny	31	20	51	27.8	28	24	52	0	0	0	4	1	1		0				0	2	2		102							0		0
--	1727	02301800260000	11	Allegheny	25	20	45	26.0	24	24	48	0	0	0	2		1		45				0	0	0		0							0		0
--	1733	02302100300941	11	Allegheny	27	20	47	26.0	26	24	50	0	0	0	2				47				0	0	0		0							0		0
--	1776	02304801200000	11	Allegheny	16	20	36	26.6	26	24	50	0	0	0	4	1	1		36				0	1			0							0		0
--	1859	02309800500762	11	Allegheny	25	20	45	29.0	30	24	54	0	0	0	2	1	1		45		1		45				0							0		0
--	1860	02309800601125	11	Allegheny	27	20	47	27.5	30	24	54	0	0	0	4	1	1		47				0	1			47	1						0		0
--	41517	55003003702626	09	Somerset	11	20	31	26.0	40	24	64	0	0	0	0				0				0	0		0								0		0
--	1882	02310800301395	11	Allegheny	18	20	38	26.0	30	24	54	0	0	0	2				0				0	1	1		38							0		0
--	31469	55052300301840	09	Somerset	42	20	62	34.0	28	24	52	0	0	0	0				0				0	0	0		0							0		0
--	31521	55100400101850	09	Somerset	63	20	83	40.0	32	24	56	0	0	0	0				0				0	0	0		0							0		0
--	31588	55200500300000	09	Somerset	27	20	47	24.1	24	24	48	0	0	0	0				0				0	0	0		0							0		0
--	31630	55201800600000	09	Somerset	61	20	81	24.2	24	24	48	0	0	0	0				0				0	0	0		0							0		0
--	3599	04016803300983	11	Beaver	28	20	48	43.0	34	24	58	0	0	0	0		1		48				0	0	0		0						0		0	
--	8071	10301900600000	10	Butler	84	20	104	24.0	24	24	48	0	0	0	0		0		0		0		0	0	0		0						0		0	
--	840	04100500200450	11	Beaver	10	20	30	27.5	30	24	56	0	0	0	0				0				0	0	0		0						0		0	
--	8654	0410100700193	11	Beaver	171	20	191	40.0	30	24	54	0	0	0	0		1		191				0	0	0		0							0		0
--	10997	16086100421587	10	Clarion	27	20	47	41.8	38	24	62	0	0	0	2				0				0	0	0		0							0		0
--	3696	04300900600000	11	Beaver	26	20	46	29.5	32	24	56	0	0	0	2				0				1	1	6"	46								0		0
--	19087	32028601500520	10	Indiana	69	20	89	43.0	40	24	64	0	0	0	2				0				0	1	1	6"	0							0		0
--	19699	33200300700000	10	Jefferson	127	20	147	33.2	32	24	56	1	20	200	4				0				0	0	0		0							0		0
--	19708	33200802100200	10	Jefferson	74	20	94	29.5	30	24	54	1	20	200	0	0		0		0		0	0	0	0		0						0		0	
--	3723	04302700460000	11	Beaver	39	20	59	32.0	30	24	54	0	0	0	0				0				0	0	0		0						0		0	
--	3749	04401201100256	11	Beaver	64	20	84	36.7	30	24	54	0	0	0	0				0				0	0	0		0							0		0
--	22281	37022401100412	11	Lawrence	11	20	31	42.0	38	24	62	0	0	0	0				0				0	0	0		0							0		0
--	22359	37095601501187	11	Lawrence	92	20	112	26.0	28	24	52	0	0	0	0				0				0	0	0		0							0		0
--	3769	04403400200000	11	Beaver	22	20	42	14.0	22	24	46	0	0	0	2				0				0	0	0		0							0		0
--	22262	37020800700000	11	Lawrence	32	20	52	37.5	28	24	52	0	0	0	2				0				0	1		52								0		0
--	22379	37101200900000	11	Lawrence	31	20	51	27.5	24	24	48	0	0	0	0				0				0	0	0		0							0		0
--	22269	37020802201379	11	Lawrence	18	20	38	42.0	34	24	58	0	0	0	2	0			0				0	1	1		38							0		0
--	22277	37022400601429	11	Lawrence	15	20	35	43.6	40	24	64	0	0	0	0				0				2	16"	35		0							0		0
--	16725	26100700300000	12	Fayette	41	20	61	35.0	28	24	52	0	0	0	0				0				0	0	0		0							0		0
--	16736	26101800100206	12	Fayette	33	20	53	24.0	26	24	50	0	0	0	0				0				0	0	0		0							0		0
--	16752	26103100100053	12	Fayette	65	20	85	28.3	30	24	54	0	0	0	0				0				0	0	0		0									

Early Completion (Y / N)	Bridge Key	BMS #	District	County	Relocate Underground Electric (EACH)	Relocate Underground Electric (EACH)	Diameter Underground Electric (INCH)	Relocate Underground Electric (LF)	Relocate Underground Unspecified (EACH)	Relocate Underground Unspecified (EACH)	Diameter Underground Unspecified (INCH)	Relocate Underground Unspecified (LF)	Attached Relocate Utility (Y = 1, N = 0)	Attached Temporary Support (Y = 1, N = 0)	Attached Temporary Support (Y = 1, N = 0)	Attached Relocate Utility (LF)	Relocate Aerial (Y = 1, N = 0)	Relocate Aerial (LF)	Relocate Aerial Electric (EACH)	Permanent Aerial Electric (LF)	Permanent Aerial Telephone (EACH)	Permanent Aerial Telephone (LF)	Permanent Aerial TV (EACH)	Permanent Aerial TV (LF)	Permanent Aerial Fiber Optic (EACH)	Permanent Aerial Fiber Optic (LF)	Relocate Aerial Pole (EACH)	to ROW offset (FEET)	Extremity to Pole/Line offset (FEET)	Abutment to Pole/Line Distance (FEET)	Conflicts (Includes Attachments) (EACH)	Bridge Total Aerial Pole Conflicts (EACH)	& Poles Grand Total Conflicts (EACH)
--	961	02013601202172	11	Allegheny				0				0	None	0	None	0	1	5,600	2	1,600	3	2,400	2	1,600	0	0	3				1.00	3.00	4.00
--	1334	02091002400485	11	Allegheny				0	1			0	None	0	None	0	1	13,000	6	6,000	4	4,000	2	2,000	1	1,000	4				1.00	4.00	5.00
--	1346	02097800300000	11	Allegheny				0	1			0	None	0	None	0	1	6,000	5	3,000	2	1,200	3	1,800	0	0	2				2.00	2.00	4.00
--	18603	31002605100972	09	Huntingdon	0			0	0			0	None	0	None	0	1	4,200	4	2,400	2	1,200	1	600	0	0	2	30.00			0.00	2.00	2.00
--	1372	02100103502537	11	Allegheny				0				0	12" Unknown	1	Yes	38	1	16,000	6	6,000	6	6,000	4	4,000	0	0	4				2.00	4.00	6.00
--	1390	02100600402405	11	Allegheny				0				0	None	0	None	0	1	10,800	6	3,600	6	3,600	6	3,600	0	0	2				1.00	2.00	3.00
--	1404	02101200602013	11	Allegheny				0				0	None	0	None	0	1	4,800	3	1,800	3	1,800	2	1,200	0	0	2				1.00	2.00	3.00
--	1424	02101500702617	11	Allegheny				0	1			0	duit, 4" Gas, 8"	1	Yes	105	0	0	0	0	0	0	0	0	0	0	2				2.00	0.00	2.00
--	1479	02200100800335	11	Allegheny				0	1			0	None	0	None	0	1	4,800	3	1,800	3	1,800	2	1,200	0	0	2				2.00	2.00	4.00
--	18742	31091301901896	09	Huntingdon				0				0	None	0	None	0	1	7,200	7	4,200	3	1,800	2	1,200	0	0	2	16.50			0.00	2.00	2.00
--	1498	02201000102238	11	Allegheny				0				0	None	0	None	0	1	4,800	2	1,200	3	1,800	3	1,800	0	0	2				3.00	2.00	5.00
--	1519	02201701301248	11	Allegheny				0				0	None	0	None	0	1	8,000	3	2,400	4	3,200	3	2,400	0	0	3				1.00	3.00	4.00
--	1520	02201701400112	11	Allegheny				0				0	12" Water	1	Yes	50	0	0	0	0	0	0	0	0	0	0	3				3.00	0.00	3.00
--	1523	02201800400721	11	Allegheny				0				0	4" Gas	1	Yes	41	0	0	0	0	0	0	0	0	0	0	2				3.00	0.00	3.00
--	1527	02202200102622	11	Allegheny				0	1			0	12" Gas	1	Yes	41	1	1,600	3	1,200	1	400	0	0	0	0	1				3.00	1.00	4.00
--	1562	02204600401678	11	Allegheny				0				0	None	0	None	0	1	6,400	2	1,600	3	2,400	3	2,400	0	0	3				1.00	3.00	4.00
--	1566	02204600801888	11	Allegheny				0				0	12" Gas	1	Yes	31	1	2,000	3	1,200	1	400	1	400	0	0	1				3.00	1.00	4.00
--	1620	02207509000000	11	Allegheny				0				0	8" Gas	1	Yes	39	1	5,400	3	1,800	3	1,800	3	1,800	0	0	2				4.00	2.00	6.00
--	18881	31400900200000	09	Huntingdon				0				0	None	0	None	0	1	4,200	3	1,800	2	1,200	2	1,200	0	0	2	25.00			0.00	2.00	2.00
--	1704	02300800420000	11	Allegheny				0				0	None	0	None	0	1	1,200	1	400	1	400	1	400	0	0	1				3.00	1.00	4.00
--	1727	02301800260000	11	Allegheny				0				0	None	0	None	0	1	3,000	2	1,200	2	1,200	1	600	0	0	2	25.00			1.00	2.00	3.00
--	1733	02302100300941	11	Allegheny				0				0	None	0	None	0	1	3,000	3	1,800	1	600	1	600	0	0	2				1.00	2.00	3.00
--	1776	02304801200000	11	Allegheny		1	36	1	1			0	2" Gas	1	Yes	36	1	1,800	1	600	1	600	1	600	0	0	2				4.00	2.00	6.00
--	1859	02309800500762	11	Allegheny				0				0	None	0	None	0	1	2,400	3	1,800	1	600	0	0	0	0	2				2.00	2.00	4.00
--	1860	02309800601125	11	Allegheny				0				0	None	0	None	0	1	2,400	3	1,800	1	600	0	0	0	0	2				2.00	2.00	4.00
--	41517	55003003702626	09	Somerset				0				0	None	0	None	0	1	3,600	4	2,400	1	600	1	600	0	0	2	25.00			0.00	2.00	2.00
--	1882	02310800301395	11	Allegheny				0				0	None	0	None	0	1	6,000	6	3,600	2	1,200	2	1,200	0	0	2				1.00	2.00	3.00
--	31469	55052300301840	09	Somerset				0				0	None	0	None	0	1	7,800	5	3,000	5	3,000	3	1,800	0	0	2	30.00	10.00		0.00	2.00	2.00
--	31521	55100400101850	09	Somerset				0				0	None	0	None	0	1	4,200	4	2,400	2	1,200	1	600	0	0	2	29.00			0.00	2.00	2.00
--	31588	55200500300000	09	Somerset				0				0	None	0	None	0	1	4,200	5	3,000	1	600	1	600	0	0	2	16.50			0.00	2.00	2.00
--	31630	55201800600000	09	Somerset				0				0	None	0	None	0	1	3,600	4	2,400	1	600	1	600	0	0	2	18.25, 25.00			0.00	2.00	2.00
--	3599	04016803300983	11	Beaver				0				0	None	0	None	0	1	6,000	3	3,000	2	2,000	1	1,000	0	0	4				1.00	4.00	5.00
--	8071	10301000600000	10	Butler	0	0		0	0			0	None	0	None	0	1	4,200	2	1,200	3	1,800	2	1,200	0	0	2				0.00	2.00	2.00
--	3647	04100500202450	11	Beaver				0				0	None	0	None	0	1	3,600	2	1,200	2	1,200	2	1,200	0	0	2				2.00	2.00	4.00
--	3654	04101400700193	11	Beaver				0				0	None	0	None	0	1	2,400	2	1,200	1	600	1	600	0	0	2				1.00	2.00	3.00
--	10997	16086100421587	10	Clarion				0				0	None	0	None	0	1	3,600	4	2,400	1	600	1	600	0	0	2				0.00	2.00	2.00
--	3695	04300900600000	11	Beaver				0				0	None	0	None	0	1	3,600	4	2,400	1	600	1	600	0	0	2				1.00	2.00	3.00
--	19087	32028601500520	10	Indiana				0				0	None	0	None	0	1	3,600	4	2,400	1	600	1	600	0	0	2				0.00	2.00	2.00
--	19699	33200300700000	10	Jefferson				0				0	6" Unknown	1	Yes	147	1	3,000	2	1,200	2	1,200	1	600	0	0	2				1.00	2.00	3.00
--	19708	33200802100200	10	Jefferson	0	0		0	0			0	None	0	None	0	1	6,000	6	3,600	2	1,200	2	1,200	0	0	2				0.00	2.00	2.00
--	3723	04302700400000	11	Beaver				0				0	None	0	None	0	1	4,800	6	3,600	1	600	1	600	0	0	2				0.00	2.00	2.00
--	3749	04401201100266	11	Beaver				0				0	None	0	None	0	1	3,000	2	1,200	1	600	2	1,200	0	0	2				0.00	2.00	2.00
--	22281	37022401100412	11	Lawrence				0				0	None	0	None	0	1	5,400	4	2,400	2	1,200	3	1,800	0	0	2				0.00	2.00	2.00
--	23259	37095601501187	11	Lawrence				0				0	None	0	None	0	1	2,400	2	1,200	1	600	1	600	0	0	2				0.00	2.00	2.00
--	3769	04403400200000	11	Beaver				0	1	1		42	None	0	None	0	1	1,600	1	400	1	400	1	800	0	0	1				1.00	1.00	2.00
--	22262	37020800700000	11	Lawrence		1	52	1	1			0	None	0	None	0	1	1,200	1	600	1	600	0	0	0	0	2				2.00	2.00	4.00
--	23279	37101200900000	11	Lawrence				0				0	None	0	None	0	1	2,400	2	1,200	1	600	1	600	0	0	2				0.00	2.00	2.00
--	22269	37020802201379	11	Lawrence				0				0	None	0	None	0	1	4,800	3	1,800	2	1,200	3	1,800	0	0	2				1.00	2.00	3.00
--	22277	37022400601429	11	Lawrence				0				0	None	0	None	0	1	2,400	0	0	2	1,200	2	1,200	0	0	2				2.00	2.00	4.00
--	16725	26100700300000	12	Fayette				0				0	None	0	None	0	1	6,000	4	2,400	3	1,800	3	1,800	0	0	2				0.00	2.00	2.00
--	16736	26101800100206	12	Fayette				0				0	None	0	None	0	1	3,600															



Preliminary Project Baseline Schedule

PRELIMINARY PROJECT BASELINE SCHEDULE SECTION ORGANIZATION

Proposed Execution of the Work for the Term	1
Bridges Under Construction by Month	2
Substantial Bridge Completions by Month	3
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Summary Preliminary Project Baseline Schedule	16

Supplemental By-Bridge Preliminary Project Baseline Schedule - electronic copy included on flash drive

Complete WBS Preliminary Project Baseline Schedule - electronic copy included on flash drive

PROPOSED EXECUTION OF THE WORK FOR THE TERM

PWKP's plan to execute the large quantity of bridges on the project was developed through many meetings of the Scheduling TWG. The TWG analyzed the contract requirements which included permitting requirements, ROW requirements, utility requirements, design requirements, milestones, and payment structure. PWKP established a preconstruction schedule to incorporate all activities required prior to NTP3 at each bridge site.

The TWG analyzed the project restrictions including:

- » Spring stocked trout in-stream work restriction
- » Fall wild trout in-stream work restriction
- » School in session detour restriction
- » Maximum allowable detour duration per Attachment 10-1 and as defined in the PPA
- » Construction season per Attachment 10-1

- » Staged construction requirement per Attachment 10-1
- » Mandatory traffic control and other mandatory project special conditions per Attachment 10-1
- » T&E species construction restrictions
- » Permitting time constraints for REBs
- » Presence of existing utilities and needs for relocation
- » Availability payment mechanism

PWKP performed a thorough analysis of the ECBs, to determine how many of these bridges could feasibly be completed in 2015. The preliminary baseline schedule indicates 58 ECBs starting and completing in 2015 as a reasonable goal. The balance of the ECBs are scheduled to be constructed in 2016. PWKP considered the following situations when determining which bridges to move to 2016:

- » 20 ECBs are required to be built under staged construction. The multiple stages will require more construction time, pushing the scheduled end date of these bridges into December 2015. Performing superstructure concrete, asphalt paving, and line painting activities during cold weather is a risk that PWKP takes very seriously, both from a quality standpoint and a material availability standpoint. Technical Provision Section 16.3.2.1(a) does not permit a winter shutdown, which would be more than 14 days of inactivity at a bridge site. PWKP will endeavor to accelerate preconstruction activities for staged ECBs remaining in the 2015 schedule, including design, along with moderately accelerating the construction schedule to facilitate completion of the staged ECBs prior to December. Each of these bridges was analyzed separately and PWKP has scheduled start of construction in 2016 for any bridges with an apparent high risk of going into the cold weather months in 2015.
- » 19 ECBs must be completed while school is in recess, which ends on or about August 16, 2015. PWKP will endeavor to accelerate preconstruction activities for school summer recess bridges remaining in the 2015 schedule, including design, along with accelerating the construction schedule to facilitate completion of the school summer recess ECBs by August 16, 2015. PWKP has a thorough understanding of the ramifications

of not completing one of these bridges before school begins in August, which includes the table of unavailability values in Technical Provision Attachment 10-1. Therefore, each bridge was analyzed separately, and the start of construction was scheduled for school summer recess in 2016 for any bridges with an apparent high risk of not completing in time in 2015.

- » In several locations, multiple specific ECBs can not be under traffic restriction at the same time, limiting the possibility of completing all bridges in 2015. For example, Bridges #1405, #1406, and #42177 are all in close proximity on SR 1013 in Allegheny County. Constructing these three bridges consecutively in the limited available timeframe in 2015 was not feasible. In locations like this, PWKP has moved one or more of the bridges to 2016.

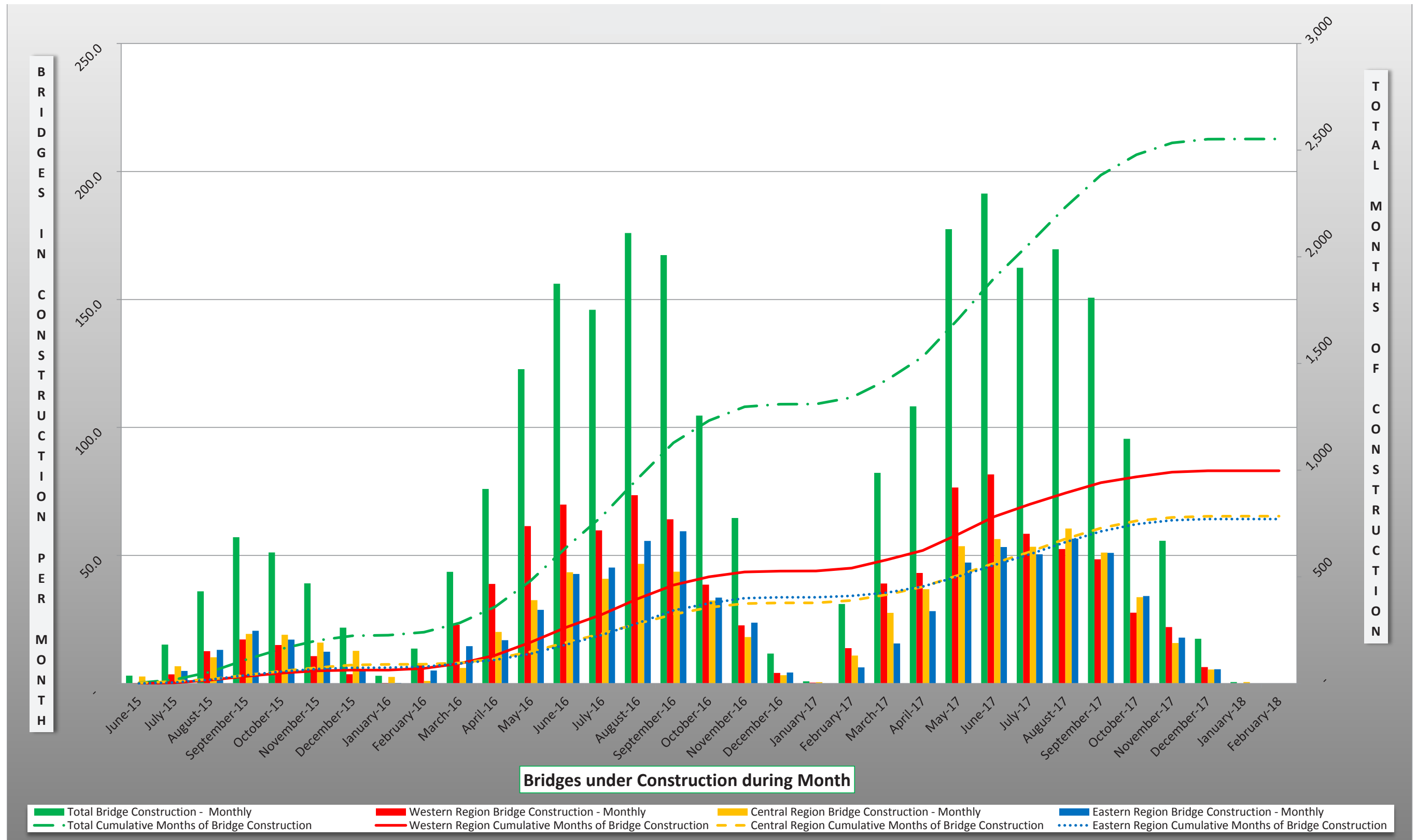
In order to maximize the effectiveness of the Project and exceed one of PennDOT's goals, PWKP prioritized weight restriction posted bridges. Weight posted REBs were identified and placed, as much as possible, into the 2016 construction schedule. Years 2016 and 2017 were determined to be essentially identical in terms of contract restrictions, so the quantity of bridges was set approximately the same in the schedule for each of these two seasons, with a slightly heavier workload in 2017. The project substantial completion deadline is August 30, 2018, so longer duration bridges and a high quantity of bridges would not be possible in the 2018 construction season. PWKP decided not to utilize the 2018 construction season and schedule the project to achieve substantial completion of all bridges by December 31, 2017. A detailed analysis of available subcontractor capacity was assembled, with research of the last ten years with consideration for the increase in upcoming PennDOT work. PWKP, with input from its exclusive and participating subcontractors, is comfortable that there is sufficient subcontracting capacity for the construction of the project to be completed by the end of 2017.

In the 2015, 2016, and 2017 construction seasons, and in each part of those years, the schedule has leveled the quantity of bridges closely within each of the three construction regions. This plan will ensure that by maintaining a consistent workload, no region is

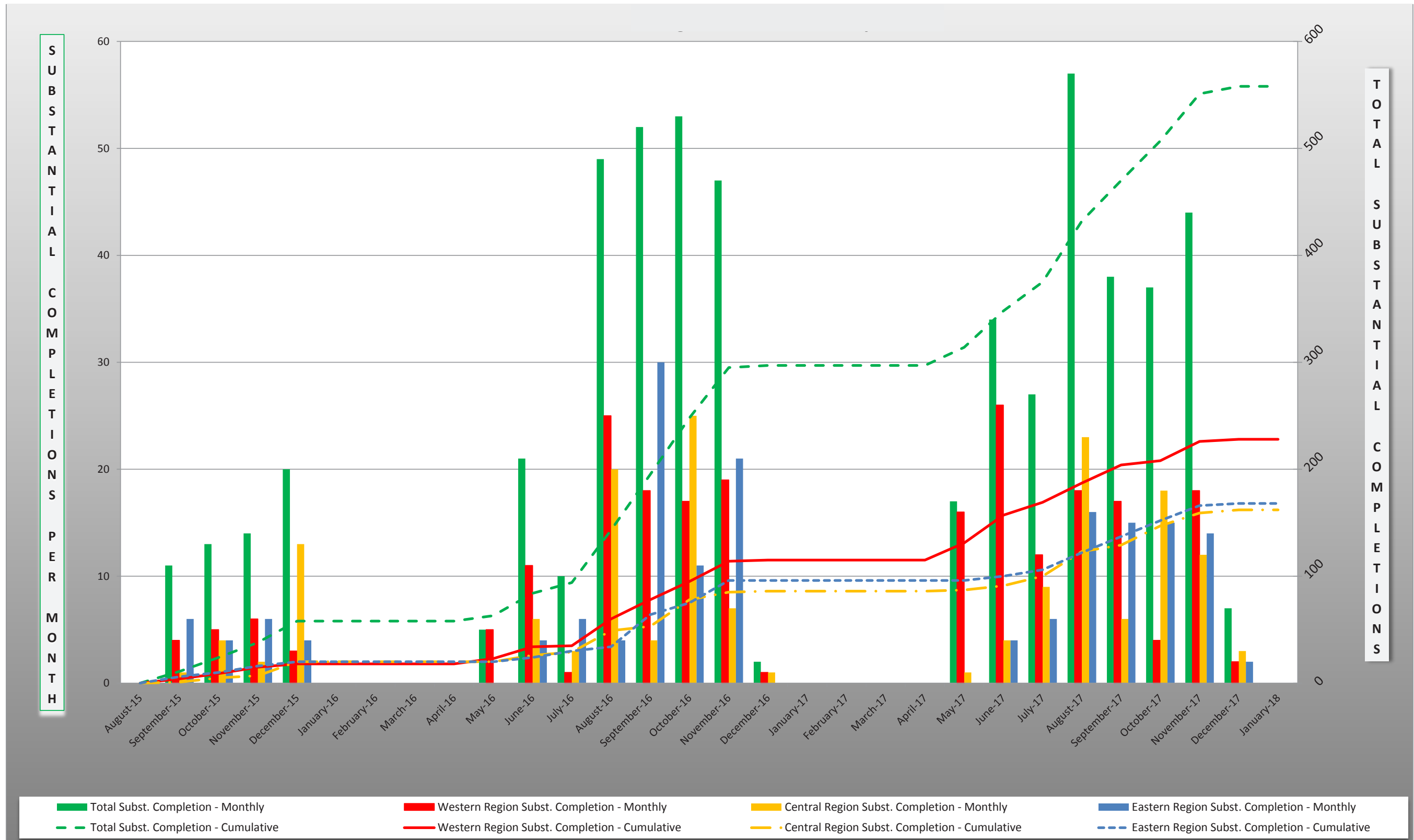
overloaded at any one time, and each region is fully utilizing its allocated resources. Since the total quantity of bridges in the West region is higher, a larger management force and proportionately more resources will be available there. Notably, though the West region has more bridges, and a higher percentage of bridges planned to utilize box culverts, which require less resources to design and construct than a bridge. The West region also has more subcontractor capacity than the Central or East regions, giving PWKP confidence that the quantity of bridges allocated for the West region can be completed by December 31, 2017.

Each bridge replacement will have a 25 year maintenance term. The baseline schedule will indicate the substantial completion date of construction for each bridge, and the hand back date 25 years later after the maintenance term is complete. Unanticipated maintenance work is not shown on the baseline schedule.

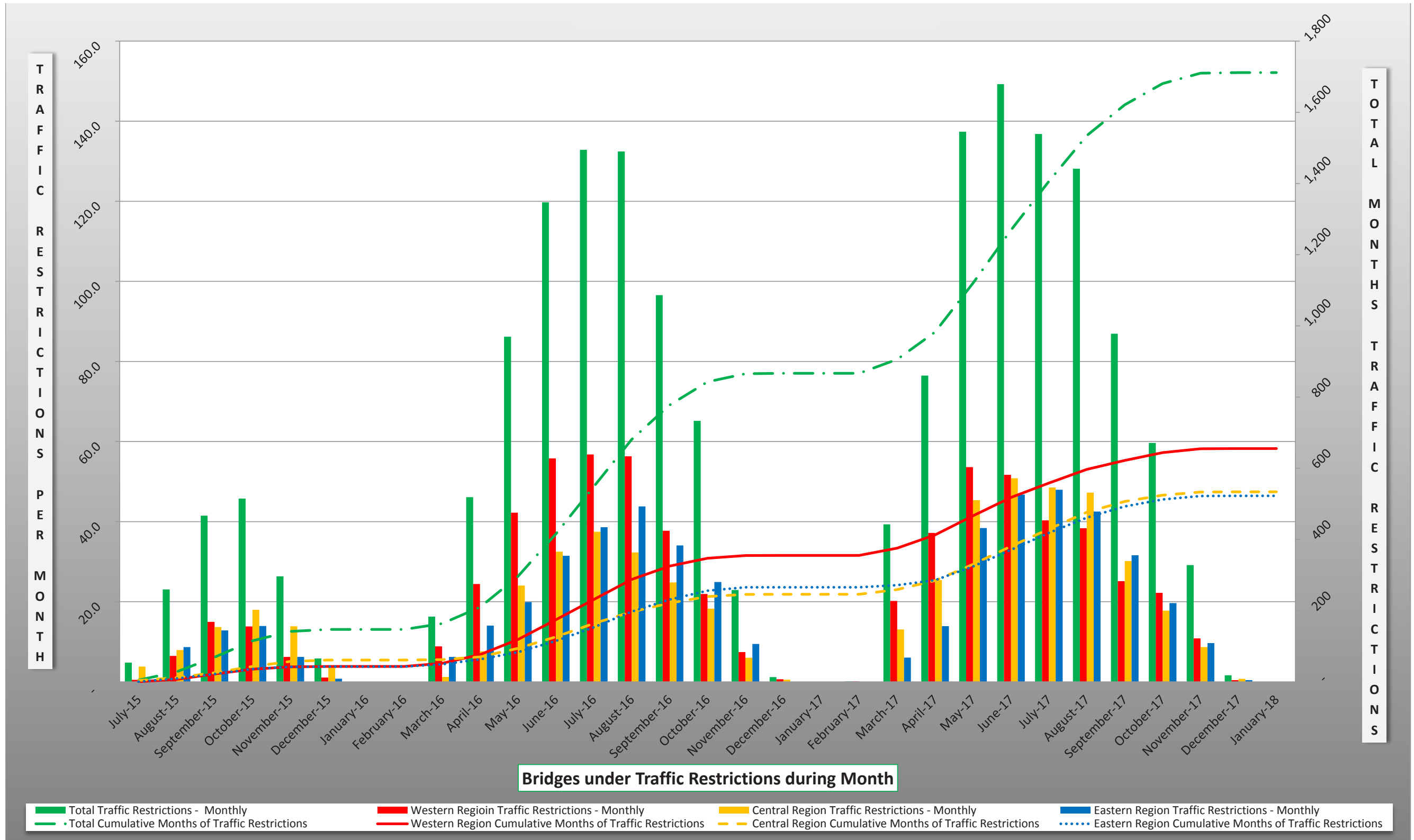
BRIDGES UNDER CONSTRUCTION BY MONTH



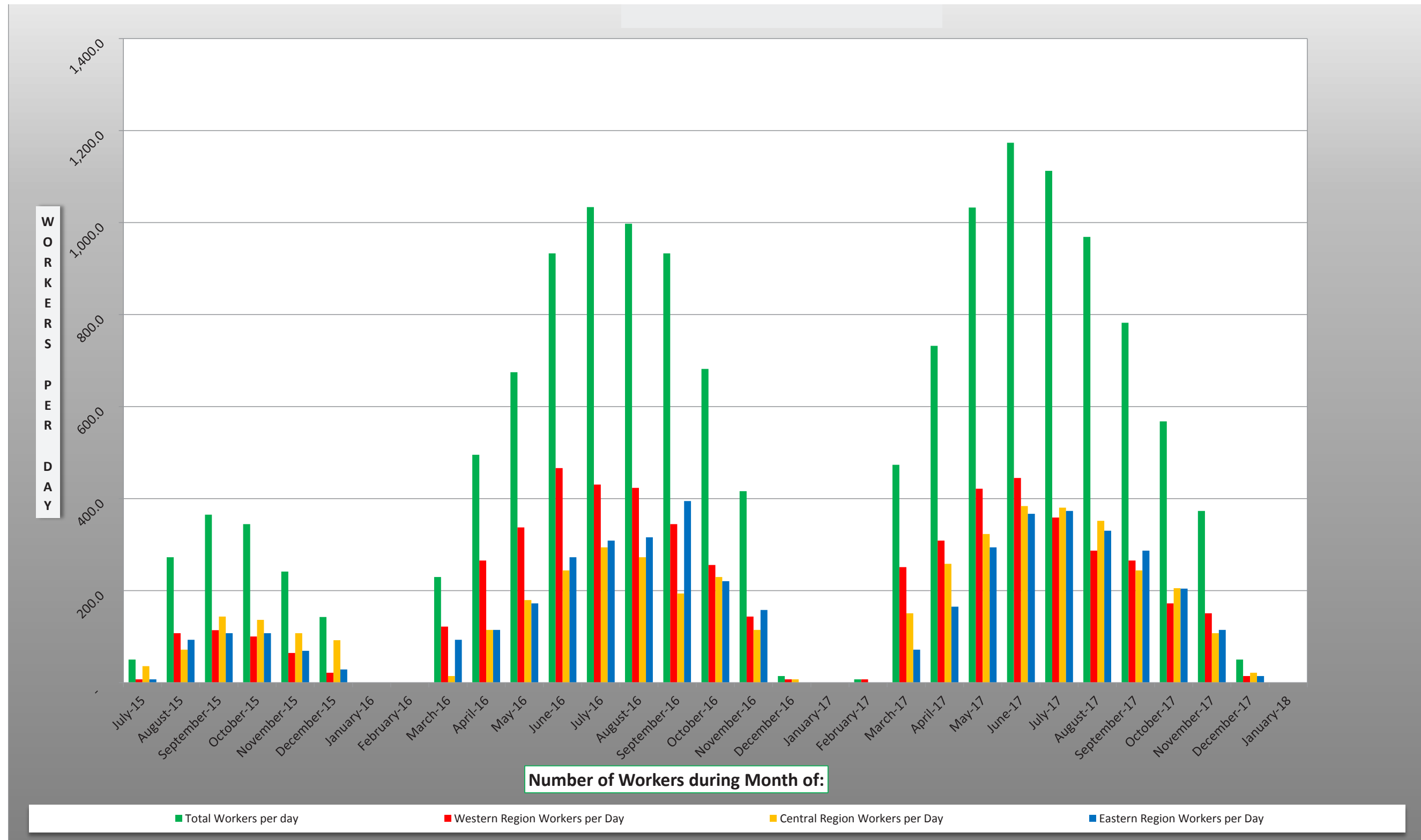
SUBSTANTIAL BRIDGE COMPLETIONS BY MONTH



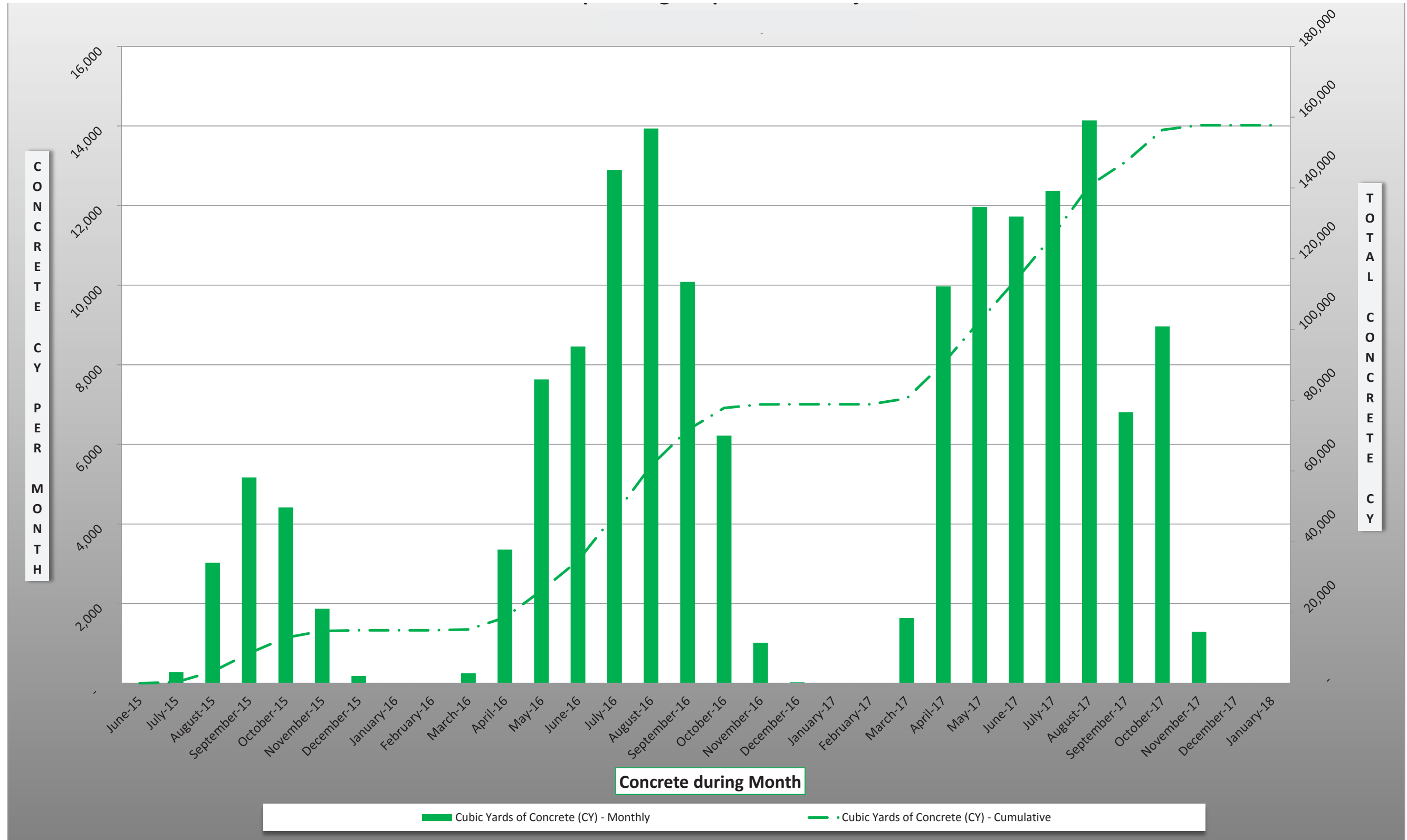
BRIDGES UNDER TRAFFIC RESTRICTIONS



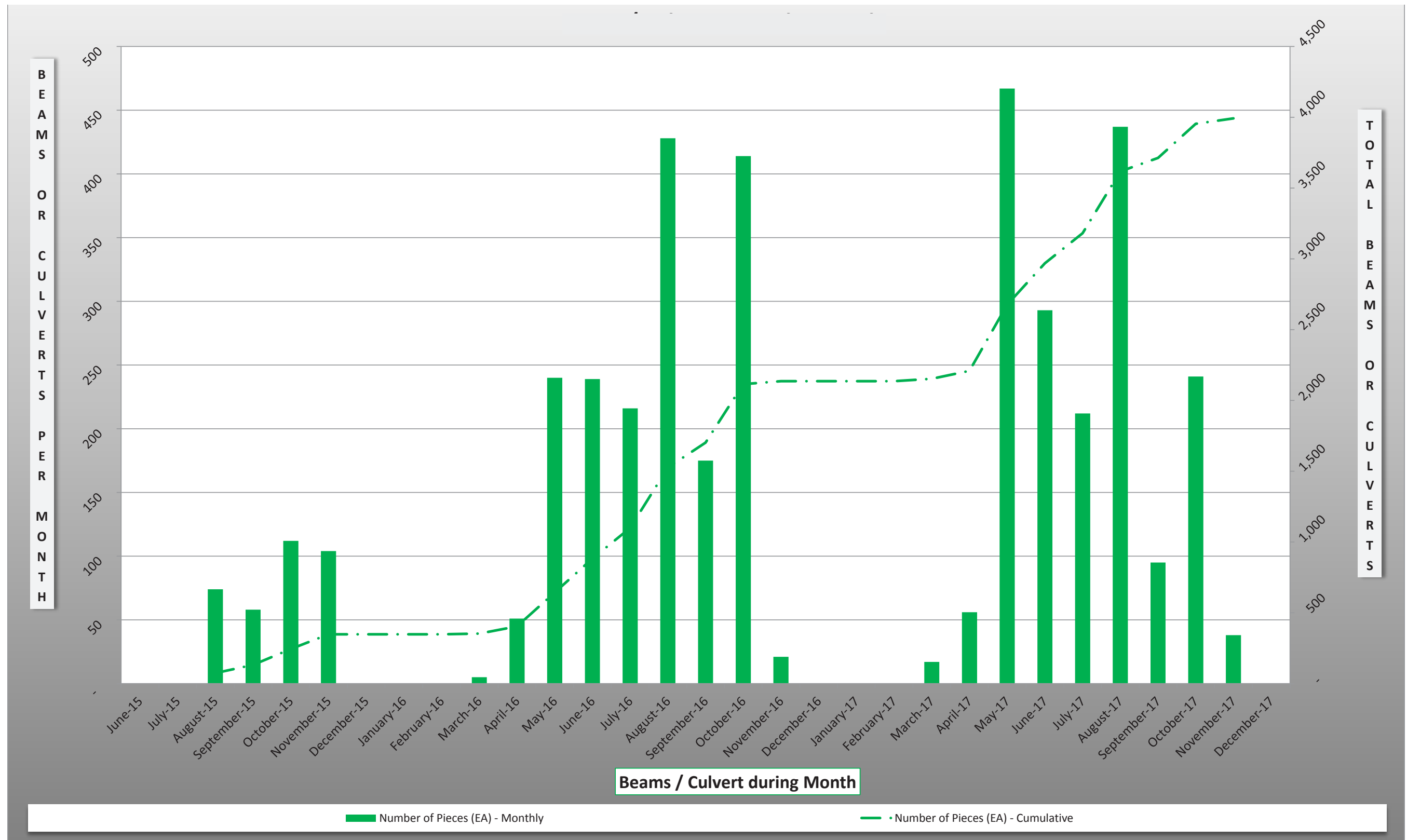
WORKERS EMPLOYED BY MONTH



CUBIC YARDS OF CONCRETE BY MONTH



BEAM/CULVERT PIECES BY MONTH



Activity ID	Activity Name	Original Duration	Start	Finish	2013-2019																											
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
25281-LE-160	Substantial Completion - Bridge 25281	0	02-Aug-16	02-Aug-16																												
25297-LE-160	Substantial Completion - Bridge 25297	0	22-Nov-17	22-Nov-17																												
25308-LE-160	Substantial Completion - Bridge 25308	0	08-Jun-17	08-Jun-17																												
25313-LE-160	Substantial Completion - Bridge 25313	0	08-Jun-17	08-Jun-17																												
25314-LE-160	Substantial Completion - Bridge 25314	0	08-Jun-17	08-Jun-17																												
25418-LE-160	Substantial Completion - Bridge 25418	0	03-Oct-17	03-Oct-17																												
25420-LE-160	Substantial Completion - Bridge 25420	0	03-Oct-17	03-Oct-17																												
25459-LE-160	Substantial Completion - Bridge 25459	0	05-Nov-17	05-Nov-17																												
25461-LE-160	Substantial Completion - Bridge 25461	0	06-Oct-16	06-Oct-16																												
25462-LE-160	Substantial Completion - Bridge 25462	0	07-Jun-16	07-Jun-16																												
25489-LE-160	Substantial Completion - Bridge 25489	0	06-Oct-16	06-Oct-16																												
25495-LE-160	Substantial Completion - Bridge 25495	0	30-Aug-16	30-Aug-16																												
25500-LE-160	Substantial Completion - Bridge 25500	0	31-Aug-17	31-Aug-17																												
25535-LE-160	Substantial Completion - Bridge 25535	0	31-Oct-16	31-Oct-16																												
25833-LE-160	Substantial Completion - Bridge 25833	0	30-Oct-17	30-Oct-17																												
25858-LE-160	Substantial Completion - Bridge 25858	0	31-May-17	31-May-17																												
26008-LE-160	Substantial Completion - Bridge 26008	0	23-Jun-17	23-Jun-17																												
26468-LE-160	Substantial Completion - Bridge 26468	0	25-Aug-16	25-Aug-16																												
26469-LE-160	Substantial Completion - Bridge 26469	0	25-Aug-16	25-Aug-16																												
26472-LE-160	Substantial Completion - Bridge 26472	0	11-Oct-17	11-Oct-17																												
26477-LE-160	Substantial Completion - Bridge 26477	0	08-Jun-17	08-Jun-17																												
26595-LE-160	Substantial Completion - Bridge 26595	0	06-Oct-16	06-Oct-16																												
26785-LE-160	Substantial Completion - Bridge 26785	0	16-Nov-16	16-Nov-16																												
26795-LE-160	Substantial Completion - Bridge 26795	0	05-Sep-16	05-Sep-16																												
26811-LE-160	Substantial Completion - Bridge 26811	0	26-Nov-15	26-Nov-15																												
26832-LE-160	Substantial Completion - Bridge 26832	0	05-Sep-16	05-Sep-16																												
26887-LE-160	Substantial Completion - Bridge 26887	0	05-Sep-16	05-Sep-16																												
26888-LE-160	Substantial Completion - Bridge 26888	0	02-Nov-15	02-Nov-15																												
26901-LE-160	Substantial Completion - Bridge 26901	0	14-Dec-15	14-Dec-15																												
26904-LE-160	Substantial Completion - Bridge 26904	0	05-Sep-16	05-Sep-16																												
26907-LE-160	Substantial Completion - Bridge 26907	0	05-Sep-16	05-Sep-16																												
26914-LE-160	Substantial Completion - Bridge 26914	0	05-Sep-16	05-Sep-16																												
26924-LE-160	Substantial Completion - Bridge 26924	0	09-Sep-16	09-Sep-16																												
26962-LE-160	Substantial Completion - Bridge 26962	0	11-Sep-15	11-Sep-15																												
27011-LE-160	Substantial Completion - Bridge 27011	0	26-Nov-15	26-Nov-15																												
27017-LE-160	Substantial Completion - 27017	0	08-Sep-15	08-Sep-15																												
27042-LE-160	Substantial Completion - Bridge 27042	0	26-Nov-15	26-Nov-15																												
27055-LE-160	Substantial Completion - Bridge 27055	0	23-Oct-15	23-Oct-15																												
27059-LE-160	Substantial Completion - Bridge 27059	0	05-Sep-16	05-Sep-16																												
27513-LE-160	Substantial Completion - Bridge 27513	0	06-Oct-17	06-Oct-17																												
27605-LE-160	Substantial Completion - Bridge 27605	0	21-Sep-17	21-Sep-17																												
27643-LE-160	Substantial Completion - Bridge 27643	0	06-Oct-17	06-Oct-17																												
27757-LE-160	Substantial Completion - Bridge 27757	0	21-Oct-16	21-Oct-16																												
27868-LE-160	Substantial Completion - Bridge 27868	0	07-Sep-16	07-Sep-16																												
28361-LE-160	Substantial Completion - Bridge 28361	0	24-Nov-16	24-Nov-16																												
28387-LE-160	Substantial Completion - Bridge 28387	0	15-Nov-17	15-Nov-17																												
28389-LE-160	Substantial Completion - Bridge 28389	0	28-Sep-15	28-Sep-15																												
28493-LE-160	Substantial Completion - Bridge 28493	0	21-Aug-17	21-Aug-17																												
28494-LE-160	Substantial Completion - Bridge 28494	0	21-Aug-17	21-Aug-17																												
28606-LE-160	Substantial Completion - Bridge 28606	0	06-Oct-17	06-Oct-17																												
28660-LE-160	Substantial Completion - Bridge 28660	0	03-Nov-16	03-Nov-16																												
28672-LE-160	Substantial Completion - Bridge 28672	0	15-Sep-17	15-Sep-17																												
29174-LE-160	Substantial Completion - 29174	0	20-Dec-17	20-Dec-17																												
29178-LE-160	Substantial Completion - Bridge 29178	0	31-Oct-16	31-Oct-16																												
29303-LE-160	Substantial Completion - Bridge 29303	0	15-Nov-17	15-Nov-17																												
29306-LE-160	Substantial Completion - Bridge 29306	0	02-Aug-16	02-Aug-16																												
29311-LE-160	Substantial Completion - Bridge 29311	0	20-Jul-17	20-Jul-17																												
29426-LE-160	Substantial Completion - Bridge 29426	0	26-Jul-17	26-Jul-17																												
29451-LE-160	Substantial Completion - Bridge 29451	0	11-Sep-17	11-Sep-17																												
29468-LE-160	Substantial Completion - Bridge 29468	0	11-Sep-17	11-Sep-17																												
29518-LE-160	Substantial Completion - Bridge 29518	0	08-Sep-17	08-Sep-17																												
29565-LE-160	Substantial Completion - Bridge 29565	0	11-Sep-17	11-Sep-17																												
29566-LE-160	Substantial Completion - Bridge 29566	0	14-Oct-16	14-Oct-16																												
29605-LE-160	Substantial Completion - Bridge 29605	0	16-Nov-16	16-Nov-16																												
29651-LE-160	Substantial Completion - Bridge 29651	0	09-Nov-17	09-Nov-17																												
29673-LE-160	Substantial Completion - Bridge 29673	0	16-Nov-16	16-Nov-16																												
29693-LE-160	Substantial Completion - Bridge 29693	0	27-Jun-17	27-Jun-17																												
29947-LE-160	Substantial Completion - Bridge 29947	0	23-Oct-15	23-Oct-15																												
29982-LE-160	Substantial Completion - Bridge 29982	0	02-Jun-16	02-Jun-16																												
30090-LE-160	Substantial Completion - Bridge 30090	0	22-Aug-17	22-Aug-17																												

Remaining Level of Effort
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Plenary Walsh Keystone Partners
 PROVEN PERFORMANCE. LOCAL PRESENCE.

SUMMARY PRELIMINARY PROJECT BASELINE SCHEDULE

Activity ID	Activity Name	Original Duration	Start	Finish	2013		2014				2015				2016				2017				2018				2019				2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Milestones					1731	13-Dec-13 A	31-Aug-18																								
Milestones					1731	13-Dec-13 A	31-Aug-18																								
RBR-CM-1000	Issue Request for Qualifications - Solicitation 3513R08	0	13-Dec-13 A	31-Aug-18																											
RBR-CM-1010	Submit Qualification Package - Plenary Walsh Keystone Partners	0	13-Dec-13 A	06-Feb-14																											
RBR-CM-1020	Issue Short List of Qualified Applicants - Penn DOT	0	26-Mar-14																												
RBR-CM-1030	Issue Draft RFP to Short List of Qualified Applicants - Penn DOT	0	04-Apr-14																												
RBR-CM-1040	Issue Draft-Final RFP to Short List of Qualified Applicants - Penn DOT	0	03-Jul-14																												
RBR-CM-1050	Submit Proposal Package - Plenary Walsh Keystone Partners	0		29-Sep-14																											
RBR-CM-1060	Anticipated Award of Contract - Penn DOT	0	31-Oct-14																												
RBR-CM-1070	Required Commercial Closing - Penn DOT and Plenary Walsh Keystone Partners	0		16-Dec-14																											
RBR-CM-1080	Anticipated Issuance of NTP1 Preliminary Work (Administrative / Planning / ROW) - Penn DOT	0	17-Dec-14																												
RBR-CM-1090	Anticipated Issuance of NTP2 Interim Work (Design) - Penn DOT	0	28-Jan-15																												
RBR-CM-1100	Anticipated Financial Closing - Penn DOT and Plenary Walsh Keystone Partners	0		15-Mar-15																											
RBR-CM-1105	Required Construction Commencement Deadline	0	15-Jun-15*																												
RBR-CM-1110	Anticipated Substantial Completion (All Bridges)	0		20-Dec-17*																											
RBR-CM-1130	Anticipated Final Completion (All Bridges)	0		17-Jan-18																											
RBR-CM-1120	Required Substantial Completion (All Bridges)	0		31-Aug-18*																											
Administrative Items					1042	13-Dec-13	16-Jan-18																								
Administrative Items					1042	13-Dec-13	16-Jan-18																								
RBR-AD-1000	Develop Qualification Packages - Solicitation 3513R08	56	13-Dec-13	06-Feb-14																											
RBR-AD-1010	Review Qualification Packages / Determine Short List of Applicants - Penn DOT	47	07-Feb-14	25-Mar-14																											
RBR-AD-1090	Develop Proposal Package - Plenary Walsh Keystone Partners	188	26-Mar-14	29-Sep-14																											
RBR-AD-1020	Prepare Draft RFP for Short List of Qualified Applicants - Penn DOT	9	26-Mar-14	03-Apr-14																											
RBR-AD-1030	Prepare Final RFP for Short List of Qualified Applicants - Penn DOT	90	04-Apr-14	02-Jul-14																											
RBR-AD-1040	One-on-One Meeting - Draft RFP Documents	5	21-Apr-14*	25-Apr-14																											
RBR-AD-1050	One-on-One Meeting - Draft Technical Provisions	5	05-May-14*	09-May-14																											
RBR-AD-1060	One-on-One Meeting - Final Technical Provisions	5	19-May-14*	23-May-14																											
RBR-AD-1070	One-on-One Meeting - Commercial Issues	5	26-May-14*	30-May-14																											
RBR-AD-1080	One-on-One Meeting - Final RFP Documents	5	16-Jun-14*	20-Jun-14																											
RBR-AD-1100	Evaluate Proposal Packages - Penn DOT	31	30-Sep-14	30-Oct-14																											
RBR-AD-1110	Finalize Funding and Prepare Closing Documents	47	31-Oct-14	16-Dec-14																											
RBR-AD-1120	Develop and Submit Management Plans - PWKP	75	31-Oct-14	13-Jan-15																											
RBR-AD-1180	Regional Office Set-up (2 Locations)	50	31-Oct-14	08-Jan-15																											
RBR-AD-1130	Complete Items Necessary to Achieve Financial Close	89	17-Dec-14	15-Mar-15																											
RBR-AD-1210	Corporate Management Support - 2015	365	01-Jan-15*	31-Dec-15																											
RBR-AD-1190	Regional Office Set-up (1 Permanent / 1 Temporary)	45	09-Jan-15	12-Mar-15																											
RBR-AD-1140	Review and Approve Project Management Plan	14	14-Jan-15	27-Jan-15																											
RBR-AD-1150	Review and Approve Quality Management Plan (Design & Construction)	14	14-Jan-15	27-Jan-15																											
RBR-AD-1160	Safety / Quality / Project Management / Supervision	1065	28-Jan-15	27-Dec-17																											
RBR-AD-1200	Pre-Financial Close Work / Regional Office Set-up Complete	5	16-Mar-15	20-Mar-15																											
RBR-AD-1170	Bridge Construction (All Bridges)	951	11-Jun-15	16-Jan-18																											
RBR-AD-1220	Corporate Management Support - 2016	366	01-Jan-16*	31-Dec-16																											
RBR-AD-1230	Corporate Management Support - 2017	365	01-Jan-17*	31-Dec-17																											
Proposal Development					134	26-Mar-14	29-Sep-14																								
Proposal Development					134	26-Mar-14	29-Sep-14																								
RBR-PA-1010	Develop Bid Schedule	40	26-Mar-14	20-May-14																											
RBR-PA-1020	Complete Site Visits to Bridges	20	26-Mar-14	22-Apr-14																											
RBR-PA-1000	Proposal Kick-off Meeting - Plenary Walsh Keystone Partners	1	14-Apr-14*	14-Apr-14																											
RBR-PA-1125	Task Force Sessions	42	15-Apr-14	11-Jun-14																											
RBR-PA-1030	Initial Greensheet Developed	20	15-Apr-14	12-May-14																											
RBR-PA-1040	Initial Completion Schedule and S-Curve Developed	20	15-Apr-14	12-May-14																											
RBR-PA-1050	Initial TS&L Developed	47	15-Apr-14	18-Jun-14																											
RBR-PA-1060	Initial Delivery Strategy Developed	47	15-Apr-14	18-Jun-14																											
RBR-PA-1120	Design Completion (Quantities Set)	94	15-Apr-14	22-Aug-14																											
RBR-PA-1070	Second Greensheet Developed	30	13-May-14	23-Jun-14																											
RBR-PA-1080	Preliminary Completion Schedule and S-Curve Developed	30	13-May-14	23-Jun-14																											
RBR-PA-1180	Develop First / Pink Draft of Proposal	12	12-Jun-14	27-Jun-14																											
RBR-PA-1090	Preliminary OM&R Pricing Developed	7	19-Jun-14	27-Jun-14																											
RBR-PA-1140	Near Final Pricing and Bridge Schedule Developed	54	24-Jun-14	05-Sep-14																											
RBR-PA-1130	OM&R Pre-Final Pricing Developed	50	30-Jun-14	05-Sep-14																											
RBR-PA-1190	Pink Team Review of Proposal	3	30-Jun-14	02-Jul-14																											
RBR-PA-1100	Rating Agencies and Lenders Commence Deligence	1	01-Jul-14*	01-Jul-14																											
RBR-PA-1110	Preliminary Lenders' Technical Advisor Report	7	02-Jul-14	10-Jul-14																											
RBR-PA-1200	Develop Second / Orange Draft of Proposal	9	03-Jul-14	15-Jul-14																											
RBR-PA-1210	Orange Team Review of Proposal	6	16-Jul-14	23-Jul-14																											

▶ Remaining Level of Effort ▶ Critical Remaining Work
▶ Actual Level of Effort ◆ Milestone
▶ Actual Work ▶ Summary
▶ Remaining Work

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Activity ID	Activity Name	Original Duration	Start	Finish	2013	2014				2015				2016				2017				2018				2019	2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Bridge 17195 - SR 62																											
	ROW / Permits / Utilities	431	01-Oct-15	08-Jun-17																							
	Design, Bid, and Award	380	01-Oct-15	16-Mar-17																							
	Submittals and Fabrication	60	16-Mar-17	07-Jun-17																							
	MPT, Demolition, Excavation, Piling	85	10-May-17	18-Sep-17																							
	Substructure	80	21-Jun-17	23-Oct-17																							
	Superstructure	85	25-Jul-17	22-Nov-17																							
	Roadway	73	10-Aug-17	22-Nov-17																							
	Substantial Completion	0	22-Nov-17	22-Nov-17																							
	Final Completion Items	16	22-Nov-17	20-Dec-17																							
Bridge 17207 - SR 666																											
	ROW / Permits / Utilities	287	02-Feb-15	16-Mar-16																							
	Design, Bid, and Award	230	02-Feb-15	21-Dec-15																							
	Submittals and Fabrication	60	21-Dec-15	11-Mar-16																							
	MPT, Demolition, Excavation, Piling	85	12-Feb-16	27-Jun-16																							
	Substructure	80	29-Mar-16	29-Jul-16																							
	Superstructure	84	02-May-16	30-Aug-16																							
	Roadway	70	20-May-16	30-Aug-16																							
	Substantial Completion	0	30-Aug-16	30-Aug-16																							
	Final Completion Items	16	30-Aug-16	26-Sep-16																							
Bridge 17208 - SR 666																											
	ROW / Permits / Utilities	329	01-Feb-16	13-May-17																							
	Design, Bid, and Award	280	01-Feb-16	27-Feb-17																							
	Submittals and Fabrication	60	27-Feb-17	19-May-17																							
	MPT, Demolition, Excavation, Piling	17	21-Apr-17	16-May-17																							
	Culvert	8	16-May-17	24-May-17																							
	Roadway	3	25-May-17	27-May-17																							
	Substantial Completion	0	26-May-17	26-May-17																							
	Final Completion Items	16	30-May-17	21-Jun-17																							
Bridge 17209																											
	ROW / Permits / Utilities	414	03-Aug-15	16-Mar-17																							
	Design, Bid, and Award	360	03-Aug-15	19-Dec-16																							
	Submittals and Fabrication	60	19-Dec-16	10-Mar-17																							
	MPT, Demolition, Excavation, Piling	85	10-Feb-17	27-Jun-17																							
	Substructure	80	29-Mar-17	31-Jul-17																							
	Superstructure	85	02-May-17	31-Aug-17																							
	Roadway	70	22-May-17	30-Aug-17																							
	Substantial Completion	0	31-Aug-17	31-Aug-17																							
	Final Completion Items	16	30-Aug-17	26-Sep-17																							
Bridge 25833 - SR 173																											
	ROW / Permits / Utilities	500	02-Nov-15	17-Oct-17																							
	Design, Bid, and Award	456	02-Nov-15	01-Aug-17																							
	Submittals and Fabrication	60	01-Aug-17	23-Oct-17																							
	MPT, Demolition, Excavation, Piling	19	25-Sep-17	20-Oct-17																							
	Culvert	8	20-Oct-17	28-Oct-17																							
	Roadway	3	29-Oct-17	31-Oct-17																							
	Substantial Completion	0	30-Oct-17	30-Oct-17																							
	Final Completion Items	16	31-Oct-17	27-Nov-17																							
Bridge 25858 - SR 318																											
	ROW / Permits / Utilities	310	01-Jan-16	20-Mar-17																							
	Design, Bid, and Award	257	01-Jan-16	27-Dec-16																							
	Submittals and Fabrication	60	27-Dec-16	20-Mar-17																							
	MPT, Demolition, Excavation, Piling	21	20-Feb-17	28-Mar-17																							
	Substructure	22	28-Mar-17	01-May-17																							
	Superstructure	20	01-May-17	30-May-17																							
	Roadway	10	16-May-17	31-May-17																							
	Substantial Completion	0	31-May-17	31-May-17																							
	Final Completion Items	17	30-May-17	23-Jun-17																							
Bridge 26008 - SR 3020																											
	ROW / Permits / Utilities	382	01-Dec-15	30-May-17																							
	Design, Bid, and Award	332	01-Dec-15	09-Mar-17																							
	Submittals and Fabrication	60	09-Mar-17	31-May-17																							
	MPT, Demolition, Excavation, Piling	19	03-May-17	02-Jun-17																							
	Culvert	11	02-Jun-17	20-Jun-17																							
	Roadway	6	20-Jun-17	28-Jun-17																							

- Remaining Level of Effort
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					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
	Superstructure	15	11-May-16	03-Jun-16																												
	Roadway	4	31-May-16	06-Jun-16																												
	Substantial Completion	0	07-Jun-16	07-Jun-16																												
	Final Completion Items	17	06-Jun-16	29-Jun-16																												
	Bridge 25489 - SR 1015	341	01-Jul-15	31-Oct-16																												
	ROW / Permits / Utilities	302	01-Jul-15	06-Sep-16																												
	Design, Bid, and Award	252	01-Jul-15	17-Jun-16																												
	Submittals and Fabrication	60	17-Jun-16	08-Sep-16																												
	MPT, Demolition, Excavation, Piling	20	11-Aug-16	12-Sep-16																												
	Superstructure	15	09-Sep-16	05-Oct-16																												
	Roadway	5	29-Sep-16	06-Oct-16																												
	Substantial Completion	0	06-Oct-16	06-Oct-16																												
	Final Completion Items	16	06-Oct-16	31-Oct-16																												
	Bridge 25495 - SR 2001	422	02-Feb-15	26-Sep-16																												
	ROW / Permits / Utilities	287	02-Feb-15	16-Mar-16																												
	Design, Bid, and Award	230	02-Feb-15	21-Dec-15																												
	Submittals and Fabrication	60	21-Dec-15	11-Mar-16																												
	MPT, Demolition, Excavation, Piling	85	12-Feb-16	27-Jun-16																												
	Substructure	80	29-Mar-16	29-Jul-16																												
	Superstructure	84	02-May-16	30-Aug-16																												
	Roadway	70	20-May-16	30-Aug-16																												
	Substantial Completion	0	30-Aug-16	30-Aug-16																												
	Final Completion Items	16	30-Aug-16	26-Sep-16																												
	Bridge 25500 - SR 2002	423	01-Feb-16	26-Sep-17																												
	ROW / Permits / Utilities	288	01-Feb-16	16-Mar-17																												
	Design, Bid, and Award	230	01-Feb-16	19-Dec-16																												
	Submittals and Fabrication	60	19-Dec-16	10-Mar-17																												
	MPT, Demolition, Excavation, Piling	85	10-Feb-17	27-Jun-17																												
	Substructure	80	29-Mar-17	31-Jul-17																												
	Superstructure	85	02-May-17	31-Aug-17																												
	Roadway	70	22-May-17	30-Aug-17																												
	Substantial Completion	0	31-Aug-17	31-Aug-17																												
	Final Completion Items	16	30-Aug-17	26-Sep-17																												
	Bridge 25535 - SR 4011	362	01-Jul-15	30-Nov-16																												
	ROW / Permits / Utilities	323	01-Jul-15	05-Oct-16																												
	Design, Bid, and Award	272	01-Jul-15	15-Jul-16																												
	Submittals and Fabrication	60	15-Jul-16	06-Oct-16																												
	MPT, Demolition, Excavation, Piling	19	08-Sep-16	10-Oct-16																												
	Culvert	11	10-Oct-16	26-Oct-16																												
	Roadway	6	26-Oct-16	03-Nov-16																												
	Substantial Completion	0	31-Oct-16	31-Oct-16																												
	Final Completion Items	16	03-Nov-16	30-Nov-16																												
	Bridge 26468 - SR 655	358	01-May-15	26-Sep-16																												
	ROW / Permits / Utilities	282	01-May-15	08-Jun-16																												
	Design, Bid, and Award	231	01-May-15	21-Mar-16																												
	Submittals and Fabrication	60	21-Mar-16	10-Jun-16																												
	MPT, Demolition, Excavation, Piling	51	13-May-16	01-Aug-16																												
	Culvert	44	16-Jun-16	22-Aug-16																												
	Roadway	36	07-Jul-16	30-Aug-16																												
	Substantial Completion	0	25-Aug-16	25-Aug-16																												
	Final Completion Items	16	30-Aug-16	26-Sep-16																												
	Bridge 26469	358	01-May-15	26-Sep-16																												
	ROW / Permits / Utilities	282	01-May-15	08-Jun-16																												
	Design, Bid, and Award	231	01-May-15	21-Mar-16																												
	Submittals and Fabrication	60	21-Mar-16	10-Jun-16																												
	MPT, Demolition, Excavation, Piling	51	13-May-16	01-Aug-16																												
	Culvert	44	16-Jun-16	22-Aug-16																												
	Roadway	36	07-Jul-16	30-Aug-16																												
	Substantial Completion	0	25-Aug-16	25-Aug-16																												
	Final Completion Items	16	30-Aug-16	26-Sep-16																												
	Bridge 26472	493	01-Dec-15	03-Dec-17																												
	ROW / Permits / Utilities	426	01-Dec-15	01-Aug-17																												
	Design, Bid, and Award	380	01-Dec-15	16-May-17																												
	Submittals and Fabrication	60	16-May-17	07-Aug-17																												
	MPT, Demolition, Excavation, Piling	21	10-Jul-17	08-Aug-17																												

Remaining Level of Effort (Green arrow) Critical Remaining Work (Red arrow)

 Actual Level of Effort (Blue arrow) Milestone (Black diamond)

 Actual Work (Blue arrow) Summary (Black arrow)

 Remaining Work (Green arrow)

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Activity ID	Activity Name	Original Duration	Start	Finish	013																												020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
	Superstructure	20	15-Aug-16	13-Sep-16																													
	Roadway	9	30-Aug-16	13-Sep-16																													
	Substantial Completion	0	13-Sep-16	13-Sep-16																													
	Final Completion Items	16	13-Sep-16	10-Oct-16																													
	Bridge 23136 - US 222	549	03-Aug-15	26-Sep-17																													
	ROW / Permits / Utilities	414	03-Aug-15	16-Mar-17																													
	Design, Bid, and Award	360	03-Aug-15	19-Dec-16																													
	Submittals and Fabrication	60	19-Dec-16	10-Mar-17																													
	MPT, Demolition, Excavation, Piling	85	10-Feb-17	27-Jun-17																													
	Substructure	80	29-Mar-17	31-Jul-17																													
	Superstructure	85	02-May-17	31-Aug-17																													
	Roadway	70	22-May-17	30-Aug-17																													
	Substantial Completion	0	31-Aug-17	31-Aug-17																													
	Final Completion Items	16	30-Aug-17	26-Sep-17																													
	Bridge 26785 - SR 209	456	02-Mar-15	12-Dec-16																													
	ROW / Permits / Utilities	321	02-Mar-15	01-Jun-16																													
	Design, Bid, and Award	266	02-Mar-15	08-Mar-16																													
	Submittals and Fabrication	60	08-Mar-16	30-May-16																													
	MPT, Demolition, Excavation, Piling	85	02-May-16	08-Sep-16																													
	Substructure	80	13-Jun-16	14-Oct-16																													
	Superstructure	86	15-Jul-16	15-Nov-16																													
	Roadway	73	03-Aug-16	15-Nov-16																													
	Substantial Completion	0	16-Nov-16	16-Nov-16																													
	Final Completion Items	16	15-Nov-16	12-Dec-16																													
	Bridge 26795 - SR 209	642	26-Mar-14	29-Sep-16																													
	ROW / Permits / Utilities	508	26-Mar-14	22-Mar-16																													
	Design, Bid, and Award	456	26-Mar-14	24-Dec-15																													
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16																													
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16																													
	Substructure	80	01-Apr-16	03-Aug-16																													
	Superstructure	84	05-May-16	05-Sep-16																													
	Roadway	70	25-May-16	02-Sep-16																													
	Substantial Completion	0	05-Sep-16	05-Sep-16																													
	Final Completion Items	16	02-Sep-16	29-Sep-16																													
	Bridge 26811 - PA 314	446	26-Mar-14	23-Dec-15																													
	ROW / Permits / Utilities	376	26-Mar-14	15-Sep-15																													
	Design, Bid, and Award	328	26-Mar-14	29-Jun-15																													
	Submittals and Fabrication	60	29-Jun-15	18-Sep-15																													
	MPT, Demolition, Excavation, Piling	21	21-Aug-15	23-Sep-15																													
	Substructure	22	23-Sep-15	28-Oct-15																													
	Superstructure	20	28-Oct-15	26-Nov-15																													
	Roadway	9	12-Nov-15	25-Nov-15																													
	Substantial Completion	0	26-Nov-15	26-Nov-15																													
	Final Completion Items	16	25-Nov-15	23-Dec-15																													
	Bridge 26832 - SR 390	642	26-Mar-14	29-Sep-16																													
	ROW / Permits / Utilities	508	26-Mar-14	22-Mar-16																													
	Design, Bid, and Award	456	26-Mar-14	24-Dec-15																													
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16																													
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16																													
	Substructure	80	01-Apr-16	03-Aug-16																													
	Superstructure	84	05-May-16	05-Sep-16																													
	Roadway	70	25-May-16	02-Sep-16																													
	Substantial Completion	0	05-Sep-16	05-Sep-16																													
	Final Completion Items	16	02-Sep-16	29-Sep-16																													
	Bridge 26887 - SR 611	642	26-Mar-14	29-Sep-16																													
	ROW / Permits / Utilities	508	26-Mar-14	22-Mar-16																													
	Design, Bid, and Award	456	26-Mar-14	24-Dec-15																													
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16																													
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16																													
	Substructure	80	01-Apr-16	03-Aug-16																													
	Superstructure	84	05-May-16	05-Sep-16																													
	Roadway	70	25-May-16	02-Sep-16																													
	Substantial Completion	0	05-Sep-16	05-Sep-16																													
	Final Completion Items	16	02-Sep-16	29-Sep-16																													
	Bridge 26888 - SR 715	426	26-Mar-14	24-Nov-15																													

▶ Remaining Level of Effort ▶ Critical Remaining Work
▶ Actual Level of Effort ◆ Milestone
▶ Actual Work ▶ Summary
▶ Remaining Work

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					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Bridge 160 - SR 0394																															
ROW / Permits / Utilities		318	01-Apr-15	28-Jun-16																											
Design, Bid, and Award		268	01-Apr-15	11-Apr-16																											
Submittals and Fabrication		60	11-Apr-16	01-Jul-16																											
MPT, Demolition, Excavation, Piling		21	03-Jun-16	06-Jul-16																											
Substructure		22	06-Jul-16	08-Aug-16																											
Superstructure		20	08-Aug-16	06-Sep-16																											
Roadway		9	23-Aug-16	06-Sep-16																											
Substantial Completion		0	06-Sep-16	06-Sep-16																											
Final Completion Items		16	06-Sep-16	30-Sep-16																											
Bridge 185 - SR 1014																															
ROW / Permits / Utilities		302	02-Mar-15	04-May-16																											
Design, Bid, and Award		251	02-Mar-15	16-Feb-16																											
Submittals and Fabrication		60	16-Feb-16	09-May-16																											
MPT, Demolition, Excavation, Piling		21	11-Apr-16	12-May-16																											
Substructure		22	12-May-16	16-Jun-16																											
Superstructure		19	16-Jun-16	14-Jul-16																											
Roadway		9	30-Jun-16	14-Jul-16																											
Substantial Completion		0	14-Jul-16	14-Jul-16																											
Final Completion Items		16	14-Jul-16	08-Aug-16																											
Bridge 198 - SR 1016																															
ROW / Permits / Utilities		393	02-Nov-15	16-May-17																											
Design, Bid, and Award		345	02-Nov-15	27-Feb-17																											
Submittals and Fabrication		60	27-Feb-17	19-May-17																											
MPT, Demolition, Excavation, Piling		48	21-Apr-17	06-Jul-17																											
Substructure		41	24-May-17	26-Jul-17																											
Superstructure		22	27-Jul-17	28-Aug-17																											
Roadway		10	14-Aug-17	28-Aug-17																											
Substantial Completion		0	28-Aug-17	28-Aug-17																											
Final Completion Items		16	28-Aug-17	22-Sep-17																											
Bridge 229 - SR 2006																															
ROW / Permits / Utilities		393	01-Apr-15	13-Oct-16																											
Design, Bid, and Award		302	01-Apr-15	06-Jun-16																											
Submittals and Fabrication		251	01-Apr-15	17-Mar-16																											
MPT, Demolition, Excavation, Piling		60	17-Mar-16	08-Jun-16																											
Substructure		48	11-May-16	25-Jul-16																											
Superstructure		41	13-Jun-16	12-Aug-16																											
Roadway		22	15-Aug-16	15-Sep-16																											
Substantial Completion		10	01-Sep-16	16-Sep-16																											
Final Completion Items		0	16-Sep-16	16-Sep-16																											
Final Completion Items		17	15-Sep-16	13-Oct-16																											
Bridge 319 - SR 3013																															
ROW / Permits / Utilities		510	03-Aug-15	01-Aug-17																											
Design, Bid, and Award		444	03-Aug-15	27-Apr-17																											
Submittals and Fabrication		396	03-Aug-15	07-Feb-17																											
MPT, Demolition, Excavation, Piling		60	07-Feb-17	01-May-17																											
Substructure		21	03-Apr-17	04-May-17																											
Superstructure		22	04-May-17	08-Jun-17																											
Roadway		20	08-Jun-17	07-Jul-17																											
Substantial Completion		10	23-Jun-17	10-Jul-17																											
Final Completion Items		0	10-Jul-17	10-Jul-17																											
Final Completion Items		17	07-Jul-17	01-Aug-17																											
Bridge 362 - SR 4005																															
ROW / Permits / Utilities		475	01-Oct-15	10-Aug-17																											
Design, Bid, and Award		409	01-Oct-15	08-May-17																											
Submittals and Fabrication		362	01-Oct-15	20-Feb-17																											
MPT, Demolition, Excavation, Piling		60	20-Feb-17	12-May-17																											
Substructure		21	14-Apr-17	16-May-17																											
Substructure		22	16-May-17	20-Jun-17																											

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					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2

Remaining Level of Effort
 Critical Remaining Work
 Actual Level of Effort
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 Actual Work
 Summary
 Remaining Work

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Activity ID	Activity Name	Original Duration	Start	Finish	2013	2014				2015				2016				2017				2018				2019				2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Bridge 3755 - Park Road																														
	ROW / Permits / Utilities	428	01-Jan-16	05-Sep-17																										
	Design, Bid, and Award	380	01-Jan-16	16-Jun-17																										
	Submittals and Fabrication	60	16-Jun-17	07-Sep-17																										
	MPT, Demolition, Excavation, Piling	21	10-Aug-17	13-Sep-17																										
	Substructure	22	13-Sep-17	17-Oct-17																										
	Superstructure	21	17-Oct-17	15-Nov-17																										
	Roadway	9	01-Nov-17	14-Nov-17																										
	Substantial Completion	0	15-Nov-17	15-Nov-17																										
	Final Completion Items	16	14-Nov-17	12-Dec-17																										
Bridge 3769 - Westwood Road																														
	ROW / Permits / Utilities	331	01-Feb-16	16-May-17																										
	Design, Bid, and Award	280	01-Feb-16	27-Feb-17																										
	Submittals and Fabrication	60	27-Feb-17	19-May-17																										
	MPT, Demolition, Excavation, Piling	19	21-Apr-17	22-May-17																										
	Culvert	11	22-May-17	07-Jun-17																										
	Roadway	6	07-Jun-17	16-Jun-17																										
	Substantial Completion	0	12-Jun-17	12-Jun-17																										
	Final Completion Items	16	16-Jun-17	12-Jul-17																										
Bridge 22262 - Pulaski Road																														
	ROW / Permits / Utilities	407	01-Dec-15	05-Jul-17																										
	Design, Bid, and Award	358	01-Dec-15	14-Apr-17																										
	Submittals and Fabrication	60	14-Apr-17	06-Jul-17																										
	MPT, Demolition, Excavation, Piling	21	08-Jun-17	12-Jul-17																										
	Substructure	22	12-Jul-17	11-Aug-17																										
	Superstructure	20	11-Aug-17	11-Sep-17																										
	Roadway	9	28-Aug-17	11-Sep-17																										
	Substantial Completion	0	11-Sep-17	11-Sep-17																										
	Final Completion Items	16	11-Sep-17	05-Oct-17																										
Bridge 22265 - Pulaski Road																														
	ROW / Permits / Utilities	346	01-Feb-16	07-Jun-17																										
	Design, Bid, and Award	295	01-Feb-16	20-Mar-17																										
	Submittals and Fabrication	60	20-Mar-17	09-Jun-17																										
	MPT, Demolition, Excavation, Piling	19	12-May-17	12-Jun-17																										
	Culvert	11	12-Jun-17	28-Jun-17																										
	Roadway	6	28-Jun-17	10-Jul-17																										
	Substantial Completion	0	05-Jul-17	05-Jul-17																										
	Final Completion Items	16	10-Jul-17	01-Aug-17																										
Bridge 22269 - Pulaski Road																														
	ROW / Permits / Utilities	331	01-Feb-16	16-May-17																										
	Design, Bid, and Award	280	01-Feb-16	27-Feb-17																										
	Submittals and Fabrication	60	27-Feb-17	19-May-17																										
	MPT, Demolition, Excavation, Piling	19	21-Apr-17	22-May-17																										
	Culvert	11	22-May-17	07-Jun-17																										
	Roadway	6	07-Jun-17	16-Jun-17																										
	Substantial Completion	0	12-Jun-17	12-Jun-17																										
	Final Completion Items	16	16-Jun-17	12-Jul-17																										
Bridge 22277 - Youngstown Pola Road																														
	ROW / Permits / Utilities	466	03-Aug-15	30-May-17																										
	Design, Bid, and Award	415	03-Aug-15	06-Mar-17																										
	Submittals and Fabrication	60	06-Mar-17	26-May-17																										
	MPT, Demolition, Excavation, Piling	86	28-Apr-17	07-Sep-17																										
	Substructure	81	09-Jun-17	12-Oct-17																										
	Superstructure	86	14-Jul-17	14-Nov-17																										
	Roadway	73	01-Aug-17	13-Nov-17																										
	Substantial Completion	0	14-Nov-17	14-Nov-17																										
	Final Completion Items	16	13-Nov-17	11-Dec-17																										

Remaining Level of Effort
 Critical Remaining Work
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Activity ID	Activity Name	Original Duration	Start	Finish	2013	2014				2015				2016				2017				2018				2019				2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Bridge 16757 - SR 1031																														
	ROW / Permits / Utilities	406	02-Nov-15	05-Jun-17																										
	Design, Bid, and Award	358	02-Nov-15	16-Mar-17																										
	Submittals and Fabrication	60	16-Mar-17	07-Jun-17																										
	MPT, Demolition, Excavation, Piling	48	10-May-17	24-Jul-17																										
	Substructure	41	12-Jun-17	11-Aug-17																										
	Superstructure	22	14-Aug-17	14-Sep-17																										
	Roadway	10	31-Aug-17	15-Sep-17																										
	Substantial Completion	0	15-Sep-17	15-Sep-17																										
	Final Completion Items	17	14-Sep-17	11-Oct-17																										
Bridge 16758 - SR 1031																														
	ROW / Permits / Utilities	390	01-Oct-15	11-Apr-17																										
	Design, Bid, and Award	341	01-Oct-15	20-Jan-17																										
	Submittals and Fabrication	60	20-Jan-17	13-Apr-17																										
	MPT, Demolition, Excavation, Piling	21	16-Mar-17	19-Apr-17																										
	Substructure	22	19-Apr-17	23-May-17																										
	Superstructure	20	23-May-17	21-Jun-17																										
	Roadway	10	07-Jun-17	21-Jun-17																										
	Substantial Completion	0	21-Jun-17	21-Jun-17																										
	Final Completion Items	16	21-Jun-17	17-Jul-17																										
Bridge 16782 - SR 1043																														
	ROW / Permits / Utilities	302	01-Apr-15	06-Jun-16																										
	Design, Bid, and Award	251	01-Apr-15	17-Mar-16																										
	Submittals and Fabrication	60	17-Mar-16	08-Jun-16																										
	MPT, Demolition, Excavation, Piling	48	11-May-16	25-Jul-16																										
	Substructure	41	13-Jun-16	12-Aug-16																										
	Superstructure	22	15-Aug-16	15-Sep-16																										
	Roadway	10	01-Sep-16	16-Sep-16																										
	Substantial Completion	0	16-Sep-16	16-Sep-16																										
	Final Completion Items	17	15-Sep-16	13-Oct-16																										
Bridge 16789 - SR 1050																														
	ROW / Permits / Utilities	287	02-Feb-15	16-Mar-16																										
	Design, Bid, and Award	230	02-Feb-15	21-Dec-15																										
	Submittals and Fabrication	60	21-Dec-15	11-Mar-16																										
	MPT, Demolition, Excavation, Piling	85	12-Feb-16	27-Jun-16																										
	Substructure	80	29-Mar-16	29-Jul-16																										
	Superstructure	84	02-May-16	30-Aug-16																										
	Roadway	70	20-May-16	30-Aug-16																										
	Substantial Completion	0	30-Aug-16	30-Aug-16																										
	Final Completion Items	16	30-Aug-16	26-Sep-16																										
Bridge 16789 - SR 1050																														
	ROW / Permits / Utilities	448	01-Jan-16	03-Oct-17																										
	Design, Bid, and Award	400	01-Jan-16	14-Jul-17																										
	Submittals and Fabrication	60	14-Jul-17	05-Oct-17																										
	MPT, Demolition, Excavation, Piling	19	07-Sep-17	06-Oct-17																										
	Culvert	11	06-Oct-17	25-Oct-17																										
	Roadway	6	25-Oct-17	02-Nov-17																										
	Substantial Completion	0	30-Oct-17	30-Oct-17																										
	Final Completion Items	16	02-Nov-17	29-Nov-17																										
Bridge 16806 - SR 1051																														
	ROW / Permits / Utilities	346	01-Feb-16	07-Jun-17																										
	Design, Bid, and Award	295	01-Feb-16	20-Mar-17																										
	Submittals and Fabrication	60	20-Mar-17	09-Jun-17																										
	MPT, Demolition, Excavation, Piling	19	12-May-17	12-Jun-17																										
	Culvert	11	12-Jun-17	28-Jun-17																										
	Roadway	6	28-Jun-17	10-Jul-17																										

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					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1

- Remaining Level of Effort
- Critical Remaining Work
- Actual Level of Effort
- Milestone
- Actual Work
- Summary
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Activity ID	Activity Name	Original Duration	Start	Finish	2013	2014				2015				2016				2017				2018				2019				2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Bridge 36130 - SR 0136																														
	ROW / Permits / Utilities	508	26-Mar-14	22-Mar-16	[Summary bar]																									
	Design, Bid, and Award	456	26-Mar-14	24-Dec-15	[Summary bar]																									
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16	[Summary bar]																									
	Substructure	80	01-Apr-16	03-Aug-16	[Summary bar]																									
	Superstructure	84	05-May-16	05-Sep-16	[Summary bar]																									
	Roadway	70	25-May-16	02-Sep-16	[Summary bar]																									
	Substantial Completion	0	05-Sep-16	05-Sep-16	[Summary bar]																									
	Final Completion Items	16	02-Sep-16	29-Sep-16	[Summary bar]																									
Bridge 36168 - SR 0259																														
	ROW / Permits / Utilities	451	26-Mar-14	31-Dec-15	[Summary bar]																									
	Design, Bid, and Award	381	26-Mar-14	22-Sep-15	[Summary bar]																									
	Submittals and Fabrication	60	03-Jul-15	24-Sep-15	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	21	27-Aug-15	30-Sep-15	[Summary bar]																									
	Substructure	22	30-Sep-15	03-Nov-15	[Summary bar]																									
	Superstructure	20	03-Nov-15	02-Dec-15	[Summary bar]																									
	Roadway	10	18-Nov-15	03-Dec-15	[Summary bar]																									
	Substantial Completion	0	03-Dec-15	03-Dec-15	[Summary bar]																									
	Final Completion Items	17	02-Dec-15	31-Dec-15	[Summary bar]																									
Bridge 36207 - SR 0366																														
	ROW / Permits / Utilities	642	26-Mar-14	29-Sep-16	[Summary bar]																									
	Design, Bid, and Award	508	26-Mar-14	22-Mar-16	[Summary bar]																									
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16	[Summary bar]																									
	Substructure	80	01-Apr-16	03-Aug-16	[Summary bar]																									
	Superstructure	84	05-May-16	05-Sep-16	[Summary bar]																									
	Roadway	70	25-May-16	02-Sep-16	[Summary bar]																									
	Substantial Completion	0	05-Sep-16	05-Sep-16	[Summary bar]																									
	Final Completion Items	16	02-Sep-16	29-Sep-16	[Summary bar]																									
Bridge 36228 - SR 0381																														
	ROW / Permits / Utilities	436	26-Mar-14	09-Dec-15	[Summary bar]																									
	Design, Bid, and Award	367	26-Mar-14	01-Sep-15	[Summary bar]																									
	Submittals and Fabrication	318	26-Mar-14	15-Jun-15	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	60	15-Jun-15	04-Sep-15	[Summary bar]																									
	Substructure	21	07-Aug-15	09-Sep-15	[Summary bar]																									
	Superstructure	22	09-Sep-15	15-Oct-15	[Summary bar]																									
	Roadway	20	15-Oct-15	12-Nov-15	[Summary bar]																									
	Substantial Completion	10	29-Oct-15	12-Nov-15	[Summary bar]																									
	Final Completion Items	0	12-Nov-15	12-Nov-15	[Summary bar]																									
	Final Completion Items	16	12-Nov-15	09-Dec-15	[Summary bar]																									
Bridge 36230 - SR 0381																														
	ROW / Permits / Utilities	421	26-Mar-14	17-Nov-15	[Summary bar]																									
	Design, Bid, and Award	354	26-Mar-14	13-Aug-15	[Summary bar]																									
	Submittals and Fabrication	305	26-Mar-14	27-May-15	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	60	27-May-15	18-Aug-15	[Summary bar]																									
	Substructure	21	21-Jul-15	20-Aug-15	[Summary bar]																									
	Superstructure	22	20-Aug-15	23-Sep-15	[Summary bar]																									
	Roadway	22	23-Sep-15	23-Oct-15	[Summary bar]																									
	Substantial Completion	10	09-Oct-15	23-Oct-15	[Summary bar]																									
	Final Completion Items	0	23-Oct-15	23-Oct-15	[Summary bar]																									
	Final Completion Items	16	23-Oct-15	17-Nov-15	[Summary bar]																									
Bridge 36248 - SR 0711																														
	ROW / Permits / Utilities	428	02-Mar-15	01-Nov-16	[Summary bar]																									
	Design, Bid, and Award	294	02-Mar-15	22-Apr-16	[Summary bar]																									
	Submittals and Fabrication	239	02-Mar-15	29-Jan-16	[Summary bar]																									
	MPT, Demolition, Excavation, Piling	60	29-Jan-16	21-Apr-16	[Summary bar]																									
	Substructure	85	24-Mar-16	02-Aug-16	[Summary bar]																									
	Superstructure	80	04-May-16	02-Sep-16	[Summary bar]																									
	Superstructure	85	08-Jun-16	07-Oct-16	[Summary bar]																									

▶ Remaining Level of Effort ▶ Critical Remaining Work
▶ Actual Level of Effort ◆ Milestone
▶ Actual Work ▶ Summary
▶ Remaining Work

Pennsylvania
Rapid Bridge Replacement Project
PBS-1

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Master Schedule - Proposal - Bridge Sum

Data Date 13-Dec-13



Activity ID	Activity Name	Original Duration	Start	Finish	2013		2014				2015				2016				2017				2018				2019				2020
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Roadway																															
	Substantial Completion	0	27-Jun-16	07-Oct-16																											
	Final Completion Items	16	07-Oct-16	01-Nov-16																											
Bridge 36251 - SR 0711																															
	ROW / Permits / Utilities	508	26-Mar-14	22-Mar-16																											
	Design, Bid, and Award	456	26-Mar-14	24-Dec-15																											
	Submittals and Fabrication	60	24-Dec-15	16-Mar-16																											
	MPT, Demolition, Excavation, Piling	85	17-Feb-16	30-Jun-16																											
	Substructure	80	01-Apr-16	03-Aug-16																											
	Superstructure	84	05-May-16	05-Sep-16																											
	Roadway	70	25-May-16	02-Sep-16																											
	Substantial Completion	0	05-Sep-16	05-Sep-16																											
	Final Completion Items	16	02-Sep-16	29-Sep-16																											
Bridge 36331 - SR 0982																															
	ROW / Permits / Utilities	321	02-Mar-15	01-Jun-16																											
	Design, Bid, and Award	266	02-Mar-15	08-Mar-16																											
	Submittals and Fabrication	60	08-Mar-16	30-May-16																											
	MPT, Demolition, Excavation, Piling	85	02-May-16	08-Sep-16																											
	Substructure	80	13-Jun-16	14-Oct-16																											
	Superstructure	86	15-Jul-16	15-Nov-16																											
	Roadway	73	03-Aug-16	15-Nov-16																											
	Substantial Completion	0	16-Nov-16	16-Nov-16																											
	Final Completion Items	16	15-Nov-16	12-Dec-16																											
Bridge 36365 - SR 1004																															
	ROW / Permits / Utilities	295	01-Jul-15	25-Aug-16																											
	Design, Bid, and Award	245	01-Jul-15	08-Jun-16																											
	Submittals and Fabrication	60	08-Jun-16	30-Aug-16																											
	MPT, Demolition, Excavation, Piling	21	02-Aug-16	01-Sep-16																											
	Substructure	22	01-Sep-16	07-Oct-16																											
	Superstructure	21	07-Oct-16	07-Nov-16																											
	Roadway	9	24-Oct-16	04-Nov-16																											
	Substantial Completion	0	07-Nov-16	07-Nov-16																											
	Final Completion Items	16	04-Nov-16	01-Dec-16																											
Bridge 36387 - SR 1017																															
	ROW / Permits / Utilities	336	26-Mar-14	20-Jul-15																											
	Design, Bid, and Award	286	26-Mar-14	30-Apr-15																											
	Submittals and Fabrication	60	30-Apr-15	22-Jul-15																											
	MPT, Demolition, Excavation, Piling	21	24-Jun-15	27-Jul-15																											
	Substructure	22	27-Jul-15	27-Aug-15																											
	Superstructure	20	27-Aug-15	25-Sep-15																											
	Roadway	11	11-Sep-15	28-Sep-15																											
	Substantial Completion	0	28-Sep-15	28-Sep-15																											
	Final Completion Items	17	25-Sep-15	22-Oct-15																											
Bridge 36389 - SR 1017																															
	ROW / Permits / Utilities	420	01-Dec-15	24-Jul-17																											
	Design, Bid, and Award	382	01-Dec-15	30-May-17																											
	Submittals and Fabrication	60	09-Mar-17	31-May-17																											
	MPT, Demolition, Excavation, Piling	19	03-May-17	02-Jun-17																											
	Culvert	11	02-Jun-17	20-Jun-17																											
	Roadway	6	20-Jun-17	28-Jun-17																											
	Substantial Completion	0	23-Jun-17	23-Jun-17																											
	Final Completion Items	16	28-Jun-17	24-Jul-17																											
Bridge 36431 - SR 1034																															
	ROW / Permits / Utilities	451	26-Mar-14	31-Dec-15																											
	Design, Bid, and Award	381	26-Mar-14	22-Sep-15																											
	Submittals and Fabrication	332	26-Mar-14	03-Jul-15																											
	MPT, Demolition, Excavation, Piling	60	03-Jul-15	24-Sep-15																											
	Substructure	21	27-Aug-15	30-Sep-15																											
	Superstructure	22	30-Sep-15	03-Nov-15																											
	Roadway	20	03-Nov-15	02-Dec-15																											
	Substantial Completion	10	18-Nov-15	03-Dec-15																											
	Final Completion Items	0	03-Dec-15	03-Dec-15																											
	Final Completion Items	17	02-Dec-15	31-Dec-15																											
Bridge 36481 - SR 2012																															
	ROW / Permits / Utilities	404	01-Dec-15	29-Jun-17																											
	Design, Bid, and Award	365	01-Dec-15	04-May-17																											
	Final Completion Items	317	01-Dec-15	16-Feb-17																											

Remaining Level of Effort
 Critical Remaining Work
 Actual Level of Effort
 Milestone
 Actual Work
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 Master Schedule - Proposal - Bridge Sum
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Expedited, Sustainable, High-Quality,
and Cost-Effective