



Revised Construction Approach Technical Report

Multnomah County | Earthquake Ready Burnside Bridge Project

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Earthquake Ready Burnside Bridge Revised Construction Approach Technical Report

Prepared for

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CERTIFICATION

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Acronyms, Initialisms, and Abbreviations

Couch Extension	Replacement Alternative with Couch Extension
EQRB	Earthquake Ready Burnside Bridge
I-5	Interstate 5
I-84	Interstate 84
IWWW	In-water work window
Long-span Alternative	Replacement Alternative with Long-span Approach
LRT	Light rail train
NEPA	National Environmental Policy Act of 1969
ODOT	Oregon Department of Transportation
Retrofit	Enhanced Seismic Retrofit
ROW	right-of-way
Short-span Alternative	Replacement Alternative with Short-span Approach
UPRR	Union Pacific Railroad
USCG	U.S. Coast Guard



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Executive Summary

The Earthquake Ready Burnside Bridge (EQRB) Project will include complex construction, unique construction techniques, and require extensive planning for many aspects of the project. Several stakeholders with facilities adjacent to or within close proximity to the bridge could be impacted during the Project. With the Project's complexities, the Project team has spent considerable time and effort developing options that could reasonably be built, and within the various bridge alternatives would mitigate large risks typically encountered during construction.

This technical report does not recommend any one specific alternative over another. However, when certain features specific to an alternative are shown, the technical report will specify a feasible and reasonable means and methods approach by which the work could be performed. Means and methods, and features to be included in the final design phase will continue to be refined. The opinions set forth within this technical report are based on information available at this time and may be subject to change.

When applicable, this technical report describes differences in anticipated work, construction techniques, and construction approaches between the various alternatives and their impacts on the various Project stakeholders. The following differences between alternatives will be described in further detail within the technical report. Further, a summary of differences can be found in Appendix H.

The construction schedule for the Project is anticipated to last between 3.5 and 6.5 years. The Enhanced Seismic Retrofit (Retrofit) alternative with no temporary bridge would be completed quickest, while Replacement Alternatives with a temporary bridge would take longest.

For all alternatives, the use of cofferdams is anticipated for river piers. The Replacement Alternative with Long-span Approach (Long-span Alternative) would have the least number of cofferdams because there would be one less pier in the water and ground improvements would not be required at Pier 1. The Replacement Alternative with Shortspan Approach (Short-span Alternative) and Replacement Alternative with Couch Extension (Couch Extension) would have 3 full (4-sided) cofferdams and one 3-sided cofferdam adjacent to the harbor wall for anticipated ground improvements at Pier 1. The Retrofit alternative would also require a 3-sided cofferdam at Pier 1 and counting the upstream and downstream 3-sided cofferdams for the main river piers separately, this alternative would require 6 cofferdams.

For the Replacement Alternatives, it is feasible that the drilled shafts would be installed in open water (i.e., with no cofferdam) by coring through the existing foundations for a portion of the drilled shafts. Once all shafts were completed, perched foundations would be constructed on top of the drilled shafts using either a modified cofferdam and/or precast concrete units.

The Retrofit alternative would require substantial work to temporarily relocate the City of Portland's sewer pipes on the west side of the river as well as removing and replacing an approximately 175-feet-long section of harbor wall. All other alternatives mitigate having to perform this work. As part of the mitigation for the sewer line and the harbor wall, the



Short-span Alternative and Couch Extension shift the pier away from the river into Tom McCall Waterfront Park to avoid the sewer and harbor wall impacts. It is noted, however, that all alternatives except for the Long-span Alternative require ground improvements in the vicinity of Pier 1. This poses a risk to the integrity of the timber piles under the harbor wall and Pier 1. If the risk of destroying timber piles during ground improvement operations cannot be reasonably mitigated during design, sewer line relocation and harbor wall replacement would be required for all alternatives excepting the Long-span Alternative.

The Long-span Alternative shifts the pier away from Pier 1 further west into Tom McCall Waterfront Park, thus avoiding the sewer lines and harbor wall.

For all alternatives except for the Long-span Alternative, substantial ground improvements will be required at Pier 1 on the west side as well as Pier 4 and Bents 22, 24/25, and 26 on the east side. For the Long-span Alternative, ground improvements will only be required at proposed Bent 8 of the cable stay option but is not anticipated for the tied arch option.

It is feasible that the Long-span Alternative could be constructed using the existing deck as a work platform. If this were done, weekend closures of Interstate 5 (I-5) and the Interstate 84 (I-84) ramp could be largely reduced and instead, night closures utilized when required for erection work (demolition would still require weekend closures). For all other alternatives, several weekend and nightly directional closures are anticipated to demolish the existing bridge and construct the new.

Vera Katz Eastbank Esplanade (Eastbank Esplanade) closures are expected to be in the range of 2.5 to 3 years for all alternatives with the exception of the Long-span Alternative, which is expected to impact the Eastbank Esplanade for approximately 1.5 years. With construction of pedestrian/bicycle ramps to connect the Eastbank Esplanade to Burnside Bridge, a large portion of the Eastbank Esplanade will need to be removed, stored, and placed back at the end of the project to allow for equipment access.

The Burnside Skatepark would need to be closed for the duration of work for the Retrofit alternative due to work that needs to occur within the skatepark. For all other alternatives, the skatepark could remain open the majority of the time with intermittent closures for overhead work such as demolition and girder erection.

Residences and businesses would largely be unaffected by the bridge replacement work with the exception of the Couch Extension. This alternative would require regrading of E 3rd Avenue as well as relocation of several access points to buildings because of the new bridge construction.

TriMet's light rail train (LRT) tracks would need to be shut down and shifted to bus bridges several times during construction, in order to perform retrofit or replacement work. For all replacement alternatives, the anticipated closure time is 5 weeks (10 weeks if a temporary bridge is used) of cumulative shutdowns to demolish the existing bridge and erect new slab girders. For the Retrofit, the anticipated closure time is 8 weeks (16 weeks if a temporary bridge is used) of cumulative shutdowns.

During 2021, the Project team developed a refined alternative of the Long-span Alternative referred to as the Replacement Long-span Alternative (Narrowed). This alternative incorporated some of the value engineering (VE) ideas noted in Section 2.13



and included several revised features including updated perched foundations, a narrower roadway and sidewalk section, girder spans with an additional pier on the west side and a long span approach (either tied arch or cable-stay bridge) on the east side. The impacts and timelines associated with the Replacement Long-span Alternative (Narrowed) generally follow that of the Replacement Long-span Alternative.



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1 Introduction

As a part of the preparation of the Environmental Impact Statement for the Earthquake Ready Burnside Bridge (EQRB) Project, this technical report has been prepared to identify and evaluate the approach to construction of the various alternatives within the Project Area.

The *EQRB Construction Approach Technical Report* describes the anticipated approach to the work for each bridge alternative. Further, the technical report includes detailed phasing/staging considerations, and anticipated durations of work.

The anticipated alternatives studied include (Figure 1):

- 1. Enhanced Seismic Retrofit of the Existing Bridge (Retrofit)
- 2. Replacement Alternative with Short-span Approach (Short-span Alternative)
- 3. Replacement Alternative with Long-span Approach (Long-span Alternative)
- 4. Replacement Alternative with Couch Extension (Couch Extension)

Each of the above alternatives was studied with and without a Temporary Detour Bridge Option (Temporary Bridge) for the following modes:

- 1. All modes
- 2. Transit, bicycles and pedestrians only
- 3. Bicycles and pedestrians only

Further, the *EQRB Construction Approach Technical Report* is organized into two major categories for each bridge alternative:

- 1. Construction Approach and Impacts
- 2. Construction Schedule

Addition of Replacement Long-span Alternative (Narrowed):

In 2021, the Project team studied potential design refinements to the Preferred Alternative, known as the Replacement Long-Span Alternative, that was evaluated in the *EQRB Draft Environmental Impact Statement* (Multnomah County 2021d). The Project Alternatives evaluated in the Draft EIS are summarized in Chapter 2 of the Draft EIS and described in detail in the *EQRB Description of Alternatives Report* (Multnomah County 2021c). Briefly, the Draft EIS evaluated a No-Build Alternative and four Build Alternatives. One of the Build Alternatives, the Long-span Alternative, was identified as the Preferred Alternative. The primary refinement from the Draft EIS Long-span Alternative is that the bridge would be narrower; these refinements are collectively referred to as the "Replacement Long-span Alternative (Narrowed)". All of the proposed design refinements evaluated and how they differ from the Draft EIS Long-span Alternative can be found in the *EQRB Supplemental Draft Environmental Impact Statement* (Multnomah County 2022a) and are described below.

• Bridge Width: The total width of the bridge over the river would be about 80-90 feet (rather than about 110-120 feet for the replacement alternatives evaluated in the



Draft EIS). This would accommodate approximately 78 feet for vehicles lanes, bike lanes and pedestrians in both directions.

- The narrower bridge would accommodate four vehicle lanes (rather than five as evaluated in the Draft EIS). Several different lane configuration options are being evaluated, including:
 - Option 1 (Balanced): 2 westbound lanes (general-purpose) plus 2 eastbound lanes (1 general-purpose and 1 bus-only lane)
 - Option 2 (Eastbound Focus): 1 westbound lane (general-purpose) plus 3 eastbound lanes (2 general-purpose and 1 bus-only)
 - Option 3 (Reversible Lane): 1 westbound lane (general-purpose) plus 2 eastbound lanes (1 general-purpose and 1 bus-only) plus on reversible lane (westbound AM peak and eastbound PM peak)
 - Option 4 (General-Purpose with Bus Priority): 2 westbound general-purpose lanes plus 2 eastbound general-purpose lanes, plus bus priority access (e.g., queue bypass) at each end of the bridge.
- The width of vehicle lanes could vary from 10 to 11 feet, depending on how the total width is allocated between the different modes.

1.1 Project Location

The Project Area is located within the central city of Portland. The Burnside Bridge crosses the Willamette River connecting the west and east sides of the city. The Project Area encompasses a one-block radius around the existing Burnside Bridge and W/E Burnside Street, from NW/SW 3rd Avenue on the west side of the river and NE/SE Grand Avenue on the east side. Several neighborhoods surround the area including Old Town/Chinatown, Downtown, Kerns, and Buckman. Figure 1 shows the Project Area.

1.2 Project Purpose

The primary purpose of the Project is to build a seismically resilient Burnside Street lifeline crossing over the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation following a major Cascadia Subduction Zone earthquake. The Burnside Bridge would provide a reliable crossing for emergency response, evacuation, and economic recovery after an earthquak e. Additionally, the Project would provide a long-term safe crossing with low-maintenance needs for 100 years.



Figure 1. Project Area





2 Construction Approach and Impacts

The EQRB Project poses unique construction challenges for each of the three alternatives. Within these alternatives, many of the construction approaches will be similar, if not identical. However, there will also be differences between the alternatives that would affect the construction approach dramatically.

Similar construction approaches and challenges will be discussed as a whole, while differences in construction approaches will be discussed specific to each alternative. In order to focus construction approaches and challenges, these have been broken down by construction type.

2.1 Construction Access

In order to construct the Project, the contractor would need access alongside the bridge in as many locations as possible. The access needs would be similar for all alternatives along the existing alignment. Additionally, for the Couch Extension, the contractor would need access along the Couch tie-in and the alignment of the Couch couplet. For all cases, the contractor would need additional width outside the bridge footprint, so that equipment such as cranes can service the work. Although preferable to allow the contractor as much room as possible, the Project should allow the contractor 30 feet to 40 feet work areas, where feasible, on each side of the bridge. Where 30 or 40 feet is not available; minimal space, approximately 10 feet, would be required to traverse equipment back and forth. In some cases, where the buildings butt up to the bridge and there is physically no room, the contractor would need to access these points from directly beneath the bridge or from adjacent City of Portland (City) streets.

Access to the Burnside Bridge will be challenging and more complex than typical bridge projects. Access is complex for several reasons:

- Work bridge access on the west side would be from sensitive areas through a Portland Parks facility and near the Japanese American Historical Plaza
- Existing sewer pipes on the west side running adjacent to the harbor wall complicate installation of the work bridge and permanent work
- Low headroom on east side under existing freeway and freeway ramps
- Union Pacific Railroad (UPRR) railroad tracks on east side
- Numerous buildings directly adjacent to the bridge on both east and west approaches
- Truck access is feasible, but constrained on City streets and would need to move through heavy city traffic to access site
- Navigable river with large vessels travelling through the construction site

In order to access the site, several likely means have been developed. For a full layout of access routes, see Appendix A.



- East Side Site Access West of UPRR Tracks: In order to construct the new or retrofitted bridge, either of the properties immediately north or south of the bridge, or both properties, would need to be purchased as part of the project. The Project team assumes that a portion of these properties would be utilized as staging yards during construction. As such, a temporary railroad crossing could be installed from one of the properties to access the Oregon Department of Transportation (ODOT) access road that runs north/south adjacent to UPRR's tracks between SE Stark Street and the bridge site. Once a temporary crossing is installed, the contractor would have direct access over the tracks without having to bring equipment, trucks, etc. into live traffic.
- Willamette River East Work Bridge: The Project team assumes that the eastern piers • (existing Pier 3/new Bent 9 (Bent 8 for the Long-span Alternative) and new Pier 4/new Bent 10) would be accessed by a work bridge extending from the east bank. For a detailed description of pier/bent layout and numbers, see the EQRB Bridge Replacement Technical Report (Multnomah County 2021a). Work bridge "fingers" would need to be installed around three sides of Pier 3/Bent 9 (Bent 8 for the Long-span Alternative), and one finger would be installed at Pier 4/Bent 10 (for at least the Pier 4 demolition). As studied, the channel side of Pier 3/Bent 9 (Bent 8 for the Long-span Alternative) would need to be kept clear to allow for maximum navigational width. Due to low headroom issues with the Morrison exit ramp off I-5, the work bridge would need to be built several hundred feet to the north of Burnside Bridge to a point where it could turn under the highway with sufficient headroom to install the work bridge and mobilize large equipment in and out. The east work bridge would connect to the ODOT access road, allowing direct connectivity between the east side "storage yard(s)" and the eastern river piers. See Appendix A for more detail.

As an alternative to an extensive work bridge that provides access from land, the contractor could build a work bridge around the east river pier only. If this were done, the contractor would need to lift pieces of the crane and drill equipment onto the work bridge from a barge, and build the equipment on the work bridge. This process would be tedious but would avoid a lengthy work bridge. With this option, materials would likely need to be brought in via barge.

- East Approach Access: Access to the east approach work would be accomplished through a combination of property acquisition and temporary construction easements on City streets to allow for space on either side of the bridge for equipment. The contractor would need to bring equipment in, on, and around City streets for accomplishing the work. When girders are erected, large cranes would need to be set up on each end of the span, to lift the girders into place in tight constraints. It is likely that short-term closures would be required on City streets to allow for large equipment such as cranes to stage for specific operations.
- West Side Site Access to Bridge: Access from the west side of the Project would likely be from Naito Parkway. The area around the bridge would be a necessary staging area for equipment and materials. The contractor would need a minimum of 40 feet outside the bridge limits on the north side, in order to gain access to a work bridge in the river. For equipment and material staging, the contractor would need to



use the area encompassing the Japanese American Historical Plaza, the area under the bridge, and a large area south of the bridge in Park property.

- Willamette River West Work Bridge: The Project team assumes that the western river pier (Pier 2/Bent 8 (Bent 7 for the Long-span Alternative)) would be accessed by a work bridge extending from the west bank, just north of the existing bridge. Depending on which alternative is selected, the existing Pier 1 may need to be accessed by a work bridge as well. Work bridge "fingers" would extend around three sides of Pier 2/Bent 8 (Bent 7 for the Long-span Alternative), with the channel side of the pier kept clear for river traffic.
- West Approach Access: The west approach crosses Tom McCall Waterfront Park with active bicycle/pedestrian paths, TriMet's MAX line, and City streets. The contractor would need to bring equipment in, on, and around City streets and adjacent to TriMet's tracks to accomplish the work. Additionally, the parking lot adjacent to Mercy Corps would need to be used for equipment placement during work. When girders are erected, large cranes would need to be set up on each end of the span, to lift the girders into place in tight constraints. Access to the various spans would require short-term closures to allow for large equipment such as cranes, to stage for specific operations.
- Barges: Due to limited space available for equipment and material laydown/storage onsite, it is likely that the contractor would need to supplement any available storage yards with barges. Barges provide large areas to store and/or pre-build materials such as rebar cages and allow the contractor the ability to move barges in and around work as needed. Although barges are versatile, moving them around is a cumbersome and arduous task, taking substantial time and typically affecting production while workers wait for barges to be positioned. Further, barges are expensive to keep on hand.
- Offsite Staging Yard: Due to limited storage space onsite, it is anticipated that the contractor would require an offsite storage yard. In order to provide maximum value with the expectation for onsite barges, the Project team expects that an offsite storage yard would need to have a dock or at least have riverfront access with potential to construct a temporary dock. This would allow the contractor to pre-stage materials and equipment at the yard, and then load onto barges as needed, to be shipped to the project. Multnomah County may or may not secure the property, prior to bringing a contractor onboard. Should the Multnomah County elect not to secure a property ahead of time, the contractor would do so during the pre-construction phase in preparation for the work. For potential locations of offsite storage yards, please see Appendix B. Other sites may be available for contractor use, based on contractor's preference.

2.2 Dredging/Rip Rap Removal

Prior to installing any piling, drilled shafts, or cofferdams, any rip rap in the vicinity of the work, and notably in the areas close to the main river piers, would need to be removed. The rip rap would be removed by using a crane mounted on a barge using a clam shell bucket to remove rip rap and placing it on a barge to be disposed of properly.



There is a strong likelihood that remnants from the first, or existing Burnside Bridge are still present within the channel, as well as potential debris, old cars/pieces, or the like that may have been deposited into the river. These items (such as the foundation for the old swing bridge) would need to be removed or cut down below the "new" riverbed elevation.

In addition to the above-mentioned activities, if the piers are demolished using wire sawing techniques, the area directly around the existing piers would need to be dredged to expose the "cut line" of the wire sawing. As currently envisioned, existing piers would need to be removed to a minimum of three feet below the natural riverbed/bottom, meaning that dredging would need to be done to at least four feet below river bottom to be one foot below the wire saw line.

2.3 Temporary Bridge

A temporary bridge may be constructed in conjunction with any of the bridge alternatives to allow construction of the main river spans to take place while maintaining either vehicular, bicycles and pedestrians traffic (all modes), or bicycles and pedestrians only traffic during construction. A temporary bridge would be constructed to the south of the permanent bridge and tie into both the east and west approach spans (see Appendix A for approximate locations). Due to the tie-in locations, the last several spans of the east and west approaches would need to be constructed in halves to accommodate traffic. See Section 2.3.4 for additional details on this construction.

The temporary bridge would be founded on steel piles, both on land and in the water (Willamette River). Piling would either extend all the way to caps that support the temporary deck girders or would be encapsulated in pile caps with columns constructed on top of the pile caps. Piling would be driven using conventional methods, and it is assumed that vibration monitoring equipment would be placed throughout the site to monitor vibration caused by pile driving. During the final design phase, it may be determined that certain utilities are more vulnerable or sensitive to vibration, in which case, the pile holes could be pre-drilled to avoid vibratory installation techniques.

Over the active navigation channel (between Piers 2 and 3), the temporary bridge would need to be constructed to accommodate river traffic up to 147 feet tall. This would be accomplished by installing a movable lift section in the temporary bridge that would raise to Elevation 167.1 (NAVD 88) when needed to accommodate river traffic. Although several options would be feasible for a temporary lift bridge, the Project has shown a modular truss as a feasible option for spanning the channel and being able to provide enough width to carry all modes. The modular bridge would be pre-constructed on a barge, then floated into place on a barge and hoisted into position using the temporary bridge's lifting cables. A temporary closure of the navigation channel would be required to hoist the temporary lift bridge into place.

Water that falls on the temporary bridge will need to be collected and treated prior to being released either into the river or into an appropriate drainage facility. To do this, several options would be available to the contractor including treatment catch basins on the temporary bridge, temporary detention swales, or other temporary treatment facilities. It is likely that the contractor would install temporary piping on the temporary bridge and



pipe the runoff water to either side of the river to Baker tanks. The water would then be filtered, tested, and released.

If a temporary bridge were incorporated into the project, there would be several complications associated with completing the work, as described in more detail in the following sections.

For a temporary bridge accommodating all modes, either the alignment of the temporary bridge would need to be significantly shifted to accommodate constructing the second half of the approach, or the Project would need to wait for the main spans to be completed. Once the main spans are complete, there would be sufficient space for traffic to occupy approximately half of the newly built bridge allowing the temporary bridge to be disconnected and the second half of the approaches constructed. The schedules in Appendix G assume that the main spans would be completed prior to shifting traffic.

For a temporary bridge accommodating bicycles and pedestrians only, the alignment could potentially be adjusted to intersect the completed portion of approach span to allow construction of the second half of the approach spans prior to the main spans being complete. Further, the construction of a temporary bridge accommodating bicycles and pedestrians only would be narrower, thus allowing for more of the approach spans to be built during the initial phase.

2.3.1 In-Water Temporary Bridge Piers/Piling

A temporary bridge would require a substantial number of piles to support not only the approach spans and in-water spans, but also to support a movable portion of the temporary bridge to allow for river traffic to continue to traverse the river.

Any of the in-water piles would need to be installed within the in-water work window established for the Willamette River using barge-mounted equipment (cranes) to access the work. The in-water pile driving and vibratory window starts on July 10 and concludes October 15 each year. In addition to the window being fairly short, the contractor would also be limited to a certain number of blows (impact hits) and a limited number of piles per day when driving piles. This restriction does not apply to vibratory installation methods, only to driving piles with impact hammers. Because of this restriction, a contractor would likely need to use a combination of vibratory and driving methods to attain required embedment and stay in compliance with limitations on pile driving. Typically, and in order to maximize pile installation production, this is accomplished by using a vibratory hammer to install a pile as deep as possible and then driving the pile the remainder of the way to refusal. Actual restrictions on pile driving (in terms of number of blows and number of piles) are still in development. For planning purposes, the Sellwood Bridge Project completed by Multnomah County in 2016, had restrictions of 1,000 blows and/or a maximum of 5 piles per day, whichever was reached first.

Once several piles are "pre-driven" using a vibratory hammer, the contractor would then use a pile hammer to drive the piles to refusal. The goal for the contractor would be to maximize the number of blows per day and ensure installing the maximum number of piles to refusal. As such, it would be important for the contractor to pre-drive several piles ahead of the pile driving each day to ensure that they have sufficient time each day to complete impact driving. Typically, a contractor would have enough piles pre-driven such that they could begin the day driving piles to refusal. Once they exhaust the number of



blows or number of piles for the day, the contractor would then switch to vibratory methods to install as many as possible for the next day's work. This process would continue until all piles are driven.

One complication experienced during pile driving in water is the need to use barge-mounted equipment to drive piles. Using barges creates inefficiencies because moving between stations can be slow and cumbersome. This process results in driving downtime and, if not planned well, could result in the contractor missing days of potential driving time. The in-water work window does not allow much time for mishaps. The number of in-water piles estimated for the temporary bridge is 350 and the number of piles estimated for the work bridge is 300. This means that in a standard pile/vibratory in-water work window, the contractor would need to impact 10 piles per day to refusal to install all piles in one in-water work window.

For a temporary bridge accommodating bicycles and pedestrians only, the number of piles would be less than for a temporary bridge that included vehicles because a temporary bridge accommodating bicycles and pedestrians only would be narrower.

Advancement with Replacement Long-span Alternative (Narrowed):

As further details of the Replacement Long-span Alternative (Narrowed) have been established, the Project has received approval for up to 12,000 pile strikes per day and no limit on the number of piles driven.

2.3.2 Movable (Lift) Truss

One of the unique features of the EQRB Project is the possibility of installing a temporary lift bridge over the navigable channel. Installation of the lift truss would require the navigable channel to be shut down while the truss is barged into place and then hoisted into position. The Project team assumes the cables and winch system used to raise and lower the bridge in place would be used to hoist the truss into position. Performing this operation would require substantial planning and coordination with the U.S. Coast Guard (USCG) to ensure a proper window is selected that results in minimal disruption to marine traffic.

A similar closure window would be required at the end of the project in order to remove the temporary lift span, in which the operation would be performed in reverse.

2.3.3 Temporary Bridge Installation over I-5, I-84, and UPRR

The temporary bridge would need to span over mainline I-5, the Morrison off-ramp, the I-84 westbound to I-5 southbound on-ramp, and the I-5 northbound to I-84 eastbound ramp in a single span. This long-span (in the range of 170 feet) would need to be set during a full closure of I-5, I-84 ramps, and the Morrison exit. Due to an assumed limited closure window, it is likely that the temporary bridge would need to be pre-built and launched or lifted into place.

The temporary bridge must also span over UPRR's railroad tracks. Setting the temporary bridge over these tracks would involve coordination with UPRR to ensure that there is a long enough track window to lift the span into place with a crane, which would likely be set up on the ODOT access road adjacent to UPRR tracks.



In addition to affecting I-5, I-84, and UPRR, the City of Portland's Eastbank Esplanade would need to be shut down with Eastbank Esplanade users temporarily detoured, and the Eastbank Esplanade temporarily moved out of its location to allow barge access to set the temporary bridge. Elsewhere in this report, it is noted that other operations on the Project would also impact the Eastbank Esplanade, which would require intermittent and/or long-term (minimum one month) closures.

2.3.4 Temporary Bridge Impact on Permanent Construction

There are several temporary bridge considerations being evaluated. These include accommodations for: a) all modes of traffic, b) transit, bicycle, and pedestrian traffic only, or c) bicycle and pedestrian traffic only. Option c) would be approximately half the width of alternatives a) and b). The temporary bridge alignments do not extend beyond the existing abutments on the east and west approaches, due to the close proximity of several existing buildings at either end of the bridge. This would otherwise require large right-of-way (ROW) purchases the entire length of the bridge, which is not practical.

Instead, the temporary bridge would extend beyond the main spans and tie in within the east and west approach spans. The consequence of this is that the east and west approaches would need to be staged in order to complete the work. For the Long-span Alternative, the temporary bridge tie-in is located a little further east in order to clear the end of the long-span terminus.

With this scenario, and the assumption that the temporary bridge would be on the south side of the existing bridge, the north half of the approach (both east and west) would be built first. The south half of the approach could be accomplished in one of three ways:

- 1. After the north side is constructed, the temporary bridge would be removed, and the bridge effectively shut down to all modes of traffic. This would allow for the south half of the approach spans to be constructed during the same time frame that the main river piers were being constructed by building the south half of the approach spans including the area that had previously been used to accommodate traffic. Of the options involving a temporary bridge, this method would be the most straightforward for the contractor and the least costly option for constructing the south half of the approach spans. This option is not advanced because it would require a lengthy traffic detour (6-12 months) to adjacent bridges.
- 2. After the north side is constructed, it may be feasible that the temporary bridge could be realigned to move the tie-in point to a section of bridge that had just been constructed/rehabilitated. This would allow for the south side of the approaches to be constructed. Although this option would result in additional cost to relocate the tie-ins and would be dependent upon which alternative was selected, the work could be accomplished within the time the river spans are being constructed given that the river spans would take substantially longer to construct than the approach spans. This option is not considered the baseline because it is dependent on many unknown factors at this time. It is recommended that this approach be investigated during the design phase.
- 3. After the north side is constructed, the traffic would remain on the temporary alignment until the river spans are completed. After the river spans are complete, traffic is shifted to the north half of the newly constructed bridge, the temporary



bridge is removed, and the south half of the approaches are constructed. This option is shown as the baseline assumption in the schedules in Appendix G.

In addition to the above, constructing the new/retrofitted bridge in halves adds inefficiency and subsequent cost to the project. If the entire bridge footprint was available for the contractor to build in one continuous phase, it would be able to construct more at one time; resulting in better production, a shorter project duration, and lower total cost. A feasible east approach temporary bridge tie-in and east side construction sequence has been developed and can be found in Appendix I.

2.4 Demolition

The following subsections will give a summary of the various features to be demolished, along with a feasible explanation (when applicable) of how the items would be demolished.

2.4.1 Building Demolition

Several buildings would be demolished to allow for bridge expansion and the temporary bridge to be used during construction. The buildings range from an office/storage-type building to warehouses with office space attached. For a full description of properties that would be acquired permanently or properties that would require temporary construction easements, see the *EQRB Right-of-Way Technical Report* (Multnomah County 2021i). The buildings most likely to be demolished as part of this project are:

 Tax Lot 1N1E34DC 800: Due to its age, it is assumed that the building touching the south side of the bridge on the West Approach could contain large amounts of asbestos and lead (paint, piping, etc.) that would need to be remediated prior to demolition. It may be necessary to perform some "pre-demolition" to expose the asbestos and lead materials. Once asbestos/lead has been removed, the primary demolition could begin.

Soft demolition would be done first to remove interior (plaster or sheet rock) walls, furniture, cabinets, doors, etc. This material would be loaded out and disposed of at a landfill. Once the soft demolition is complete, the remaining structure (CMU block, concrete, steel, brick, etc.) would be demolished. The demolition contractor would need to break the building down in manageable, safe sizes, as not to destroy surrounding buildings, the existing bridge, or cause safety implications for the public. It is likely that a single lane or multi-lane bridge closure would be necessary when hard demolition is occurring.

 Tax Lots 1N1E34DA 1900 and 1N1E34DD 1000: These two buildings are warehouse style buildings, with office space included at the far south end of both buildings. There is a possibility for asbestos and lead materials within the building s. The demolition approach would be very similar to the West Approach building demolition with the exception that the warehouse space is only a single story and thus, the demolition of these structures would be fairly straightforward. One complication for demolishing these buildings would be related to the railroad (UPRR). Because the buildings are adjacent to UPRR's tracks, demolition would need to be coordinated



with the railroad and would likely require a railroad flagger be present during demolition.

2.4.2 Bridge Deck Demolition

Bridge demolition would be employed for the deck work (superstructure) and parts or the entire substructure, depending on the alternative.

• For all alternatives, the bridge deck, including bascule spans would be removed. For the Retrofit alternative, the bascule spans may be reused or replaced. Deck demolition, when over land, would be accomplished by placing an excavator on the deck of the bridge and using a processing attachment to break the deck into small pieces, dropping onto the surfaces below. When surfaces need to be protected (such as City streets), sand or other protective measures would be placed along the area to be protected prior to demolishing the deck. Over water, the contractor would stage barges under the deck areas to be demolished. When the deck is broken into pieces, the pieces would fall onto the barges. Once demolition is completed, the barges would be offloaded, and the material recycled or disposed of properly. Close to banks where barges cannot reach all the way to land, the contractor may use fabric, road plates, or other materials that would act as a ramp to divert broken concrete pieces to the barge or to land, such that no concrete debris falls into the water.

2.4.3 Bridge Demolition over I-5, I-84 Ramps, and UPRR

Regardless of alternative, the existing bridge spans over I-5, I-84 ramps, and UPRR would be replaced with new superstructure and substructure. Demolishing the existing bridge would need to be done in several stages, in order to safely demolish the bridge and work around traffic operations for the freeways and UPRR.

In order to demolish the bridge superstructure over I-5 and I-84 safely, freeway weekend closures would be necessary. The Project team envisions that a contractor would use a processing approach to the bridge deck demolition, meaning that the contractor would break the superstructure concrete into small pieces onto the surfaces below. This approach would require pre-planning and extensive coordination with ODOT for appropriate closure windows.

The contractor's demolition approach would likely be approximately as follows for these spans:

- Place sand on highway for protection of existing structures and break Burnside bridge deck and sidewalk, then roadway stringers into small pieces onto the highway bridge deck below using an excavator.
- Chip away concrete encasement on main steel girders and floor beams. Cut and lift off floor beams, then main girders using a crane sitting atop the Burnside bridge deck adjacent span.

For a more detailed sequence of operations, see Appendix C.

See Sections 2.4.4 and 2.4.5 for substructure demolition.

For demolition over the railroad tracks, the contractor would need to coordinate carefully with UPRR. Due to the frequency of trains, the Project team anticipates that the



contractor would not be able to secure extended windows for demolition. As such, the work would need to take place around UPRR's operations. This would likely mean the contractor would need to sawcut and lift off the deck in larger pieces with a crane or excavator. This method of demolition is slower but does not result in falling concrete pieces that need to be cleaned up. Depending on the size of crane or excavator, pieces could be cut into manageable sizes (typically between 6 feet and 12 feet long by 12 feet to 20 feet wide). Once the deck and roadway stringers have been cut and lifted off, the procedure for floor beam and girder removal would likely be the same as used for the spans over I-5 and I-84 ramps.

2.4.4 Remaining Bridge Demolition (Retrofit)

Several parts of the existing bridge would be demolished as part of the retrofit design. Features that would need to be demolished include the deck, removal of the bascule spans, a portion of the east truss, and portions of substructure that would be replaced by new spans. Additionally, a portion of the harbor wall would need to be removed to accommodate Pier 1 construction.

Deck Demolition: The deck would be demolished in a similar fashion to the deck over I-5 and I-84. Local City streets, Burnside Skatepark, Portland Saturday Market, the portion of Tom McCall Waterfront Park under the bridge, and any accessible points to the bridge would need to be closed during demolition. Where the bridge crosses TriMet's light rail tracks, MAX operation would need to be temporarily shut down and the catenary cables would need to be protected or removed during deck removal.

Bascule Span Demolition: The Project team understands that the USCG will not allow extended duration closures of the navigational channel. As such, the assumptions herein are based on allowable closures in the range of several days to a week or two (although there remains potential for the USCG to relax these requirements in the future). Based on this, rehabilitating the bascule spans cannot be performed in place. Instead, a short-term closure of the channel would be needed to lock the counterweights in place, and then lift off each bascule span onto a barge. Due to its size, this lift would require special jacking equipment to lift off and support the span. Once on a barge, the bascule span would be hauled to an offsite yard and rehabilitated. The deck would be removed, the existing steel rehabilitated and/or strengthened where required, and a new deck installed. See Section 2.8 for additional details.

Truss Demolition: As part of the plan for the Retrofit, the existing Pier 4 would be removed and a new Pier 4 constructed further west. Moving the pier west would result in establishing a new bearing point on the truss and would require removing the eastern portion of the truss that extends beyond the new Pier 4 location. To remove the portion of truss, a barge would need to be positioned under the work area to accept the truss. From then, a couple options could be employed to remove the truss:

 The most likely method of truss removal would be cutting and lowering the truss in pieces. This would be done using a cutting torch or lance and severing pieces from the truss (temporarily held by a crane). When each piece is cut, it would be lowered to the barge and the process repeated. After all pieces were lowered, the barge would take them to a scrap yard to be recycled.



2. An alternative method would be to cut and lower the truss portion as one larger piece. To do this, larger equipment would need to be mobilized to hoist and lower the truss. Some type of jacking system would likely be needed on the barge that would rise into place and push up on the portion of truss until the weight was shifted onto the barge. Then, the truss would be severed, and the large piece of truss would be barged to a scrap yard to be recycled.

Substructure Demolition: The following substructure units would need to be removed completely or partially as part of the project:

- Full demolition: Pier 4, Bents 21, 22, and 24
- Partial demolition: Bents 25, 26, and 27

For Pier 4, a cofferdam would likely be needed around the pier foundation in order to remove the pier in the dry. Dry demolition would be accomplished by using large excavators mounted on barges to hammer and process pier concrete into smaller pieces. Once the pier demolition was underway, it is likely that a smaller excavator would be lowered into the cofferdam to break up concrete and help loadout. Instead of demolishing the pier within a cofferdam, if found acceptable by the USCG and environmental agencies, a wire saw could be used to saw the pier into pieces. With this method, the pier would be sawn into manageable blocks. The blocks would be lifted by a crane onto a barge and shipped off to be broken into smaller pieces and recycled. For either of these two methods used, it is expected that the USCG would require the existing substructure to be removed to 3 feet below grade (below riverbed).

Bents 21 and 22 are within extremely close proximity to I-5. The Project team expects that these bents would be removed with the superstructure during weekend closures. The bent columns are concrete encased steel and would need to be removed by cutting and lifting the pieces out. To do this, a crane would need to be stationed on the adjacent span. The concrete encasement would be chipped away exposing the steel to be cut. The crane would grab hold of individual pieces or, if the crane were large enough, would lift the entire column as a unit. The bottom of the column to be lifted would be cut and the piece would be lifted out, loaded onto a truck, removed from the site, and recycled.

The remaining bents on land would be removed with conventional equipment. As with the bents near I-5, these bents are concrete encased steel and would be removed in similar fashion. In lieu of a crane being stationed on the deck, the pieces would be lifted by a crane or excavator located on the access road or City streets below.

Harbor Wall Demolition: Demolition of portions of the harbor wall to accommodate Pier 1 foundation widening would be a risky operation. The sidewalk behind the harbor wall would need to be partially removed and the area shored to allow excavation/harbor wall removal. Once the area is shored and an isolation cofferdam is installed on the riverside of the harbor wall, the portion of harbor wall to be removed could be sawcut to sever it from the remainder of the harbor wall to remain. Once the portion of harbor wall has been cut from the remainder, the contractor could then use an excavator with shears and processing tools to break the concrete into small pieces, and then excavate that material from the cofferdam. Alternatively, the contractor could continue to use a sawcutter to cut the wall into manageable pieces and remove with a crane or large excavator.



After the harbor wall removal has been completed, the contractor would need to attempt to pull the wood piling under the harbor wall. If the piling does not pull, or break during pulling, the remainder of the pile would need to be cut off a minimum of three feet below grade.

2.4.5 Remaining Bridge Demolition (Replacement Alternatives)

Demolishing the various elements for the Replacement Alternatives would be very similar in nature to that described above for the Retrofit for the land piers. The means and methods and general approach would be practically identical. The largest difference between the Retrofit and Replacement Alternatives is the amount to be removed. Where the Retrofit removes limited bents, the Replacement Alternatives would demolish the entire existing structure. Where bents do not conflict with future work, those bents would be demolished to two feet below grade. Where new features conflict with the existing bents, the bents would be removed in either their entirety, or the contractor would need to install the new piers through the existing bents.

The primary difference between the Retrofit demolition and Replacement Alternatives demolition is that the Replacement Alternatives with river piers in the same location as existing piers require complete demolition of the river piers above foundation level, while the Retrofit would not. See below for details when new river pier locations are shifted away from the existing piers.

Main River Pier Demolition: Where the new river piers would be built on top of the existing piers, the Project team anticipates that the demolition of the river piers would need to take place within cofferdams. Once the contractor has the cofferdams in place (see Section 2.5 for more detail), demolition could commence on the upper piers. The contractor would begin demolition on anything that could be processed into smaller pieces within the main pier walls. Once the cofferdam was dewatered, the contractor would begin main pier demolition using large excavators with processing tools to break the walls into smaller pieces. The excavator(s) would likely be mounted on barges with smaller equipment lowered into the cofferdam to assist loading and break up concrete. As demolition progressed, concrete rubble would be loaded out either by clam bucket with a crane, or by using excavators with large buckets to load concrete rubble onto barges to be barged offsite and recycled.

The main piers would need to be removed in their entirety down to the seal pour elevation.

For the Replacement Alternatives, it is feasible that the new pier locations are shifted away from the existing river piers. If this were done, demolition of the existing piers would be performed without a cofferdam. The contractor would likely use mechanical demolition processes for above-water sections of the pier and process material into the existing pier box. Once the contractor reached water level, the remaining portion of the pier would be wire sawn into manageable pieces and lifted onto barges to be transported off site and disposed of properly. The existing piers would need to be removed to a minimum of three feet below the river mudline.

Beyond the potential cost savings of not having to install and remove a cofferdam, the Project schedule would be enhanced since demolition could be performed concurrently with drilled shaft installation for the new piers. The critical interaction between existing



pier demolition and new pier construction would be ensuring that both activities had ample access to the area away from the active navigation channel.

Advancement of Replacement Long-span Alternative (Narrowed):

As part of the refined design details, the river foundations have been modified to perched foundations in the approximate location of the existing piers. In order to accommodate the new piers, the existing piers would need to be demolished at least to the limits of the new piers. At this point, it is anticipated that cofferdams would not be utilized for new pier construction. As such, pier demolition would most likely take place utilizing wire saws underwater that would cut the pier into manageable pieces as is described above.

At the existing Pier 1, the pier will be removed to approximately the depth of the adjacent seawall foundations. This would allow the open the zone behind the existing Pier 1 to be flushed with water from the Willamette River. A cover over the pit would be constructed.

2.5 Cofferdam and Seal Construction

The assumed cofferdams for the EQRB Project would need to encapsulate both the proposed pier locations and the existing piers, resulting in large and deep cofferdams to facilitate demolition of existing structures and new construction. Further, the cofferdams would need to be driven within close proximity to existing pier foundations, producing significant risk of encountering differing site conditions associated with larger than known foundations, old cofferdams left in place, and/or other manmade "features" that could conflict with the construction.

Regardless of bridge alternative, it is assumed that standard installation techniques would be used to install (and remove) cofferdams using barge mounted equipment (cranes) for access. This work (installation and removal) would need to take place during the in-water work window (IWWW). The installation would be accomplished by first installing a sheet pile driving template. This is done by installing the top bracing ring (large W-beam on its side that will act as a brace for the sheet piles). Once the ring/template is installed, the contractor would install sheet piles using a vibratory hammer to advance the sheets past the bottom of the pier seal. For EQRB, the bottom of seal elevation is estimated at EI -72.5 (NAVD 88), meaning that the sheet pile length would be approximately 100 feet long. If a vibratory hammer cannot advance the sheet pile the entire way, a diesel impact hammer can be used to drive the sheet pile further. If cobbles are encountered, it is likely that the sheet pile would need to be driven through the cobbles but could meet refusal. Should refusal occur or a large boulder be encountered, the contractor would need to excavate inside the cofferdam to expose the boulder/cobble and then remove it underwater to allow cofferdam installation to continue.

Although the basic cofferdam installation methods would be similar, regardless of bridge alternative, the cofferdam type would vary for each alternative, as detailed in the following subsections.

Construction of the seal would generally take place in a similar fashion for each of the various bridge alternatives, but there would be differences in construction approach for each alternative. The basic construction of the seal begins with excavating the existing material from the river. Contaminated soils are expected from the riverbed elevation to approximately 20 feet below riverbed. Any contaminated soil excavated would need to be



disposed of properly at a certified landfill. For cofferdams as large as these, the contractor would likely use a barge mounted crane with a large clam bucket (assuming the work bridge(s) are not installed yet) to remove material from the cofferdam and place the material in a barge to be shipped off site and disposed of. The clamming would need to occur underwater to avoid inducing pressure on the unbraced cofferdam.

Once the cofferdam is excavated to the bottom of seal elevation, the contractor could either proceed with drilled shaft installation (see Section 2.6 for details) or would pour the concrete seal next. The seal would need to be tremie poured underwater.

Once the seal has cured for a few days, the contractor would begin to dewater the cofferdam. As the dewatering commences, the contractor would install bracing as the water level is dropped. Water would be drained until the contractor reaches the "next" bracing point, at which time, the dewatering would stop, the bracing would be installed, and the dewatering would continue. This process would be repeated until the contractor reaches the top of seal.

When the seal is exposed, the contractor would need to clean the top of the seal of latent material, uneven surfaces, and any ridges that may protrude into the new footing.

2.5.1 Main River Piers (Retrofit)

For the Retrofit alternative, the cofferdams need to be driven outside the drip line of the existing structure to avoid overhead conflicts between the bridge and the sheet piles with vibratory hammer and crane boom/hook atop the sheet pile. To accomplish this, part of the sidewalk near the piers would need to be removed to allow the sheet piles to be driven close to the edge of the existing pier wall(s) to tie the sheet piles and existing pier walls together to make a watertight seal.

The cofferdam would require several bracing rings to keep it stable. Additionally, due to the size of the cofferdams, internal braces would be required. The internal braces would need to be spaced to miss drilled shafts and depending on the location of the brace(s) relative to the top of footing elevation, it may be necessary to encase the lower brace(s) in the footing.

2.5.2 Main River Piers (Replacement Alternatives)

The details below assume the new river piers would be constructed in approximately the same location as the existing river piers. If the new river pier locations were shifted, this section would not apply.

For the Replacement Alternatives, the existing pier would need to be demolished before the new pier can be built since the location of the new river piers overlap the existing. However, the existing pier could not be demolished until a cofferdam is built around the existing pier. Further complicating matters, the new pier footprint is much larger than the existing pier footprint, requiring an offset cofferdam that would encompass the old and new foundations for demolition and new construction.

The bridge superstructure, including bascule span and land connection truss would need to be removed prior to the cofferdam being constructed. Once the superstructure is removed, the cofferdam could be driven around the entire perimeter of the new footing that also encloses the existing pier within the cofferdam. Because the existing pier is still



in place, there would be a u-shaped area around the existing footing and seal that would need to be excavated and prepared for a new seal to be poured. The top of new seal course elevation nearly matches the top of the existing seal.

After the seal is poured, the contractor would dewater the cofferdam and install bracing rings in a similar fashion to that described in Section 2.5.1. The major difference for dewatering the cofferdam for this scenario is that bracing rings would need to brace off/from the existing pier walls. Later, as the pier is demolished, the bracing would need to be sequentially reset/replaced as demolition continues. For the assumed demolition sequence, see Section 2.4.5. The bracing would need to either encase the bracing in the new footings or block out wall pours around the bracing. Later, once the pier work is complete and the cofferdam is flooded, the bracing through the stem walls could be removed and the walls patched. This work would need to pump water into the cofferdam until the water level is close to the bottom of a brace. The brace would then be removed, the stem wall patched and cured, and then cofferdam flooding could continue until the next brace. This process would continue until all braces were removed and the water is at the same elevation as the river.

Advancement of the Replacement Long-span Alternative (Narrowed):

It is not anticipated that the Project would utilize cofferdams for the Replacement Long-span Alternative (Narrowed). Instead, the Project anticipates utilizing perched foundations over top of the existing footings. The existing footings would be demolished to three feet below mudline prior to constructing the new perched foundations.

2.5.3 Pier 1 (Retrofit)

The existing Pier 1 is constructed under the existing bridge truss, adjacent to the City's harbor wall, and also has City sewage pipes running along and adjacent to it. These conditions pose challenges for constructing a cofferdam for this pier:

- Headroom: For the Retrofit, the existing trusses would remain in place, posing a significant challenge for installing sheet pile. Due to low headroom, it is not practical to assume that a crane with vibratory hammer could fit under the existing truss to drive sheet piling. As such, an alternative means of installing sheet pile or other cofferdam material would need to be developed during design to create a dam to keep out water. Examples of alternative cofferdams are:
 - Bolted connection: In lieu of driving sheets, the sheets are threaded together and bolted to the foundation using structural angles or similar type connections.
 - Bio-bag or sandbag wall: For shallower conditions (the Willamette River is fairly shallow in the vicinity of Pier 1), a large bio-bag or sandbag wall could be placed in front of the area to be dewatered and act as a dike.
- Harbor Wall: The harbor wall is an old structure, built on wooden piles. As with any old structure built in water, it is likely that the cofferdams and/or formwork used to construct the original wall were left in place, in part or in whole. As such, unknown



manmade objects may impact anything that is built within close proximity to the harbor wall.

- It is unknown how vulnerable the harbor wall may be to vibration. Since the harbor wall is founded on wooden piles, the wall may experience settlement if vibratory installation and retrieval methods are used for cofferdam sheets. As such, an alternative to driven piles for creating a cofferdam is suggested.
- Existing Sewer Pipes: The City owns and operates two known sewage pipes that run from the pump station (just south of the bridge) along the Pier 1 wall to the north, and then turn east across the Willamette River on the north side of the bridge. Any work involving cofferdam installation would conflict with the existing sewage pipes near the north side of the pier. In order to avoid the conflict, a couple of mitigation measures could be employed:
 - o The sewage pipes could be temporarily relocated during construction. The most likely place to run the sewage pipes would be along Tom McCall Waterfront Park. Performing this work would require dewatering the tie-in, cleaning out and disposing of the existing piping, and installing temporary piping that would bypass the Pier 1 work area. At the end of construction, the temporary pipe would be replaced by permanent pipe in the original or accepted alternative locations, and the connection point would again need to be connected to attach the new pipe. This operation would be expensive and risky for several reasons, including having to dewater and connect to an existing (old) system and risking damage to the existing pipe, having to clean/pump out the effluent within a dewatered area in the river, the pipe's proximity to the harbor wall, and risk of temporary pipe vandalism.
 - If an alternative system to sheet piling is used (such as sandbags, bio-bag, or similar), it is feasible that the existing pipes could be left in place for dewatering to commence. Leaving the existing pipes in place for this operation may not preclude having to remove them for other operations on the bridge (such as jet-grouting, drilled shaft installation, or other items of work that involve vibration or ground displacement).

2.5.4 Bent 7 (Replacement Alternatives)

For the Short-span Alternative and the Couch Extension, Bent 7 would be relocated further to the west away from Pier 1, or in the case of the Long-span Alternative, eliminated in its entirety. If this were done, the need for a cofferdam would be minimized or eliminated completely. The exception to this is the need to contain ground improvement grout from entering the river. This would be accomplished by either driving sheet piling (or similar) measures within Tom McCall Waterfront Park or placing a more traditional cofferdam in the water to ensure no grout migration.

Advancement of the Replacement Long-span Alternative (Narrowed):

For the Replacement Long-span Alternative (Narrowed), an additional Bent (Bent 5) would be placed in Tom McCall Waterfront Park west of Pier 1. It is not anticipated that this pier would require a cofferdam.



2.5.5 Bent 10 (Short-span Alternative and Couch Extension)

For the Short-span Alternative and Couch Extension, Bent 10 has a shaft cap that would need to be placed near the bottom of the river, necessitating a cofferdam. Whereas the cofferdams for Piers 1, 2, and 4 have been described above to be quite difficult due to extenuating circumstances, the cofferdam required for Bent 10 would be quite straightforward in relative terms and the most like a traditional cofferdam. Ground improvements would be required adjacent to Bent 10, which would necessitate installing an oversized cofferdam to contain the ground improvement work. In order to minimize the seal to allow dewatering, an interior cofferdam wall could be installed between the location of the ground improvements and the location of the Bent 10 drilled shafts/substructure.

The general cofferdam construction would be similar to that mentioned above, but would be accomplished in a more traditional order, when incorporating drilled shafts. The likely sequence of installation would be to:

- Vibrate/drive a frame/ring that would be used as the cofferdam template as well as a pressure brace
- Vibrate/drive sheet piles around the frame
- Install interior cofferdam wall between ground improvements & shaft/shaft cap location
- Install ground improvements
- Excavate (dredge) inside cofferdam on side of drilled shafts until the elevation of soils was roughly at finished grade
- Install drilled shafts
- Install cofferdam seal on side of drilled shafts
- Dewater cofferdam on side of drilled shafts and install remainder of substructure

2.6 Drilled Shafts

The drilled shaft construction for the river piers would require careful planning and execution. Multiple rows of 12-foot-diameter shafts are expected at the main piers for all bridge alternatives. This would require the contractor having to build access on top of the cofferdams in order to reach the shaft locations. For a detailed drilled shaft sequence inside cofferdams, see Appendix D. For a detailed drilled shaft sequence in open water, see Appendix E.

The general shaft installation procedure would be fairly similar for all alternatives. Significant differences will be discussed below within each alternative. In general, however, the Project team envisions one of two ways to install the shafts:

 Conventionally augered shafts: With this method, a temporary casing is vibrated/driven as far as practical into the ground. Typically, a casing slightly larger than the shaft size is inserted into the ground first and a second casing matching the diameter of the shaft is inserted inside the oversized casing. This method of telescoping casing allows contractors to install casing twice as deep as just installing



one casing. Once the casing cannot be vibrated or driven any further, drilling fluids such as bentonite slurry is used to stabilize the hole below where the casing can be driven. A drill with an auger is used to excavate soil and drill to the rock layer. Once the rock layer is reached (or if a boulder/harder material is encountered along the way), a core barrel is used to core through the boulder/rock.

For this method, typical equipment includes a drill, a support crane (or two, depending on rebar cage length), a spin-off box or barge for excavated material, and a slurry mixer/pump. Depending on contractor preference, conventional drilling could be performed with a barge-mounted drill.

2. Oscillated Casing method: This method utilizes a large oscillating machine that rotates a temporary casing back and forth, pushing it into the ground as it oscillates. The casing is typically inserted to the tip elevation of the shaft, thus eliminating the need for slurry. As the casing is advanced, a crane is used to remove material using a clam bucket. During concrete placement, the casing is extracted and removed in sections, unless specified that the casing or a portion of it remains as permanent.

Typical equipment for this method includes an oscillator, a crane for clamming, a support crane for the rebar cage, and a compressor to power the oscillator). Drilling with an oscillator requires a work bridge with significant lateral bracing to resist the oscillator's torque.

For either method, once the hole is drilled, the contractor would insert the rebar cage using the support crane, and then concrete would be placed using the tremie method (typically using a concrete pump). During the pour as the concrete is filled into the drilled shaft, the temporary casing would be raised and picked out of the hole.

Drilled shaft construction, especially over water, requires careful planning around containment of drilling spoils and slurry (if used). Further, with large shafts such as the ones on this project, it would be very important for the contractor to adequately brace the work bridge (if used) laterally to resist the large torques induced by the oscillator.

2.6.1 Main River Piers (Retrofit)

For the main piers, there would be 9 drilled shafts on either side of the existing pier, totaling 18 shafts at each pier. To avoid impacts to the navigation channel during construction, it is assumed that the shafts would only be accessed from the "non-channel" side. This means that the shafts closest to the navigational channel would need to be accessed from a temporary platform built over the cofferdam. This platform would act as an extension of the work bridge. As the shafts are constructed, the temporary platform could be removed or "peeled" back until all shafts are constructed.

If the Retrofit shafts were constructed with a conventional drilling method, it is feasible that the shafts could be installed using a barge mounted drill before the cofferdam is in place, which would preclude needing a temporary platform. This would require that all shafts be installed during the in-water work window, or at least isolated from the river to allow construction outside the in-water work window.

For the Retrofit, the shafts would be placed outside the drip-line of the existing deck, meaning that the shafts can be installed relatively early in the schedule. It is currently assumed that the contractor would install shafts after the seal is poured and the



cofferdam is dewatered. In this scenario, the contractor would have to drill shafts through the existing seal. This would take additional time, however, would allow for shaft installation outside of the in-water work window once the cofferdam is dewatered. For more detail, see Appendix D.

2.6.2 Main River Piers (Replacement Alternatives) Within Cofferdams

Each replacement main river pier would contain 18 drilled shafts, 12 feet in diameter. Similar to the Retrofit, the contractor would need to build a temporary access platform from the work bridge to access the shafts nearest to the navigation channel. The platform would be partially removed as the contractor completes shafts from the channel moving towards the riverbank.

The drilled shafts for the main river piers of the Replacement Alternatives could not be drilled until the existing piers are demolished. In order to demolish the piers completely, the cofferdams would need to be dewatered. This means that the cofferdams would need seal pours, which in turn means that the drilled shafts would need to be cored through the seal. See Appendix D for a more detailed description of the drilled shaft sequence. It is likely that an oversized casing would be cored through the seal and then the cofferdam filled with water for the actual shaft installation, followed by dewatering of the cofferdam a second time to construct the remainder of the pier. It is feasible that a contractor would want to install oversized casings prior to pouring the new seal around the existing pier.

It is possible that a contractor will want to demolish a portion of the existing piers above water and drill shafts prior to installing a cofferdam. If this were done, the contractor could devise a plan to use a barge-mounted drill and drill through the existing pier floor to install shafts within the existing foundation footprint. Then, once complete with those shafts, continue to install the remaining shafts outside the existing pier footprint. After all shafts were installed, the contractor would continue with cofferdam installation and later, demolition of the remainder of the pier after the cofferdam was dewatered. For this plan to work well, the contractor would need to check to ensure the shaft locations did not conflict with the existing pier walls or that the installed shafts did not cut off access for demolition.

If pier protection is required, it could be accomplished by drilling several additional drilled shafts along the main channel side of the river piers or adding a fender system. These would likely be installed at the same time the pier shafts are being installed in order to utilize the same work platform and also to keep out of the main navigation channel.

2.6.3 Main River Piers (Replacement Alternatives) In Open Water

If the new river pier locations were shifted away from the existing piers, the drilled shafts could be installed in a more conventional manner primarily by not having to core through the existing foundations. This would mitigate a lot of schedule and cost risk. With this approach, a cofferdam would not be needed, and the shafts would be installed in the open water. The drilled shaft casing would provide containment during shaft excavation and concrete placement.

The contractor would likely build a work bridge over the "entire" pier that encompassed the area of the drilled shafts. This would allow the contractor to install shaft casings, shaft reinforcing cages, and pour concrete from the work bridge. This scheme would be very


similar to the platform required over a cofferdam but would be a traditional work bridge instead of a post-up platform that would be required for a cofferdam.

The time required to install drilled shafts in the open water would likely go beyond the standard in-water work window for the Willamette River. If this option was selected, it would be advantageous to install shafts in a longer in-water work window (if granted) without affecting the overall schedule.

If pier protection is required, it could be accomplished by drilling several additional drilled shafts along the main channel side of the river piers or adding a fender system. These would likely be installed at the same time the pier shafts are being installed in order to utilize the same work platform and also to keep out of the main navigation channel. For a detailed sequence of drilled shaft installation, see Appendix E.

Advancement of the Replacement Long-span Alternative (Narrowed):

The Project team performed a preliminary analysis weighing out the risk of drilling shafts through existing foundations to the added cost of building piers to the outsides of the existing piers. Since the bridge would be narrowed, the additional costs of installing foundations to the outside of the existing piers coupled with a need to "bridge" the existing piers to transfer loads to the outside became cost prohibitive as compared with the risk to drill through the existing foundations.

As currently planned, the Project would not utilize cofferdams and instead install drilled shaft foundations in open water through the existing foundations. For the bascule options, a single foundation would be placed over the same footprint as the existing pier, resulting in several shafts being installed through the existing footing. The bascule options' drilled shafts would be installed through the existing foundation in a similar manner to that described above except that an oversized hole would need to be drilled through the existing foundation at each shaft location. The oversized hole would separate the new foundation's shafts from the existing foundation.

For the lift options, the foundations are split (one foundation under each tower leg). For this scenario, the drilled shafts would be installed just north and south of the existing pier to avoid having to drill through the existing footings.

2.6.4 Abutment 1 (Retrofit)

Based on the current plans, the existing span configuration would be preserved. This would create a conflict with maintaining access to the Portland Rescue Mission (PRM) entrance on Burnside, which will be discussed later in this report. The construction enhancements to Abutment 1 will entail conventional methods to expose footings and construct enlargements, accessed from Burnside Street and from the University of Oregon classroom location.

2.6.5 Abutment 1 (Replacement Alternatives)

For the Replacement Alternatives, the team envisions moving Abutment 1 and eliminating the first span. Doing this would accomplish two major things:

1. In order to maintain access to PRM through their existing entrance, a temporary "platform" would need to be available. The current sidewalk is actually elevated and



is part of the bridge structure. Moving the abutment east would place the entryway to PRM on grade and allow for the contractor to construct the abutment fill while still maintaining access to PRM through their existing entryway.

2. Shifting the abutment east would eliminate one span, saving cost and allowing for easier construction adjacent to PRM.

Prior to demolishing the existing span 1, an infill wall would be built between the PRM building columns to enclose the PRM building. This wall would be formed between the columns and poured to the top/fascia beam using pressurized concrete pumping techniques to ensure the pour went all the way to the top. Once the wall was built, the building would be isolated from the bridge and future work could take place relatively independently, as long as access is maintained.

The sequence of operations for eliminating the span and constructing the fill while maintaining full access is addressed elsewhere in the report.

The abutment would be likely constructed using drilled shafts with a perched footing and a mechanically stabilized earth (MSE) wall to retain abutment fill. The abutment shafts would be constructed from the Skidmore Fountain MAX Station, while the MSE wall would be constructed from Skidmore Fountain heading west.

2.6.6 Pier 1 (Retrofit)

Similar to the main river piers for the Retrofit, the shafts at Pier 1 would be drilled to either side of the existing bridge. Although the shaft work would be very similar to that for the main piers, the difficulty associated with this pier relates to installing a cofferdam under the existing bridge, removing a portion of the harbor wall, removing a large area of sidewalk to make room for the retrofit footing, shoring the area, and temporarily relocating the City's sewage pipes that run along Pier 1.

Installing the shafts themselves would likely take place from land. This would require building a temporary platform over the cofferdam and accessing it via Tom McCall Waterfront Park. Due to the large equipment that would need to be located adjacent to the shafts, Portland Saturday Market would need to be shut down for an extended period. Additionally, the bicycle and pedestrian path under the bridge would need to be temporarily relocated away from Pier 1.

2.6.7 Bent 7 (Short-span Alternative and Couch Extension)

As currently designed, Pier 1 would remain in place, and a new bent would be constructed west of Pier 1. With this scheme, no shafts would be necessary at Pier 1.

At Bent 7, a single line of shafts would be constructed. The shafts would be built on land using conventional methods described above.

2.6.8 Bent 6 (Long-span Alternative)

Bent 7 would be eliminated entirely. If this were the case, the long-span (as shown, a tied arch) would terminate at Bent 6 (see Appendix F and *EQRB Bridge Replacement Technical Report* (Multnomah County 2021a) for more detail). This bent would encompass a double-row of 10-foot diameter drilled shafts constructed on land. Due to



the western shafts' location, the outside lane of SW Naito Parkway northbound would need to be closed during shaft (and footing) construction.

Advancement of the Replacement Long-span Alternative (Narrowed):

As a cost saving measure, the Project team has added the pier back into Tom McCall Waterfront Park. Due to other design progression, the west approach has reduced the number of bents such that Bent 6 as described in the *EQRB Construction Approach Technical Report* (Multnomah County 2021b) is now named Bent 5 for the Replacement Long-span Alternative (Narrowed). The installation of drilled shafts for this bent would be similar to Bent 7 described in the Short-span Alternative (see Section 2.6.7).

2.6.9 Bent 9 (Long-span Alternative)

Similar to the elimination of Bent 7 on the west approach as described in Section 2.6.8, if a Long-span Alternative was chosen for the east approach, Bents 10, 11, and 13 included with the Short-span Alternative would be eliminated (see *EQRB Bridge Replacement Technical Report* (Multnomah County 2021a) for more detail). For the other alternatives, Bent 10 shafts would be constructed inside a cofferdam or during in-water work windows, and Bent 11 would be constructed between the I-84 ramp and the UPRR railroad. Eliminating these two piers would mitigate substantial risk.

2.7 Pier Construction

Depending on the location of the new river piers for the Replacement Alternatives, or if the Retrofit Alternative is selected, the construction of the pier footings and towers could differ. For both the Retrofit and the Replacement Alternatives with piers in the same location as the existing piers, a large cofferdam will be constructed around the work. This will allow for piers to be built conventionally in the dry within cofferd ams.

For Replacement Alternatives where the new pier locations are shifted away from the existing piers, a perched foundation would be constructed. Perched foundations, as the name implies, are placed above the river bottom and rest (or perch) on the drilled shafts. Perched foundations can be built without having to install traditional cofferdams, saving large excavations, large seal pours, and not having to place structure down to the river bottom.

The perched foundation needs to be lowered into place in the water to create a dry space to continue the remainder of the construction. There are two primary ways that perched foundations can be constructed:

 Method 1 involves constructing a modified floating cofferdam that would be lowered around the group of shafts. In order to the box to fit over the shafts, the floor would need to have a hole at each shaft location. These holes would later be sealed up. The box would be brought into location by either prebuilding and using float in methods or by building the box in place above water and jacking the box down into the water. This method would likely utilize cofferdam sheet piling anchored into a temporary floor. Once the box was lowered into the water, the space between the box floor holes and drilled shaft casings would be grouted and sealed using divers.



Then, the perched cofferdam would be dewatered, and the remainder of construction occur. The cofferdam sheets would later be cut off and removed.

• Method 2 involves utilizing precast flooring/sides to create the perched box. In this case, the floor of the box would be made up of multiple precast slab pieces that would be incrementally installed over the drilled shafts. Like method 1, the space between the shaft casings and holes would need to be grouted and sealed. Once all the precast sections were placed and post-tensioned together to form a singular unit, the box would be dewatered, and construction could commence in the dry.

Advancement of the Replacement Long-span Alternative (Narrowed):

Perched foundations are shown to be used for the refined Replacement Long-span Alternative (Narrowed). With these refinements, the piers would be installed using the same approximate means and methods as those described above. For the bascule options, the new piers would be constructed over top of the existing foundations in lieu of shifted outside the limits of the existing piers. For the lift options, the piers would be shifted north and south of the existing piers and installed just outside the limits of the existing piers.

Delta piers that utilize canted columns with a top tie-beam are being considered in lieu of vertical columns for the bascule options. This design would minimize hydraulic impacts, and potentially extend the bearing seats for girders beyond the limits of the foundations, shortening the span lengths slightly.

In order to construct canted columns, falsework would need to be built on top of the footings to temporarily support the rebar and concrete until the concrete was cured. The tie-beam could be post-tensioned, which (if necessary) would need to be designed to allow post-tensioning from the pier side away from the channels. Doing this would stay consistent with not blocking the navigation channel and would also allow for access from the work bridge.

For the cable-stay option, a large pier footing will be required within relatively close proximity to the UPRR railroad. In order to construct this pier footing, temporary shoring will likely be installed around the perimeter of the foundation limits prior to excavating for the footing.

2.8 Ground Improvements

Ground improvements are currently anticipated in the areas of the existing Pier 1, Pier 4, Bent 22, between Bents 24 and 25, and at Bent 26. The anticipated ground improvement method is jet grouting.

Access for jet grouting could be accomplished using the same general access as used for drilled shafts and other aspects of the project. The largest implications to jet grouting within close proximity to existing features relates to potential damage to structures on wood piling and causing settlement to adjacent structures.

To protect the existing bridge, jet grouting can be completed after the new foundations have been completed, reducing risk to the Burnside Bridge. However, there is still a risk that adjacent facilities could be damaged. Structures potentially vulnerable to settlement damage and/or foundation damage from jet grouting include the harbor wall, Ankeny



Pump Station, Eastbank Esplanade, I-5 mainline structures, I-84 ramps, UPRR, private property (if building left in place), and Rose City Transportation (if building left in place).

It is currently assumed that jet grouting would occur at Bent 7 for the Short-span Alternative and Couch Extension. Jet grouting would be performed within very close proximity to the existing harbor wall, the existing Pier 1, and the Ankeny Pump Station. These facilities would be vulnerable to damage and carry a risk of settling. The Project would carry a risk of costly repairs and schedule impacts if damages are found to existing structures and repairs are necessary before work could continue. Further, the Project would need to ensure that pressurized grout from the operation did not migrate into the river. During the final design phase, careful consideration would need to be given to performing isolation work and/or providing other means of protecting the existing structures from potential damage and ensuring that grout would not migrate into the river. If reasonable mitigation measures cannot be implemented, it is likely that portions of the harbor wall would need to be replaced, creating the need to relocate City of Portland sewer lines and install a cofferdam.

2.8.1 Long-span Alternative

If a long-span solution is chosen for both approaches, a large portion of the ground improvements could be eliminated. As currently shown in the concept plans (see *EQRB Bridge Replacement Technical Report* (Multnomah County 2021a), long-span approaches eliminate the need to perform ground improvements at existing Pier 1, Pier 4, Bent 22, and Bent 24. Ground improvements are likely still required at Bent 25, which would be the eastern terminus of the east long-span (tied arch as shown).

Advancement of the Replacement Long-span Alternative (Narrowed):

The current design assumes that ground improvements would be necessary for Bent 8 on the east side for the cable-stay option. For the tied arch option, ground improvements would not be required.

2.9 Superstructure Construction

Although the scopes of the alternatives vary, the general approach to work would be similar. The contractor would need to gain access to each span with large cranes to set girders, hoist form materials into place and form decks, pour decks, and then strip out the form materials to move to other parts of the project. This approach is fairly standard and would be accomplished using conventional equipment, tooling, and approaches to the work.

For the Long-span Alternative, the contractor would likely bring in structural steel via barge and as such, it is possible that the contractor could either use barge-mounted equipment to erect the long-span superstructure or a combination of work bridge accessed equipment and barge mounted equipment.

Along the approaches, the bridge would come within two feet of existing buildings. With virtually no space to work alongside the bridge, the contractor would need to have equipment placed at the nearest City street or opening. For erecting girders, trucks would need to pull in on the portion of structure in place (for alternatives with the temporary



bridge option) or in line with the bridge (for alternatives with no temporary bridge). Two cranes, one on each side of the span to be erected, would need to pick girders into place starting at the tightest point and working their way backwards. Thus, for an alternative with temporary bridge, the girder closest to the middle of the bridge would be set first, repeating the steps working towards the outside of the bridge.

For the bascule spans over the navigational channel, it is assumed that the channel could only be fully closed for short durations (i.e., a weekend or a week). With this, it is not practical to assume that the bascule spans could be poured in place. Instead, the bascule spans would need to be pre-built offsite and barged in as one piece (with the deck poured on the span or precast pieces installed after the span was in place). Large hydraulic jacks would be mounted on a barge or strand jacks mounted to the pier to allow the span to be lifted into place. Once the barge has been floated into place and anchored, the hydraulic jacks would raise the bascule span until the trunnion holes align with the bearings. The trunnions would need to be installed quickly before the tides change and the river elevation fluctuates.

Beyond the bascule spans, the contractor would need to coordinate carefully with ODOT and UPRR for setting girders over their respective infrastructure. Once girders are erected, the contractor would need to build false deck containment along the bottom flange of the girders. After this is in place, the contractor could progress with deck work in the same fashion as other spans and allow for full use of both facilities.

2.9.1 Span 1 Reconstruction (Retrofit)

Partial demolition and reconstruction of Span 1 for the Retrofit would be done very similarly to the remainder of the approach work. The primary difference is not in how the bridge work would occur, but rather in required temporary works to accommodate PRM ingress for its patrons. Based on the location of the existing entryway and the fact that the entry is located in Span 1 of the existing bridge, the entry point would need to be relocated during structural upgrade work.

In order to accommodate PRM's security and crowd control process, there would be two feasible options to maintain access to PRM's building:

- Option 1 would be creating a structural opening through PRM's east wall that would enter the building inside the security checkpoint area. This would be accomplished by installing a header beam and cutting out the existing wall. A temporary staircase and elevator (for ADA) would need to be installed on the outside of the building to provide access from 1st Avenue (alongside Skidmore Fountain LRT Station) to the side of the building.
- 2. Option 2 would be utilizing the existing window within the secured area and converting it into a door. In order to maintain security, the existing partition wall would need to be demolished and new partition walls constructed around the window such that patrons were still entering the building through the existing security checkpoint. Like Option 1, this option would require constructing a temporary staircase and elevator on 1St Avenue for ingress.



2.9.2 Span 1 Elimination (Replacement Alternatives)

In order to maintain access through the existing PRM entryway, the existing span 1 (adjacent to PRM and encompassing the University of Oregon classroom) would be eliminated, and instead, the new abutment would be constructed just outside the limits of the Skidmore Fountain LRT station, approximately in line with the PRM building east wall. Eliminating the span has several advantages, with the primary advantage being that the work in front of PRM would be on grade (earthwork) in lieu of structure work. This will allow for the Project to maintain daily access using the existing entryway.

The sequence of construction would occur approximately as follows. For a full sequence, see Appendix K:

- 1. Construct infill walls between PRM and existing bridge
- 2. Mobilize rolling/moveable scaffold under the bridge (inside the university of Oregon classroom area). Scaffold should be capable of moving side to side as well as vertically.
- 3. Begin demolition of existing bridge. At the end of each shift, move scaffold into place such that PRM patrons can safely walk from the existing sidewalk on grade to the main entryway. Per PRM, the entryway can be shut down during the day between the hours of 9 am to 5 pm.
- 4. Install drilled shafts and columns (or blockouts for columns) from Skidmore Fountain Station while maintaining scaffolding for ingress to PRM.
- 5. Begin MSE wall construction starting at the abutment face and placing aggregate base/straps from the abutment back to the west. As work encroaches on the entry scaffold, the scaffold will be moved out of the way for the days' work and then placed back each day for PRM to use. This process would be repeated until the earthwork was brought up to final grade.
- 6. Construct a temporary access adjacent to the permanent sidewalk to allow patrons safe ingress while the permanent sidewalk is constructed.
- 7. At the actual entry (doorway) to PRM, high-early concrete would likely need to be placed to allow sidewalk placement that morning and be in use later that afternoon.

2.9.3 Burnside Skatepark Span (Replacement Alternatives)

For all Replacement Alternatives, the Burnside Skatepark will need to be spanned over with minimal impacts allowed to the skatepark. The girder erection process would largely depend on whether a temporary detour bridge was built as part of the project or not as this would affect how the contractor would bring in girders and where the cranes would pick the girders off trucks.

• For the temporary detour bridge option, the contractor would need to phase superstructure construction and would need to install pre-built girders on half the bridge per phase. A temporary bent would likely be required just east of the skatepark, or could be situated within the skatepark, to allow for shorter pieces to be erected. See Appendix I for a construction sequence.



• For the no temporary detour bridge option, the contractor would need to pre-build girders at least long enough to span over the skatepark. A temporary bent would likely be required just east of the skatepark but could be situated within the skatepark to allow for shorter pieces to be erected. See Appendix J for a construction sequence.

2.9.4 Long-span Alternative

For the Long-span Alternative, the contractor would likely need to build the superstructure using temporary supports until the structure was self-supporting. In the case of a tied arch structure, temporary stays or false work would need to be employed during piece erection. After all the pieces were erected and the arch tie connected, the structure would be self-supporting and the temporary stays/false work could be removed. For more detail, see Appendix F.

An option that exists only for the Long-span Alternative is the possibility to leave the existing Burnside deck in place and use it as a temporary work access and protection platform. Once the new structure was assembled and self-supporting, the existing bridge could be demolished. Proceeding in this manner would significantly reduce impacts to the I-5 mainline, I-84 ramp, UPRR tracks, and potentially other parts of the structure.

Advancement of the Replacement Long-span Alternative (Narrowed):

The current design assumes that either a cable-stay or tied arch would be selected over I-5, I-84 ramps, and UPRR railroad. For both options, it is anticipated that a cantilevered construction approach would be used for the superstructure.

For the tied arch option, temporary support structures would likely be used to construct the arch over the highway and railroad. The contractor would use a combination of steel beams and cables to temporarily support the arch as it is built over the highway. Once the arch girders were all connected together, the temporary supports would be removed, and the arch deck constructed.

For the cable-stay option, the contractor would either build the spans using a balanced cantilever method (starting from the Bent 8 tower and working outward with equal weighted sections being erected either side of the tower to maintain balance) or would construct the back span first (from the tower towards the east) using falsework to support the girders and deck. Once the back span was in place, the contractor would likely construct the girders and deck pieces sequentially in a progressive approach over the highway. As each section of girders and cables were added, pre-cast deck pieces would be placed on the added section of girders and then equipment advanced to the leading edge of the newly placed deck section. This process would repeat until the span was completed.

2.10 Water Treatment

Any water that falls onto the bridge will need to be captured, treated, and then released appropriately. Depending on the alternative, this will likely be handled slightly differently.



For the Retrofit, the deck will be replaced in-kind, and existing catch basins will be utilized where possible. It is anticipated that any water captured will be captured and discharged through the existing water treatment system.

For the Replacement Alternatives, treatment vaults will likely be added at each side of the river to capture runoff water and then discharge into either the river, or a City of Portland sewer. Depending on the location of the treatment vaults, piping may need to be installed under TriMet tracks and Naito Parkway on the west side, and UPRR tracks on the east side. When design progresses, a suitable location for treatment vaults should be selected that result in the shortest possible discharge pipe lengths. This will avoid risk of damage to other infrastructure and reduce cost by decreasing pipe lengths and minimizing work.

2.11 Construction Impacts and Mitigation

Regardless of mitigation strategies implemented, there would still be some impacts to the public and stakeholders as a result of construction. The following categories encompass likely impacts that would affect the public users of the bridge and various stakeholders within close proximity to the bridge. This report provides a general description of potential construction impacts. Additional details relative to individual resource impacts can be found within the accompanying technical reports.

2.11.1 Noise

The scope of this Project and the need for large machinery would result in the contractor mobilizing equipment that generates a large amount of noise. Several examples that are expected to generate the most noise are listed below with related activities/scopes of work. See the *EQRB Noise and Vibration Technical Report* (Multnomah County 2021g) for additional details:

- Pile installation: pile hammer, crane, vibratory hammer
- Drilled shaft installation assuming an oscillated method: oscillator, air compressor, crane with clam bucket
- Jet grouting: crane with jet grouting equipment, air compressor
- Earthwork/paving: Roller compactors
- Demolition: Excavator with hammer, processing attachment/tools, jackhammers, crane

Work would be accomplished during the daytime hours. However, nighttime and weekend work would be required when working around I-5, I-84, and other roadways that have restrictions on when work can be performed. The contractor should anticipate applying for noise variances for work that could not be performed during daytime hours.

2.11.2 Vibration

The following equipment would likely cause a lot of vibration during the Project. At a minimum, when these pieces of equipment are operating, the contractor should maintain vibration-monitoring equipment to ensure no adjacent properties are affected. See the



EQRB Noise and Vibration Technical Report (Multnomah County 2021g) for additional details:

- Pile driving hammer and vibratory hammer used for driving and extracting piles and cofferdam sheets
- Oscillator for installing and extracting drilled shaft casings (when vibrator is activated)
- Roller compactors for earthwork and paving operations

In areas where vibration may cause damage to adjacent structures, the contractor may need to pre-bore pile holes, thus mitigating the need for pile hammers. Additionally, vibratory techniques of installing drilled shafts could be limited or avoided when close to vulnerable structures. If it is determined that vibratory techniques for installation must be limited or avoided, the Project Specifications should explicitly list the restrictions.

2.11.3 Temporary Right-of-Way Impacts/Temporary Construction Easements

Section 2.1 describes the necessary construction access needs and likely impacts to stakeholders, adjacent properties, and areas of likely impact. See the *EQRB Right-Of-Way Technical Report* (Multnomah County 2021i) for additional ROW details.

2.11.4 Stakeholder Facilities

Several stakeholders would be affected by the project during construction. Major stakeholder facilities include the Portland Parks and Recreation's Eastbank Esplanade and Tom McCall Waterfront Park, Portland Saturday Market, Burnside Skatepark, as well as several businesses and residences adjacent to the bridge.

Further, several transportation related stakeholder facilities would be impacted by the Project, namely ODOT I-5 mainline and I-84 ramps, UPRR tracks, Willamette River (river users), TriMet's bus and MAX operations, as well as vehicles, bicycles, and pedestrians traversing Burnside Bridge. The following sections detail expected construction impacts to the various stakeholder facilities. For additional details and potential mitigations, see the individual technical report focused on each facility.

Eastbank Esplanade: The Eastbank Esplanade travels directly beneath the east fixed truss of the Burnside Bridge on floating structure and continues north towards Lloyd Boulevard. Where the esplanade crosses under the bridge, there are several construction activities that would impact the esplanade. Based on the construction that needs to occur, primarily the ramps connecting the Eastbank Esplanade with Burnside Bridge, it is likely that the Eastbank Esplanade will be relocated for the duration of the project. Temporary relocation of the Eastbank Esplanade would likely be accomplished in the following manner:

Eastbank Esplanade sections in the river are essentially floating docks that are held in place by piling and are likely interconnected with bolts or the like. To move the Eastbank Esplanade sections out of the way, the following steps will need to be taken: first, the bolts between the section remaining in place and the sections to be removed will need to be cut or pulled. Once the bolts are removed, piling would need to be extracted while a tug held the Eastbank Esplanade sections in place. Once the piling is pulled, the tug



would move the sections of esplanade out of the way and place them slightly upstream or downstream as not to impact the remaining construction work. Piling that is extracted would be re-driven in a temporary location close to the remaining Eastbank Esplanade to hold the sections in place for the duration of construction. Once construction impacting the Eastbank Esplanade was completed, the sections would be returned to their original location and the piling re-driven and bolts reconnected. Any materials that were damaged during the initial removal or while temporarily storing the Eastbank Esplanade sections would be replaced like-in-kind.

For all Replacement Alternatives, the Eastbank Esplanade between the southern landing and approximately the Kevin Duckworth Memorial Dock would need to be relocated. There is a section of Eastbank Esplanade towards the south that is founded on permanent pile, which would need to be demolished and rebuilt at the end of the project. The relocation/demolition is necessary to allow for contractor's equipment access to construct the assumed pedestrian/bicycle ramps.

See the EQRB Parks and Recreation Technical Report (Multnomah County 2021h) and EQRB Draft Section 4f Analysis (Multnomah County 2021e) for additional details:

- In order to construct and deconstruct the east work bridge, the Eastbank Esplanade would need to be disconnected and temporarily moved out of the way to allow barge equipment to enter the space between the existing Eastbank Esplanade alignment and the east bank.
- Bent 10 (or the new Pier 4 in the Retrofit) is within very close proximity to the Eastbank Esplanade. In order to build the pier (shafts, columns, and cap), the Eastbank Esplanade would need to be temporarily relocated or shut down to allow for equipment on barges to access the work. If the Long-span Alternative was selected, this impact would no longer exist.
- Ground improvements are needed for pier construction directly below the Eastbank Esplanade. The Eastbank Esplanade would likely need to be temporarily relocated or shut down to allow for barge-mounted equipment to perform the work safely. If the Long-span Alternative was selected, this impact would no longer exist.
- For the Retrofit, the east truss would be cut back to the new Pier 4. During truss demolition, the Eastbank Esplanade would need to be temporarily relocated or shut down due to safety implications.
- For the Replacement Alternatives, the east truss would be removed in its entirety. The Eastbank Esplanade would need to be temporarily moved from its location or closed to public access for this operation.
- For all alternatives with the exception of the Long-span Alternative, during girder erection over I-5, it is expected that the girders would need to be erected from the river. To do this, the Eastbank Esplanade would need to be shut down and temporarily relocated to allow barge access close to the east bank.
- For the Long-span Alternative, a temporary tower would likely be erected adjacent to the Eastbank Esplanade. During erection of the arch pieces and deck, the Eastbank



Esplanade would need to be shut down and temporarily relocated to allow barge access close to the east bank.

For all replacement options, ramps connecting the Esplanade to Burnside Bridge are assumed. Ramps would be connected to Burnside Bridge's westbound and eastbound sidewalks and tied into the existing Esplanade alignment near the southern landing/connection point. In order to construct the ramps, the entire Esplanade section between the truss connecting to southern landing and approximately the Kevin Duckworth Memorial Dock would need to be relocated/demolished to allow for equipment access. As currently envisioned, the Eastbank Esplanade would need to be taken out of service while work bridge was installed for equipment access. Multiple options for this ramp connection are being evaluated.

Portland Saturday Market: Portland Saturday Market operates directly beneath the west approach, within Tom McCall Waterfront Park. During construction, it would not be safe or practical for Portland Saturday Market to continue to occupy the area. Complete relocation of Portland Saturday Market to another location would be the safest and best option for a contractor. This would allow the contractor to perform necessary work that would otherwise require extensive phasing to accomplish.

See the *EQRB Parks and Recreation Technical Report* (Multnomah County 2021h) for additional details. Items of work that would directly impact Portland Saturday Market are:

- Existing substructure demolition (Replacement Alternatives) or rehabilitation (Retrofit)
- Installation and removal of shoring for Pier 1 work (Retrofit)
- Pier 1 shaft and shaft cap installation (Retrofit)
- Existing superstructure demolition (Replacement Alternatives)
- Deck reconstruction (Retrofit)
- Substructure installation for new bents (Replacement Alternatives)
- Jet grouting/ground improvements (all alternatives except the Long-span Alternative)
- Girder erection (Replacement Alternatives)
- Superstructure construction (all alternatives)
- Work bridge installation and daily access to/from work bridge (all alternatives)
- Material storage and laydown (all alternatives)

Burnside Skatepark: The skatepark is situated directly beneath the bridge on the east side. For the Retrofit alternative, the skatepark will need to be evacuated and demolished during construction for the pier strengthening that needs to occur. For the Replacement Alternatives, the skatepark can remain relatively unaffected during construction since the work occurring would be over the skatepark, however intermittent skatepark closures will still be required for overhead work.

For any alternative that includes a temporary bridge, the tie-in location of the temporary bridge would be within very close proximity to the skatepark and the alignment of the temporary bridge is directly over the skatepark. For liability reasons, it is likely that the



southern fifteen to twenty feet of skatepark would need to be closed for the duration of the Project to ensure that the joint between existing bridge and temporary bridge did not allow any debris to fall below, which could negatively affect skateboarding. If conventional, shorter spans were utilized for the temporary bridge, the skatepark would be impacted by construction to install, maintain, and remove the temporary pier. As an alternate, a longer span should be studied during design to determine if the skatepark could be spanned over without additional impacts. See Appendix I and the *EQRB Parks and Recreation Technical Report* (Multnomah County 2021h) for additional details.

The following list of activities would directly impact the skatepark:

- Deck demolition (Retrofit)
- Complete structure demolition while leaving existing Bent 25 in place (Replacement Alternatives)
- Installation of longitudinal struts (Retrofit)
- Girder erection on east approach (Replacement Alternatives)
- Superstructure construction on east approach (all alternatives)
- If a conventional, shorter span temporary bridge is used, a temporary pier would be constructed within the skatepark (all alternatives that include a temporary bridge)

Business Access: Several businesses operate within very close proximity to the bridge. Further, several residences have recently been constructed at the east bridgehead at NE 3rd Avenue and Couch Street. Depending on the alternative selected, several businesses would be impacted permanently or temporarily. For additional details, see the EQRB Right-of-Way Technical Report (Multhomah County 2021i). Temporary impacts from day-to-day construction activities would be in the form of equipment staging for work and multiple short-term road closures to allow for substructure work and girder erection. When City streets are closed to traffic, detour routes and/or flagging would need to be provided to redirect the public. Continual outreach to neighborhood stakeholders would be needed throughout the project to provide sufficient notice of detours, closures, and other impacts to local residents and businesses. During the design phase, the specifications will need to explicitly identify allowable closure times, closure windows, and other restrictions. Placing timing restrictions on areas the contractor can occupy would reduce the contractor's flexibility but would also mitigate impacts to local businesses by requiring the contractor to focus on limited areas of work and complete the entire scope of work rather than spread out its crews over a larger area.

Although not the only business affected by the Project, the Portland Rescue Mission is referenced specifically in this report due to the unusual nature of the bridge work's impact on the PRM. Due to the nature of PRM's business, ingress must be maintained at all times, except between 9:00 am and 5:00 pm. The existing entryway is adjacent to Span 1 of the existing bridge, meaning that if the existing bridge were demolished and replaced by conventional methods, the entryway could not remain open. If the Retrofit Alternative is selected, the entryway will need to be closed and a new entryway installed along the east wall of the building. If a replacement alternative is selected, the new abutment will be relocated ahead of the entryway, thus converting the access to be on



grade. Doing this will allow for the entryway to be maintained using a moveable scaffold or the like while an MSE wall fill is constructed in front of PRM's entryway. See Appendix K for a sequence of construction in front of PRM. See the *EQRB Economic Impacts Technical Report* (Multhomah County 2021f) for additional details.

I-5 Mainline and I-84 Ramps: As part of the Project, irrespective of which alternative is selected, the existing structure over I-5 mainline and I-84 ramps would be removed and replaced. The demolition, girder erection, and false deck installation/removal activities would require lane/full closures. Typically, highway closures are only feasible at night for limited hours or on weekends. In order to complete work efficiently and with minimal closures, it would be best if the contractor were granted full weekend closures of the freeway and ramps for demolition activities. Girder erection (including bolt tightening) could be performed over several nights or in one weekend closure. Installation and removal of false deck containment could take place under single lane closures if necessary.

If the existing bridge deck was left in place to be used as a temporary false deck for the Long-span Alternative, the I-5 mainline and I-84 ramps could be kept operational even when much of the work is performed overhead. For safety reasons, it would be expected that when upper arch rib sections were lifted into place, the freeway would be shut down. Additional closures, subject to the construction method and exact bridge type selected, could also be required. The closures could feasibly be done using overnight closures in lieu of weekend closures. Ultimately, when the existing bridge was demolished, the freeway would need to be shut down. See the *EQRB Transportation Technical Report* (Multnomah County 2021j) for additional details.

UPRR Tracks: The contractor would need temporary access across the railroad tracks to connect the east side of the east approach to the river and the piers between the railroad and highway. Although having a crossing would be beneficial to the contractor in not having to go out on public roads to access the project, the railroad crossing adds a safety concern for the railroad when their tracks become accessible by anyone other than railroad employees. The railroad may require a flagger since the rail line is used several times daily. UPRR would also be impacted by construction work over and adjacent to the tracks including deck demolition, existing column and foundation demolition, new girder erection, and false deck installation/removal. See the *EQRB Transportation Technical Report* (Multnomah County 2021j) for additional details.

River Users: There are several commercial river users that navigate the river regularly and numerous recreational vessels that are on the river primarily in the summer months. Although the Project team has developed ways to largely mitigate affecting river traffic, there are certain times when impacts to river traffic will be unavoidable. The existing bascule span demolition and new span construction could not be performed without impacting the navigation channel. As soon as demolition begins on the bascule span, the counterweight needs to be locked in place to avoid an unbalanced condition. In order to reduce impacts to river traffic, the contractor would need to lift off the existing bascule span in one piece. Performing this operation could take a few days to complete beyond what would be necessary to shore up the counterweight. As such, there would be a limited period of approximately a week where the navigation channel would be closed. A similar procedure would be needed when the rehabilitated span (Retrofit) or new span (Replacement Alternatives) is erected.



For all alternatives, it is likely that the contractor will need a "no wake" zone through the Project Area. This is done for safety of the workers who are using marine equipment to access the bridge. Although river users will still be able to traverse through the project, the vessels will need to be slowed down as not to create a wake.

For all alternatives, it is likely that the contractor will request exclusion zones around the work bridges and other "sensitive" areas that may not be safe for the general public. Although the exclusion zones are not expected to impact most river users, some users such as kayaks, standup paddleboards, and jet skis, etc. will need to use the main channel to move through the Project Area. See the *EQRB Transportation Technical Report* (Multnomah County 2021j) for additional details.

TriMet Operations: TriMet has bus operations on and around Burnside Bridge. During construction, if no temporary bridge is constructed or a temporary bridge accommodating bicycles and pedestrians only is selected, the bridge would be closed to all vehicular traffic. This would require TriMet to redirect its bus service to adjacent bridges during construction. If a temporary bridge is constructed for all modes as part of the Project, bus service can be maintained for the majority of the work. However, even with a temporary bridge, there would be intermittent closures of the bridge for tie-ins that would need to occur near the beginning of the schedule, in the midst of work to switch traffic from the south side of the approaches to the north side of the approaches, and near the end of work when traffic is switched to the new or rehabilitated structure. These intermittent closures would be in the range of one week each. See the *EQRB Transportation Technical Report* (Multnomah County 2021j) for additional details.

During construction of the west approach, TriMet's MAX operations would be affected around Skidmore Fountain:

- For the Retrofit, the deck will need to be removed, which would require a closure of TriMet's station and LRT movements. Additionally, the catenary system would need to be shut down and the lines protected or removed and reinstalled. Further, foundation widening work is shown to extend under the existing tracks, meaning that the tracks will need to be removed and reinstalled or replaced with new. Since the tracks will be removed for foundation enhancement, a bus bridge will need to be utilized. After the foundations are widened, the tracks can be reinstalled. However, due to the proximity of the existing piers to the tracks and more importantly catenary wires, the system will need to be shut down and a bus bridge utilized for column and cap enhancements.
- For the Replacement Alternatives, TriMet's LRT operations would need to be shut down to allow for superstructure and substructure demolition. A temporary catenary system would need to be set up to keep LRT operational after the superstructure was demolished, but before the new slab girders were erected. The shafts, columns, and caps for the new bridge could be installed during operation since the substructure elements are outside of the 10 feet minimum distance from the OCS system.
- For any alternative using a temporary bridge, TriMet's operations would be impacted at least twice (once for each phase and dependent on allowable length of shut down and how much work could be completed). The reason for this is that if traffic were maintained across the approach, only half the bridge could be demolished and rebuilt



at a time. Thus, a bus bridge or other accommodation would need to be implemented for each half of the bridgework.

Bridge Users: The impact to bridge users depends largely on whether or not a temporary bridge is constructed as part of the Project. If a temporary bridge is constructed, it would not be as wide as the existing bridge, meaning that the number of vehicular lanes would be reduced. Additionally, during traffic switches onto the temporary bridge, between north/south phases of the approaches, and near the end of the project, there would be approximate one week-long closures to complete tie-in work on the bridge.

If no temporary bridge were constructed, bridge users would need to find another bridge to cross. There are several options, with the nearest bridges being the Steel Bridge to the north, and the Morrison Bridge to the south. See the *EQRB Transportation Technical Report* (Multnomah County 2021j) for additional details.

2.12 Restrictions/Limitations Affecting Construction

There would be several restrictions placed on the contractor for when and how work can be accomplished. The contractor would need to plan work accordingly to account for the various permit conditions, moratoriums, and limitations that would affect work. Current known restrictions on work are as follows:

I-5 Mainline and I-84 Ramps: Work over the freeways would generally be limited to night work during the week and pre-determined, limited weekends. It would be imperative to coordinate during design with ODOT to determine which weekends would be available for a complete closure of the freeways. These should be scheduled to limit conflicts with Moda Center events as well as other events in the City, such as the Portland Rose Festival, Cinco de Mayo, Oregon Brewers Festival, and Waterfront Blues Fest).

Specific to the tied arch option, if the existing bridge deck was left in place temporarily to act as a false deck for the Long-span Alternative, the bulk of the work could be performed without impacting the freeway and could therefore be performed unimpeded. For safety reasons, it would be expected that when large steel sections were lifted into place, the freeway would be shut down. This could feasibly be done using overnight closures in lieu of weekend closures. Ultimately, when the existing bridge was demolished, the freeway would need to be shut down, and thus being performed during weekend or night closures. Additional closures, subject to the construction method and exact bridge type selected, could also be required but is unknown at this time.

UPRR Tracks: Work over the railroad would be similar in nature to work over the freeway in that limited work windows will be available. However, the railroad would not necessarily limit work to weekends or nights. Instead, the railroad would likely demand that the contractor performs work around the railroad's schedule; in other words, work must stop when trains are approaching. The contractor would need to be in a position to stop work and let the train through. As such, the contractor's work would be less efficient with the expectation that it would have to pause work several times a day when working within close proximity to the tracks.

The railroad may require that no work is performed between October and the end of the year as that is the busy time for the railroad. Conversations with the railroad have not yet



begun, thus this assumption has not been incorporated into the schedule. Because the approach work is not on the critical path of the project, this is not expected to drive the Project's schedule. If a temporary bridge is constructed and the second half of the new bridge/retrofitted bridge is not built until the end of the project (i.e., after traffic is moved to the north side of the reconstructed/new bridge), a railroad moratorium could affect the overall Project schedule.

In-Water Work: The EQRB Project would need to adhere to environmental regulations, in part requiring work below ordinary high water to be completed between July 10 and October 15 for vibratory or pile driving operations. Once isolated from the river, additional operations could be performed within dewatered cofferdams; however, in-water work restrictions require extensive planning and resource allocation from the contractor to ensure that the Project can complete the required in-water work within the window.

If cofferdams are not utilized for the main river piers, the drilled shafts could be installed within temporary casings in open water reducing overall impacts to the river. If this were done, it would be advantageous to be able to install drilled shafts in an extended in-water work window to enhance the project schedule.

Sewage Lines and Ankeny Pump Station: Sewage lines from the pump station cross the Willamette River to the east bank. The location of these lines would need to be identified and labeled on the plans. When the contractor is working with barges in the area, it would be important to avoid anchoring the barges close to the sewage line to avoid risk of damaging the sewage line. A "no spud zone" would need to be established such that the contractor does not accidentally drive an anchoring spud through the sewage line in the river.

The sewage lines and associated Ankeny Pump Station have to remain operational throughout the project. Any temporary works to relocate piping would need to be done utilizing a temporary workaround to pump sewage. Further, any work occurring on the project would need to be done in a manner as not to negatively impact the sewage pumping operation.

City of Portland Holiday Moratorium: Each year, the City imposes a moratorium during the holiday season with the expectation that all traffic lanes are open and shoppers are not impeded by construction. Due to the EQRB Project being a multi-year project, an exemption from the moratorium would need to be obtained to allow the Project to continue construction year-round. The contractor would have the opportunity to plan work to minimize further impacts to traffic (such as avoiding major traffic shifts, keeping equipment clear of City streets when feasible, and the like).

Rose Festival Moratorium: Each year, the City imposes a moratorium during the Rose Festival with the expectation that all traffic lanes are open. Due to the EQRB Project being a multi-year project, an exemption from the moratorium would need to be obtained to allow the Project to continue construction year-round. The contractor would have the opportunity to plan work to minimize further impacts to traffic (such as avoiding major traffic shifts, keeping equipment clear of City streets when feasible, and the like).

Fleet Week occurs along with the Rose Festival. This results in several large ships docking within close proximity to the Burnside Bridge. Not only would it be necessary to accommodate the ships through the project by ensuring that the navigation channel is open, but further, the contractor may need to provide access to the ships docked at the



harbor wall. The contractor should also not plan major harbor wall construction work or bascule replacement/removal work during the Portland Rose Festival.

The Grand Floral Parade is part of the Portland Rose Festival and crosses the Burnside Bridge. If a temporary bridge is incorporated into the Project, it is feasible that the parade could be accommodated. If, however, the bridge was closed to all traffic, the parade would need to detour to another bridge.

Other Projects: There are several projects within the region that will potentially be constructed during the Project timeline, including the I-5 Rose Quarter Improvement Project, which is a major project adjacent to the Burnside Bridge site. Other major projects that could potentially occur include ODOT's I-205: I-5 – OR 213 Project, ODOT's OR 217: Auxiliary Lanes Project, and ODOT's Interstate Bridge Replacement Program.

Additionally, other currently unknown projects may be performed during the Project timeline. With more competition for resources from other projects, several impacts could be realized, including labor, material, and equipment shortages, and lack of subcontractor interest, all of which could negatively affect project cost and schedule.

2.13 Value Engineering Opportunities

For the NEPA phase, several assumptions have been made in the design, as documented in this report and other documents in arriving at a constructible solution, given the constraints associated with the various aspects of the Project. Several constraints would add complexity (and ultimately cost) to the work, which, if alleviated, would allow for a less risky approach to work, and a less costly Project. Below are several ideas that could be explored further during a Value Engineering session to determine whether feasible to develop further:

- 1. For the Retrofit alternative, review whether to replace the bascule spans in lieu of retrofitting. This is not expected to result in a significant cost change.
- 2. Review whether to explore asking the USCG to allow partial navigation channel clearance for longer periods, allowing for a more conventional approach to bascule span deconstruction/re-construction.
- 3. Review alternatives to ground improvements to isolate piers and/or revise span lengths to avoid placing piers within geotechnically-sensitive areas.
- 4. Similar to #3, review potential long-span superstructure bridge options such as a tied arch, cable-stayed, or similar that would allow for spanning over UPRR, I-5, and geotechnically-sensitive areas with relatively shallow superstructure depth (Idea incorporated into the <u>Replacement Long-span Alternative (Narrowed)</u>).
- 5. Review options to isolate superstructure (including bascule or lift spans) from substructure (isolation bearings, hydraulics, or similar) to avoid/mitigate large substructure requirements.
- 6. For bascule options, review potential to construct shafts outboard of the existing bridge to allow for constructing the majority, if not all of the deep foundation work, prior to having to take the existing bridge out of service. Constructing shafts outside of the existing foundation footprint would also mitigate large risks of drilling through the existing foundations.



- 7. Similar to #6, review potential to install a "delta pier" in lieu of a more traditional pier box. Using a delta pier would allow the drilled shafts to be installed away from the existing piers, but still maintain a feasible bascule span length (Idea incorporated into the <u>Replacement Long-span Alternative (Narrowed)</u>).
- 8. For lift bridge options, review potential to construct deep foundations outside of the limits of the existing foundations. Doing this would mitigate large risks of drilling through the existing foundations (Idea incorporated into the <u>Replacement Long-span</u> <u>Alternative (Narrowed))</u>.
- 9. Review options to shift a temporary bridge for all modes during the project to a portion of the structure that is built for potential schedule savings.
- 10. Review potential to use a lower elevation bridge with a lift bridge or removable section for navigation if a temporary bridge accommodating bicycles and pedestrians only was used. As part of this, alternative landing spots on the east and west sides would need to be reviewed (for instance, the Tom McCall Waterfront Park on the west side and the Eastbank Esplanade on the east side).
- 11. Evaluate means and methods of construction, particularly related to accelerated construction of the main (movable) piers and steel erection (tied arch, float-in or launching portions).
- 12. For the long-span construction sequence, evaluate the movable bridge construction methods to accelerate the overall completion date; specifically, the shaft construction without cofferdam and/or outside IWWW, precast pier walls, some amount of perched construction that seems viable given final built configuration of the movable pier foundations.
- 13. Consider utilizing the existing truss spans for a portion of the temporary bridge.
- 14. In terms of specifically accelerating the long-span construction path, consider:
 - a. Float-in of a west tied arch span (possibly combined with launching)
 - b. Float-in of a west tied arch and stick-build an east tied arch.
 - c. Modify the construction sequence to have the critical path go through the west tied arch instead of the east tied arch; switch the construction sequence of pier demo/new bent construction for movable span piers.
 - d. Utilize full-depth precast deck panels in lieu of cast-in-place deck that are very compatible with tied arches.
 - e. Avoid pier wall by using stick erection of arches from towers.
 - f. For float-in or stick construction, use precast or large diameter concrete-filled steel tube columns at bearing locations to expedite setting arches. Pier walls (in-fill) could be constructed around columns.
 - g. Extend concrete-filled steel tube directly from shafts could be used at the tied arch's two bearing locations, possibly decoupling arch erection from most of the new bent construction.



2.14 Early Work Packages

The County is currently contemplating administering the EQRB Project as a CM/GC Project. With this contracting model, the contractor will be brought on early in the design process to provide input into the design and perform several other functions. An advantage to the CM/GC model is that early work packages can be designed and constructed while the bulk of the project is still being designed. This allows for the overall project schedule to be shortened in duration.

Within the EQRB Project, there will be numerous opportunities to advance certain aspects of the design towards early work packages. Ideally, an early work package would help advance the critical path (i.e.: shorten the overall project duration), help mitigate risk and inflation impacts, and be completely severable such that if the County does not reach agreement on a guaranteed maximum price for the work, the overall contract can be cancelled, but the early work can complete without consequence to the remainder of work. Several potential early work packages are listed below for consideration:

- 1. Utility relocation
 - a. For example, for alternatives that require relocating the City's sewer lines along the harbor wall, this work could be performed as early work.
- 2. Demolition packages
 - a. Several buildings will likely be demolished as part of the project. These parcels can be demolished early to clear the sites while design progresses.
- 3. Portland Rescue Mission (PRM) infill walls
 - a. The existing bridge and PRM are built somewhat integrally in that PRM's south building edge is not separated from the bridge and once the existing bridge is (partially or fully) removed, PRM's building would be open. In order to create a separation and enclose the PRM building, infill walls would be placed between the PRM building columns. The infill walls could be an early work package to ensure that the building envelope was completed, after which time, the bridge could be demolished.
- 4. Project office co-located space
 - a. Of the buildings to be demolished, a portion of the American Medical Response (AMR) building could potentially be used as a co-located office space for either the design phase, the construction phase, or both.
 - b. Regardless of whether the AMR building is chosen as an office, a potential early work package could be securing an office space and performing necessary tenant improvements to ready the office for the design phase.
- 5. Temporary detour bridge
 - a. If incorporated into the project, a temporary detour bridge could be built while design progresses on the replacement bridge.
- 6. Dredging



- a. Dredging, rip rap removal, and potential obstruction removal such as the old swing bridge foundation or unknown items could be removed as early work. This would mitigate long term potential schedule delay risk of other in-water work items. As part of this work, the existing pier debris dolphins (on the south side of the existing piers) would be removed at the same time.
- 7. River foundations
 - a. If a design is progressed that moves foundation elements outside of the existing foundations to the south & north (outboard of the existing bridge), the shafts/deep foundations could be packaged, and work started while the design is completed on the remainder of the bridge. Feasibility of this package would be dependent on contractor means and methods for installation for severability reasons (i.e.: if using a cofferdam, it would not be recommended, but if using a sunk cofferdam method or shaft installation in open water, this early work package could save substantial time).
- 8. UPRR temporary crossing
 - a. Unless the cost of the temporary UPRR crossing is dependent upon in-place duration, it would be advantageous to install the crossing early while design work is occurring.
- 9. Temporary electrical service
 - a. If a temporary bridge is utilized, it will be necessary to deliver power to the bridge in order to operate the lift span. This electrical service could be delivered to the site prior to being required for the temporary bridge.
- 10. Early material procurement
 - a. For example, structural steel and/or machinery design could be advanced, and the materials procured through early work packages.
- 11. Work bridges
 - a. Installing work bridges ahead of the main work would enhance the project schedule, however, could be problematic from a severability standpoint.

3 Construction Schedule

A preliminary construction schedule has been generated for the three alternatives, all with and without the inclusion of a temporary bridge. The following sections will describe the assumed sequencing of the work. When a contractor is chosen for the work, that contractor may have a preferred sequence that differs from that shown here based on equipment, resource availability, or preferred means and methods.

For all three alternatives, it is assumed that building demolition would likely occur in an early work package or be completed in conjunction with other set up work, so it would not drive the Project schedule.

For all three alternatives, the addition of a temporary bridge would add a year of construction on each end of the Project. The first IWWW is taken up by constructing in-water piles for the temporary bridge. After the piles are in, the bridge superstructure



must be put in place and tied in to the east and west approaches before traffic can be shifted off the existing bridge and the "primary work" begun. The reverse is true at the completion of work. Once the permanent work is complete, traffic would be shifted onto the permanent bridge and the temporary bridge superstructure would be removed. During the following IWWW, piles would be removed from the river.

For scheduling purposes, the assumed notice to proceed date for the construction phase would be in March 2024.

3.1 General Phasing (Retrofit)

The Retrofit Alternative would take approximately 5 years to construct assuming a temporary bridge is incorporated into the Project, and approximately 3.5 years to construct assuming no temporary bridge. The following is a general sequence of events by year. For more detailed schedules, see Appendix G.

• Enhanced Retrofit with Temporary Bridge

- Year 1 (2024)
 - Install piles for temporary bridge during first IWWW
 - Install temporary bridge superstructure
 - Begin work bridge installation (complete west work bridge)
 - Perform substructure retrofit on west approach spans
- o Year 2 (2025)
 - Switch traffic to temporary bridge (March 2025)
 - Complete work bridge installation
 - Remove bascule leaves
 - Install cofferdams for Piers 1 and 2
 - Complete substructure and foundation retrofit on west approach spans
 - Remove and replace north side of west approach deck
 - Begin shaft installation at Pier 1 and Pier 2
 - Perform substructure and foundation retrofit on east approach spans
- o Year 3 (2026)
 - Install Pier 3 cofferdam
 - Reinstall bascule leaves
 - Ground Improvements approaches
 - Remove and replace north side of east approach deck
 - Complete Pier 1 and Pier 2 substructure retrofits
 - Begin shaft installation at Pier 3
- o Year 4 (2027)



- Complete Pier 3 substructure retrofits
- Install Pier 4 drilled shafts
- Demolish and replace spans over I-5, I-84 ramps, and UPRR
- Install main spans ground Improvements
- Pour replacement deck in main spans from west approach to west bascule span
- Year 5 (2028)
 - Pour replacement deck in main spans from east approach to east bascule span
 - Switch traffic to retrofitted bridge (August 2028)
 - Remove and begin replacement of south side of east and west approach decks
 - Remove temporary bridge
- Year 6 (2029)
 - Complete replacement of south side of east and west approaches
 - Complete Project (May 2029)

• Retrofit with No Temporary Bridge

- Year 1 (2024)
 - Install cofferdams for Pier 1 and Pier 2
 - Install west work bridge
 - Perform substructure retrofit on west approach spans
 - Begin shaft installation at Pier 1 and Pier 2
- Year 2 (2025)
 - Complete work bridge installation
 - Install Pier 3 cofferdam
 - Complete substructure retrofit on west approach spans
 - Close bridge to traffic (September 2025)
 - Remove and begin replacement of west approach deck
 - Begin substructure retrofit on east approach spans
 - Complete Pier 1 and Pier 2 substructure retrofits
 - Begin shaft installation at Pier 3
- Year 3 (2026)
 - Install ground Improvements
 - Complete replacement of west approach deck



- Complete Pier 3 substructure retrofits
- Demolish and replace spans over I-5, I-84 ramps, and UPRR
- Pour replacement deck in main spans from west approach to west bascule span
- Complete substructure retrofit on east approach spans
- Remove and replace east approach deck
- o Year 4 (2027)
 - Pour replacement deck in main spans from east approach to east bascule span
 - Open retrofitted bridge to traffic (August 2027. Total closure: 2 years)
 - Complete Project (September 2027)

3.2 General Phasing (Short-span Alternative)

The Short-span Alternative would take approximately 6.5 years to construct assuming a temporary bridge is incorporated into the Project, and approximately 4.5 years to construct assuming no temporary bridge. The following is a general sequence of events by year. For detailed schedules, see Appendix G.

• Short-span Alternative with Temporary Bridge

- o Year 1 (2024)
 - Install piles for temporary bridge during first IWWW
 - Install temporary bridge superstructure
 - Begin work bridge installation
- o Year 2 (2025)
 - Switch traffic to temporary bridge (March 2025)
 - Complete West work bridge
 - Remove bascule spans and trusses
 - Continue work bridge installation
 - Install cofferdams for Bents 8 and 9
 - Complete substructure on northwest approach spans
 - Demolish Piers 1, 2, and 4
 - Complete substructure on northeast approach spans
 - Install main spans and north approaches ground Improvements
- Year 3 (2026)
 - Complete work bridge installation
 - Erect north half of east and west approach girders and pour decks



- Demolish Pier 3
- Install shafts at Bent 8 and begin shafts at Bent 9
- o Year 4 (2027)
 - Complete Bent 8 substructure
 - Float in and install west bascule span
 - Complete shaft installation and begin constructing Bent 9
 - Pour decks from west approach to west bascule span
- o Year 5 (2028)
 - Complete substructure for east and west approaches
 - Complete decks for east and west approaches
 - Construct Bent 10
 - Float in and install east bascule span
- o Year 6 (2029)
 - Pour deck from east approach to east bascule span
 - Switch traffic to new bridge (July 2029)
 - Demolish existing and begin new construction of south approaches.
 - Remove temporary bridge
- o Year 7 (2030)
 - Install south approaches ground improvements
 - Complete construction of south approaches
 - Complete Project (June 2030)
- Short-span Alternative with No Temporary Bridge
 - Year 1 (2024)
 - Install west work bridge
 - Demolish bascule spans and trusses
 - Install Bent 8 and Bent 9 cofferdams
 - Close bridge to traffic (May 2024)
 - Demolish east and west approaches and begin substructure
 - Demolish Pier 2
 - o Year 2 (2025)
 - Complete work bridges
 - Complete Bent 7
 - Demolish Pier 3



- Install Bent 8 shafts
- Complete Bent 8
- Complete east and west approach substructure
- Install ground improvements
- o Year 3 (2026)
 - Place new east and west approach decks
 - Float in and install west bascule span
 - Install Bent 9 and Bent 10 shafts
 - Complete Bent 9 and Bent 10
 - Pour west approach to west bascule span
- o Year 4 (2027)
 - Pour east approach to east bascule span
 - Float in and install east bascule span
- o Year 5 (2028)
 - Open new bridge to traffic (March 2028. Total closure: 4 years)
 - Remove work bridges
 - Complete Project (August 2028)

3.3 General Phasing (Long-span Alternative)

The Long-span Alternative would take approximately 6.5 years to construct assuming a temporary bridge is incorporated into the Project, and approximately 4.5 years to construct assuming no temporary bridge. The following is a general sequence of events by year. For detailed schedules, see Appendix G.

- Long-span Alternative with Temporary Bridge (Note: tied arch bridge type assumed; overall cable-stayed construction duration expected to be similar)
 - Year 1 (2024)
 - Install piles for temporary bridge during first IWWW
 - Install temporary bridge superstructure
 - Begin work bridge installation
 - Begin structural steel procurement
 - o Year 2 (2025)
 - Switch traffic to temporary bridge (February 2025)
 - Complete West work bridge
 - Remove bascule spans and trusses
 - Install ground improvements at Bent 9



- Install Bent 6 and 9 drilled shafts
- Continue work bridge installation
- Install cofferdams for Bents 7 and 8 (assumed pier replacement in approximately the same location as the existing piers)
- Complete substructure on northwest approach spans
- Demolish Piers 1, 2, and 4
- Complete substructure on northeast approach spans
- o Year 3 (2026)
 - Complete work bridge installation
 - Erect north half of east and west approach girders and pour decks
 - Demolish Pier 3
 - Install shafts at Bent 7 and begin shafts at Bent 8
 - Complete Bents 6 and 9
- o Year 4 (2027)
 - Complete Bent 7 substructure
 - Erect west long-span
 - Float in and install west bascule span
 - Complete shaft installation and begin constructing Bent 8
 - Pour decks from west approach to west bascule span
- o Year 5 (2028)
 - Complete substructure for east and west approaches
 - Complete Bent 8 Substructure
 - Erect east long-span
 - Float in and install east bascule span
- Year 6 (2029)
 - Pour deck from east approach to east bascule span
 - Switch traffic to new bridge (June 2029)
 - Demolish existing and begin new construction of south half of approach spans
 - Remove temporary bridge
- Year 7 (2030)
 - Complete construction of south half of approach spans
 - Complete Project (August 2030)



- Long-span Alternative with No Temporary Bridge (Note: tied arch bridge type assumed; overall cable-stayed construction duration expected to be similar)
 - Year 1 (2024)
 - Install west work bridge
 - Demolish bascule spans and trusses
 - Install Bent 7 and Bent 8 cofferdams (assumed pier replacement in approximately the same location as the existing piers)
 - Close bridge to traffic (May 2024)
 - Demolish east and west approaches and begin substructure
 - Demolish Pier 2
 - Begin procuring long-span structural steel
 - o Year 2 (2025)
 - Complete work bridges
 - Complete Bent 6
 - Demolish Pier 3
 - Install Bent 7 shafts
 - Complete Bent 7
 - Complete east and west approach substructure
 - Install ground improvements
 - Year 3 (2026)
 - Erect west long-span
 - Place new east and west approach decks
 - Float in and install west bascule span
 - Install Bent 8
 - Complete Bent 9
 - Pour west approach to west bascule span
 - o Year 4 (2027)
 - Erect east long-span
 - Pour east approach to east bascule span
 - Float in and install east bascule span
 - o Year 5 (2028)
 - Open new bridge to traffic (August 2028. Total closure: 4 years)
 - Remove work bridges
 - Complete Project (October 2028)



Advancement of the Replacement Long-span Alternative (Narrowed):

The Replacement Long-span Alternative (Narrowed) considers four option combinations consisting of a tied arch bridge, cable stay bridge, lift span, and bascule span. The combinations of these options do not differ substantially from the Draft EIS Long-span Alternative, except that it is assumed that construction will begin 12 months later (beginning construction March 2025 instead of March 2024). Each version of the Replacement Long-span Alternative (Narrowed) schedule has been included with Appendix G.

3.4 General Phasing (Couch Extension)

The Couch Extension would take approximately 6.5 years to construct assuming a temporary bridge is incorporated into the Project, and approximately 4.5 years to construct assuming no temporary bridge. The following is a general sequence of events by year. For detailed schedules, see Appendix G.

- Couch Extension with Temporary Bridge
 - o Year 1 (2024)
 - Install piles for temporary bridge during first IWWW
 - Install temporary bridge superstructure
 - Begin work bridge installation (complete west work bridge)
 - o Year 2 (2025)
 - Switch traffic to temporary bridge (March 2025)
 - Continue work bridge installation
 - Remove bascule spans and trusses
 - Install cofferdams for Bents 8 and 9
 - Complete substructure on northwest approach spans
 - Begin substructure on Couch Couplet
 - Demolish Piers 1, 2, and 4
 - Complete substructure on northeast approach spans
 - Install main spans and north approaches ground Improvements
 - o Year 3 (2026)
 - Complete work bridge installation
 - Erect north half of east and west approach girders and pour decks
 - Complete substructure on Couch Couplet
 - Demolish Pier 3
 - Install shafts at Bent 8 and begin shafts at Bent 9
 - o Year 4 (2027)



- Shift east and west approach traffic to north side
- Complete substructure for east and west approaches
- Complete Bent 8 substructure
- Float in and install west bascule span
- Complete shaft installation and begin constructing Bent 9
- Pour decks from west approach to west bascule span
- o Year 5 (2028)
 - Complete decks for east and west approaches
 - Construct Bent 10
 - Float in and install east bascule span
 - Construct Couch Couplet Superstructure
 - Pour deck from west approach to west bascule span
- o Year 6 (2029)
 - Pour deck from east approach to east bascule span
 - Switch traffic to new bridge (August 2029)
 - Demolish existing and begin new construction of south approach spans
 - Install south approaches ground Improvements
 - Remove temporary bridge
- Year 7 (2030)
 - Complete south half of approach spans
 - Complete Project (October 2030)
- Couch Extension with No Temporary Bridge
 - Year 1 (2024)
 - Install west work bridge
 - Demolish bascule spans and trusses
 - Install Bent 8 and Bent 9 cofferdams
 - Close bridge to traffic (May 2024)
 - Demolish east and west approaches and begin substructure
 - Begin Couch Couplet substructure
 - Demolish Pier 2
 - Year 2 (2025)
 - Complete work bridges
 - Complete Bent 7



- Demolish Pier 3
- Install Bent 8 shafts
- Complete Bent 8
- Complete east and west approach substructure
- Complete Couch Couplet substructure
- Install ground Improvements
- o Year 3 (2026)
 - Erect new east and west approach girders and place decks
 - Float in and install west bascule span
 - Place Couch Couplet deck
 - Install Bent 9 and Bent 10 shafts
 - Complete Bent 9 and Bent 10
 - Pour west approach to west bascule span
- Year 4 (2027)
 - Pour east approach to east bascule span
 - Float in and install east bascule span
- o Year 5 (2028)
 - Open new bridge to traffic (March 2028. Total closure: 4 years)
 - Remove work bridges
 - Complete Project (August 2028)



4 References

Multnomah County

- 2021a EQRB Bridge Replacement Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021b EQRB Construction Approach Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021c EQRB Description of Alternatives Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021d EQRB Draft Environmental Impact Statement. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021e EQRB Draft Section 4(f) Analysis. Attachment M to the EQRB Draft Environmental Impact Statement. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021f EQRB Economic Impacts Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021g EQRB Noise and Vibration Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021h EQRB Parks and Recreation Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021i EQRB Right-of-Way Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2021j EQRB Transportation Technical Report. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.
- 2022a EQRB Supplemental Draft Environmental Impact Statement. <u>https://multco.us/earthquake-ready-burnside-bridge/project-library</u>.



Appendix A. Access Plan and Temporary Bridge Layout






























Appendix B. Potential Offsite Storage Yards



Site Map



Imagery ©2019 Google, Map data ©2019 Google $\,$ 200 ft 🗆

USACE Portland Terminal 2



Imagery ©2019 Google, Map data ©2019 500 ft 🗉

Willamette Staging Option



Imagery ©2019 Google, Map data ©2019 Google 200 ft 🗆

Willamette Staging Option Near Job



Old Ross Island Sand & Gravel Yard



Appendix C. Demolition Sequence over I-5 Mainline, I-84 Ramps, and UPRR





Demolition Notes/Sequence





Demolition Notes/Sequence



Demolition Notes/Sequence



Appendix D. Cofferdam and Drilled Shaft Installation Sequence
















































































Appendix E. Drilled Shaft Installation Sequence In Open Water

1) Work bridge would be built (west side shown) alongside pier locations and extending over pier locations to access shafts (hatched area).

During pile installation for work bridge, additional oscillator frame piles around each shaft would be installed (assuming oscillated shafts)



BENT 5 PLAN - MOVEABLE LIFT - BASCULE DELTA

SCALE: 1'' = 10'-0''

Earthquake Ready Burnside Bridge	Sheet Title		MULTNOMAH COUNTY	рате: <i>Јапиагу 20</i> 24колест No.:
MULTNOMAH COUNTY	DEPARTMENT OF COMMUNITY SERVICES TRANSPORTATION DIVISION	1620 S.E. 190th AVE. PORTLAND, ORE. 97233-5999		IAN D. CANNON F.E. COUNTI ENGINEER
DESIGNED BY:	¥		CHECKED BY:	XXX
REVISIONS	LE:			
Shee	NO DA). 7		

2) As each shaft is drilled, the work bridge will be "peeled back" to expose the shaft location. Start closest to the navigation channel and work back to the "main" work bridge

3) Install casings and shafts one shaft at a time



BENT 5 PLAN - MOVEABLE LIFT - BASCULE DELTA

SCALE: 1" = 10'-0"

Earthquake Ready Burnside Bridge	Sheet_Title	МИLTNOMAH COUNTY рате: <i>January 20</i> 28колест но.:
MULTNOMAH COUNTY	DEPARAMENT OF COMMUNT SERVICES TRANSPORTATION DIVISION 1620 S.E. 190th AVE. PORTLAND, ORE. 97233–5999	IAN B. CANNON P.E. COUNTY ENGINEER
DESIGNED BY:	DRAFTED BY:	CHECKED BY:
REVISIONS	(TE:	
Shee	♥ 1 0 No. 7	



Earthquake Ready Burnside Bridge	Sheet_Title		MULTNOMAH COUNTY] рате: <i>January 20</i> 2Йколест №:
MULTNOMAH COUNTY	DEPARTMENT OF COMMUNITY SERVICES TRANSPORTATION DIVISION 1500 S.E. 190th AVE. PORTLAND. ORE. 97233-5999		IAN R CANNON DE COUNTY ENCINEED	
DESIGNED BY:	DRAFTED BY:	XXX	CHECKED BY:	XXX
Bhee	NO, DATE:	7		

5) Cut down oscillator pile supports and use as falsework support for perched footing (or weld/bolt on falsework tabs to use as perched footing supports)

6) Install sections of precast slabs with wall sections over shafts

7) Repeat step 6 until all precast slabs are in place



BENT 5 PLAN - MOVEABLE LIFT - BASCULE DELTA

SCALE: 1" = 10'-0"

Earthquake Ready Burnside Bridge	Sheet_Title		MULTNOMAH COUNTY] рате: <i>January 20</i> 2Йколест №:
MULTNOMAH COUNTY	DEPARTMENT OF COMMUNITY SERVICES TRANSPORTATION DIVISION 1500 S.E. 190th AVE. PORTLAND. ORE. 97233-5999		IAN R CANNON DE COUNTY ENCINEED	
DESIGNED BY:	DRAFTED BY:	XXX	CHECKED BY:	XXX
Bhee	NO, DATE:	7		

8) After all precast sections are in place, connect slabs together using interlocks, tension rods, and/or post tensioning

9) Grout annulus between shaft casings and precast slabs

10) Dewater inside footing areas and begin pier footing construction



BENT 5 PLAN - MOVEABLE LIFT - BASCULE DELTA

SCALE: 1'' = 10' - 0''

Earthquake Ready Burnside Bridge	Sheet_Title		MULTNOMAH COUNTY] рате: <i>January 20</i> 2Йколест №:
MULTNOMAH COUNTY	DEPARTMENT OF COMMUNITY SERVICES TRANSPORTATION DIVISION 1500 S.E. 190th AVE. PORTLAND. ORE. 97233-5999		IAN R CANNON DE COUNTY ENCINEED	
DESIGNED BY:	DRAFTED BY:	XXX	CHECKED BY:	XXX
Bhee	NO, DATE:	7		



Appendix F. Long-span Approach Erection



Long Span Approach Sequence (Note: East side shown. West side similar)





Long Span Approach Sequence (Note: East side shown. West side similar)



Long Span Approach Sequence (Note: East side shown. West side similar)





Appendix G. Project Schedules

APPENDIX G-1 Enhanced Retrofit Schedule with Temporary Bridge

Activity N CQRB NEPA Retrofit (With General/Milestones A1000 Notice To A1010 Move Tra A1020 Shift Traff A1030 Open Ref A1035 South Ap A1040 Project C Procurement A1050 A1070 Procure V A1080 Procure I A1090 Mobilize t A1100 Install Site A1100 Install Mo A1115 Demo Bu A1130 Install Mo A1140 Install Mo A1150 Testing & A1140 Install Mo A1140 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove A1160 Install We A1170 Install We	To Proceed To Proceed To Proceed To Proceed To North Half (for South Approaches Work) Retrofitted Bridge North Half to Traffic Approaches Complete Completion Ubmittals Work Bridge Piling Work Bridge Superstructure Detour Bridge Materials To Site Site Access/Erosion Control d Crossing (East Side)	Original Duration Cx 1321 1 1321 0 0 0 0 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0 100 0	2% 0%	Iteration Statt Float 04-Mar-24 0 04-Mar-24 4 04-Mar-24 49 26-Mar-25 0 22-Aug-28 0 11-Aug-28 0 0 159 04-Mar-24 13 25-Jun-24	14-May-29 14-May-29 14-May-29 05-Sep-28 21-Aug-28 14-May-29 14-May-29 20-Aug-24 24-br 24	A1150 A1390, A2200, J A1990 A2900, A2510 A2430, A2450, J	A1050 A1590, A2000 A2210, A2860 A2390, A1020	M A M	J J J	A S O	N D J	FMA	M J J	J A S	ON	DJ	FM	AM	JJ	A S	0 N
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A1050 Early Sub A1060 Procure V A1070 Procure V A1070 Procure V A1080 Procure V Construction A1090 Mobilize t A1100 Install Site A1110 Railroad O Temporary Works Detour Bridge A1115 Demo Bu A1120 Install Mo A1120 Install Mo A1140 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Mork Bridges A1160 Install We A1170 Install We	ubmittals 2 Work Bridge Piling 2 Work Bridge Superstructure 2 Detour Bridge Materials 2 Detour Bridge Materials 3 Detour Bridge Materials 3 Detour Bridge Materials 3 Detour Bridge Materials 4 Crossing (East Side)	80 30 40 30 1241 10	0% 0% 0% 0%	4 04-Mar-24 13 25-Jun-24	20710g-24					₹ 20-Δ1	1-24 Proci	rement									
A1050 Early Str. A1060 Procure V A1070 Procure V A1070 Procure V A1080 Procure V A1080 Procure V A1090 Mobilize f A1100 Install Site A1110 Railroad f Detour Bridge Install No A1120 Install Mo A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2410 Remove Mork Bridges Mork Bridges A1160 Install We A1170 Install We	ubmittals Work Bridge Piling Work Bridge Superstructure Detour Bridge Materials to Site Site Access/Erosion Control d Crossing (East Side)	80 30 40 30 1241 10	0% 0% 0%	4 04-Mar-24 13 25-Jun-24	10/1 10/10/10/10					• 2077u	j-z,-, i 1000										
A1060 Procure V A1070 Procure V A1070 Procure V A1080 Procure V Construction Install Site A1090 Mobilize f A1100 Install Site A1110 Railroad f Detour Bridge Install Site A1115 Demo Bu A1120 Install Mo A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2410 Remove Mork Bridges A1160 A1160 Install We A1170 Install We	Work Bridge Piling Work Bridge Superstructure Detour Bridge Materials e to Site Site Access/Erosion Control d Crossing (East Side)	30 40 30 1241 10	0% 0% 0%	13 25-Jun-24	∠4-Jui⊦∠4	A1000	A1060, A1070, A		Ear	ly Submit	als	- L		4	.iii	,					÷
A1070 Procure V A1080 Procure V A1080 Procure V A1090 Mobilize t A1090 Install Site A1100 Install Site A1110 Railroad U Temporary Works Detour Bridge A1115 Demo Bu A1120 Install In-V A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2410 Remove Work Bridges A1160 A1170 Install We	e Vork Bridge Superstructure Detour Bridge Materials e to Site Site Access/Erosion Control d Crossing (East Side)	40 30 1241 10	0% 0%		06-Aug-24	A1050	A1160, A1180			Proçure	Work Bridg	ge Piling									
A1080 Procure ID A1090 Mobilize to A1090 Install Site A1100 Install Site A1110 Railroad of Temporary Works Install Site Detour Bridge Install In-N A1115 Demo Bu A1120 Install In-N A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove Work Bridges A1160 A1160 Install We A1170 Install We	e to Site Site Access/Erosion Control d Crossing (East Side)	30 1241 10	0%	159 25-Jun-24	20-Aug-24	A1050	A1170, A1190	_		Procu	e Work Bri	dge Supers	structure	-							
Construction A1090 Mobilize to A1100 Install Site A1110 Railroad of Temporary Works Install Site Detour Bridge Install Site A1115 Demo Bu A1120 Install In-N A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2410 Remove Work Bridges A1160 A1160 Install We A1170 Install We	e to Site Site Access/Erosion Control d Crossing (East Side)	1241 10		4 25-Jun-24	06-Aug-24	A1050	A1120			Pro¢ure	Detour Brin	lge Materia	als								
A1090 Mobilize t A1100 Install Situ A1110 Railroad 0 Temporary Works Detour Bridge A1115 Demo Bu A1120 Install In-V A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove A1160 Install We A1170 Install We	e to Site Site Access/Erosion Control d Crossing (East Side)	10	0%	0 25-Jun-24	14-May-29																
A1100 Install Situ A1110 Railroad Temporary Works Detour Bridge A1115 Demo Bu A1120 Install In-1 A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove A1160 Install We A1170 Install We	Site Access/Erosion Control d Crossing (East Side)		0%	4 25-Jun-24	09-Jul-24	A1050	A1100		- b M	o b ilize to	Site										
A1110 Railroad 0 Temporary Works Detour Bridge A1115 Demo Bu A1115 Demo Bu A1120 Install In-V A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Mork Bridges A1160 A1170 Install We	d Crossing (East Side)	20	0%	4 10-Jul-24	06-Aug-24	A1090	A1110, A1120, A		4	Install S	te Access/	Ercsion Co	ntrol								
Temporary Works Detour Bridge A1115 Demo Bu A1120 Install In-V A1130 Install In-V A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2410 Remove Work Bridges A1160 A1160 Install We A1170 Install We		20	0%	428 07-Aug-24	04-Sep-24	A1100	A1190			Railr	oad Crossi	ng (East Si	de)								
Detour Bridge A1115 Demo Bu A1120 Install In-1 A1130 Install Mo A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove A1160 Install We A1170 Install We		1091	0%	120 07-Aug-24	21-Nov-28				V								÷	<u> </u>		-	÷
A1115 Demo Bu A1120 Install In-1 A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove A2410 Remove A1160 Install We A1170 Install We		1091	0%	120 07-Aug-24	21-Nov-28										1 1 1		++++			-	
A1120 Install In-1 A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Mork Bridges Mork Bridges A1160 Install We A1170 Install We	Buildings For Detour Bridge	40	0%	49 07-Aug-24	02-Oct-24	A1100	A1130		-		emo Buildi	ngs For Dei	tour Brid	lge							
A1130 Install Mo A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Work Bridges 1160 A1160 Install We A1170 Install We	n-Water Piles (Assumed 200 piles) For Detour	50	0%	5 07-Aug-24	04-Oct-24	A1100, A1080	A1140		-		stall In-Wa	tei Piles (A	ssumed	1,200 pi	lės) For l	Detour					1
A1140 Install Mo A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Work Bridges Mathematical Mode A1160 Install We A1170 Install We	Modular Detour Bridge	110	0%	49 03-Oct-24	11-Mar-25	A1115	A1150					Insta	II Modul	ar Detou	ur Bridge	е					
A1150 Testing & A2390 Remove A2400 Remove A2410 Remove Work Bridges Market Bridges A1160 Install We A1170 Install We	Vovable Span	60	0%	97 07-Oct-24	02-Jan-25	A1120	A1150					stall Movab	ole Spar	h							
A2390 Remove A2400 Remove A2410 Remove Work Bridges A1160 Install We A1170 Install We	& Switch Over Traffic to Detour	10	0%	49 12-Mar-25	25-Mar-25	A1140, A1130	A1010					Tes Tes	stina & S	Switch O	ver Traff	ic to De	atour				
A2400 Remove A2410 Remove Work Bridges A1160 Install We A1170 Install We	e Detour Bridge Superstructure	45	0%	1 22-Aug-28	24-Oct-28	A1030	A2400, A2410														
A2410 Remove Work Bridges A1160 Install We A1170 Install We	re Detour Bridge In-Water Piling	20	0%	1 22-Aug-28	14-Sep-28	A2390	A1040 A2450			•				·							++
Work Bridges A1160 Install We A1170 Install We	e On Land Piling	20	0%	120 25-Oct-28	21-Nov-28	A2390	A1040														
A1160 Install We		1060	0%	1 07-Aug-24	10-Oct-28	12000											<u>i i i i i i i i i i i i i i i i i i i </u>	i		_	<u>i i</u>
A1170 Install We	Nest Work Bridge Bile to Bier 2	40	0%	15 07 Aug 24	23 Sep 24	A1100 A1060	A1170 A1200 A				tall West V	No k Bridge	- Dile to	Dior							
	Nest Work Bridge Superstructure to Pier 2	40	0%	136 24 Sep 24	18 Nov 24	A1160, A1070	A1500						Bridge	Suparet	nincture t	Dier	2				
A1180 Install Ea	East Work Bridge Bile to Dier 3	50	0%	13 24 Sep 24	10 Aug 25	A1060 A1160	A1100 A1 210				- install,		Diuge		ntall'Eac	et Work	Bridge	Dile te	Dior 3		++
A1100 Install Ea	East Work Bridge Superstructure To Pier 3	100	0%	45 24-Sep-24	13-Jap 26	A1180 A1070	A1505								Stall Las		inctall F	File to			horetra
A1130 Install La	ast work Bridge Superstructure to Fields	20	0%	214 01 Oct 27	11 Nov 27	A1010	A1395	-								7		-231 / 10		iye ou	persuu
A2420 Remove			0%	45 07 14 09	19. Aur 29	A1910	A2430	-													
A2430 Reliliove		20	0%	45 27-Jul-26	16-Aug-26	A2420, A2470	A1040	-													
A2440 Remove	e East Work Bridge Superstructure	40	0%	4 14-Jul-28	08-Sep-28	A1980	A2450														++
A2450 Remove	e East work Bridge Pilling	22	0%	1 14-Sep-28	10-Oct-28	A2440, A2400	A1040														
Cofferdams		//4	0%	36 10-Jul-25	26-Jul-28																
A1195 Install Pie	Pier 1 Cofferdam (Incl Rings)	40	0%	18 10-Jul-25	25-Aug-25	A1620	A1225, A1680, A								nstall Pie	r 1 Cof	ferdam	(Incl R	kings)		
A1200 Install Pie	Pier 2 Cotterdams (N & S of Ex Pier)	20	0%	18 26-Aug-25	19-Sep-25	A1620, A1160, /	A1205	_							Install	Pier 2 (Cofferda	ams (N	NKSO	f Ex Pi	er)
A1205 Install Pie	Pier 2 Cotter Rings & Dewater	20	0%	39 22-Sep-25	17-Oct-25	A1200	A1700, A1225								l insi	ial Pier	2 Coffe	er Ring	js & De	water	
A1210 Install Pie	Pier 3 Cofferdam (N & S of Ex Pier)	20	0%	0 10-Jul-26	01-Aug-26	A1630, A1180	A1215													Insta	ill Pier :
A1215 Install Pie	Pier 3 Coffer Rings & Dewater	20	0%	0 03-Aug-26	28-Aug-26	A1210	A1235, A1760, A													lr 📕	istall P
A1225 Install Co	Cofferdam for Ex Pier 4 Removal	20	0%	17 29-Aug-26	21-Sep-26	A2000, A1195, /	A1670									. 1				-	Instal
A1235 Remove	e Cofferdam for Ex Pier 4 Removal	15	0%	84 10-Jul-27	27-Jul-27	A1670, A1215	A1040, A2455														
A2455 Remove	re Pier 1 Cofferdam	10	0%	84 28-Jul-27	07-Aug-27	A1235, A1685	A2460														i
A2460 Remove	e Pier 2 Cofferdam	15	0%	84 09-Aug-27	25-Aug-27	A1720, A2455	A2470														
A2470 Remove	re Pier 3 Cofferdam	15	0%	45 10-Jul-28	26-Jul-28	A1780, A2460	A2430									.					
Retrofit Bridge		1211	0%	0 07-Aug-24	14-May-29																
West Approach		1201	0%	10 07-Aug-24	30-Apr-29					: :			: :		: : :				: : :		: :
Underdeck		407	0%	397 07-Aug-24	16-Mar-26				V									16-Mar	r-26, Ui	derde	ck
Bents 1 - 16		290	0%	484 07-Aug-24	26-Sep-25										7 26-Se	эр 2 5, Г	3ents 1	- 16			
A1230 Prep & Fa	Face Bent 1	40	0%	484 07-Aug-24	02-Oct-24	A1100	A1240		-	📫 P	rep & Face	Bent 1									
A1240 Excavate	te, FRP Bent 2 Footing Retrofit	15	0%	484 03-Oct-24	23-Oct-24	A1230	A1250, A1260			L - _	Excavate,	FRP Bent	2 Footir	ng Retro	fit						
A1250 FRP Bent	ent 2 Cap Retrofit	10	0%	569 24-Oct-24	06-Nov-24	A1240	A1280				FRP Be	nt 🕇 Cap Re	etrofit								
A1260 Excavate	te, FRP Bent 3 Footing Retrofit	15	0%	484 24-Oct-24	13-Nov-24	A1240	A1280, A1300			H	Excava	te, FRP Be	ent 3 Foo	oting Re	trofit						
A1280 FRP Bent	ent 3 Cap Retrofit	10	0%	564 14-Nov-24	27-Nov-24	A1260, A1250	A1320			•	FRP E	Bert 3 Cap	Retrofit								
A1300 Excavate	te, FRP Bent 4 Footing Retrofit	15	0%	484 14-Nov-24	06-Dec-24	A1260	A1320, A1340			4	🔲 Exca	vale, FRP	Bent 4 I	Footing	Retrofit						



	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024 2025 2026
		Duration	Complete	Float				MAMJJASONDJFMAMJJASONDJFMAMJJASO
A13	20 FRP Bent 4 Cap Retrofit	10	0%	559 09-Dec-24	20-Dec-24	A1300, A1280	A1400	FRP Bent 4 Cap Retrofit
A13	40 Excavate, FRP Bent 5 Footing Retrofit	15	0%	484 09-Dec-24	30-Dec-24	A1300	A1400, A2520	Excavate, FRP Bent 5 Footing Retrofit
A14	00 FRP Bent 5 Cap Retrofit	10	0%	554 31-Dec-24	14-Jan-25	A1320, A1340	A2530	►□ FRP Bent 5 Cap Retrofit
A25	20 Excavate, FRP Bent 6 Footing Retrofit	15	0%	484 31-Dec-24	21-Jan-25	A1340	A2530, A2540	Excavate, FRP Bert 6 Fopting Retrofit
A25	30 FRP Bent 6 Cap Retrofit	10	0%	549 22-Jan-25	04-Feb-25	A2520, A1400	A2550	r RP Bent 6 Cap Retrofit
A25	40 Excavate, FRP Bent 7 Footing Retrofit	15	0%	484 22-Jan-25	11-Feb-25	A2520	A2550, A2560	Excavate, FRP Bent 7 Footing Retrofit
A25	50 FRP Bent 7 Cap Retrofit	10	0%	544 12-Feb-25	25-Feb-25	A2540, A2530	A2570	FRP Bent 7 Cap Retroffit
A25	60 Excavate, FRP Bent 8 Footing Retrofit	15	0%	484 12-Feb-25	04-Mar-25	A2540	A2570, A2580	Excavate FRF Bent 8 Footing Retrofit
A25	70 FRP Bent 8 Cap Retrofit	10	0%	539 05-Mar-25	18-Mar-25	A2560, A2550	A2590	FRP Bent 8 Cap Retrofit
A25	80 Excavate, FRP Bent 9 Footing Retrofit	15	0%	484 05-Mar-25	25-Mar-25	A2560	A2590, A2600	Excavate, FRP Bent 9 Footing Retrofit
A25	90 FRP Bent 9 Cap Retrofit	10	0%	534 26-Mar-25	08-Apr-25	A2570, A2580	A2610	FRP Bent 9 Cap Retrofit
A26	00 Excavate, FRP Bent 10 Footing Retrofit	15	0%	484 26-Mar-25	15-Apr-25	A2580	A2610, A2620	Excavate FRP Bent 10 Footing Retrofit
A26	10 FRP Bent 10 Cap Retrofit	10	0%	529 16-Apr-25	29-Apr-25	A2600, A2590	A2630	FRP Bent 10 Cap Retroft
A26	20 Excavate, FRP Bent 11 Footing Retrofit	15	0%	484 16-Apr-25	06-May-25	A2600	A2630, A2640	Excavate, FRP Bent 11 Footing Retrofit
A26	30 FRP Bent 11 Cap Retrofit	10	0%	524 07-Mav-25	20-Mav-25	A2620, A2610	A2650	₩ FRP Bent 11/Cab Retublit
A26	40 Excavate, FRP Bent 12 Footing Retrofit	15	0%	484 07-Mav-25	28-Mav-25	A2620	A2650, A2660	Excavate, FRP Bent 12 Footing Retrofit
A26	50 FRP Bent 12 Cap Retrofit	10	0%	519 29-May-25	11-Jun-25	A2640, A2630	A2670	► Benti12 Can Retrofit
Δ26	60 Excavate ERP Bent 13 Footing Retrofit	15	0%	484 29-May-25	18-Jun-25	A2640	A2670 A2680	Fyravate/ EPP Beht 13 Foldting Retroff
Δ26	70 FRP Bent 13 Can Retrofit	10	0%	514 19-lun-25	02-10-25	A2650 A2660	A2690	BRP/Bent 13 Can Retroff
A20	80 Excavate FRP Rent 1/ Footing Patrofit	20	0.10	484 10_lun 25	17_ hil.95	A2660	Δ2690 Δ2700	- Evcavate CDD Rent 1/1 Enhting Dateriff
A20	00 EPD Bent 14 Cap Betrafit	20	0%	504 10 110F	31 Jul 25	A2680 A2670	A2030, A2700	
A20	00 Excavate EPD Bent 15 Easting Datrofit	10	0%	10-JUI-20	11 Auro 2F	A2000, A2070	A2710 A2720	
A27	10 EDD Bent 15 Cap Datrofit	20	0%	404 10-JUI-20	28 Aur 25		A2730	
A27	20 Execute EDD Part 16 Facture Deterft	10	0%	494 10-AUG-25	20-Aug-20	A2700, A2090	A2730	
A27	ZU Excavale, FKP Beni 1b Footing Retront 20 EDD Part 16 Can Date 5th	20	0%	484 15-AUG-25	12-Sep-25	A2700	A2/30	
A27		10	0%	484 15-Sep-25	20-Sep-25	AZ720, A2710	A1350	
Bents '		407	0%	397 07-Aug-24	16-Mar-26		10750	
A27	40 Drill Bent 17 Shafts	20	0%	669 07-Aug-24	04-Sep-24	A1100	A2750, A2780	Drill Bent 17 Shaft
A27	50 Excavate & Shore Bent 17 Footing	10	0%	669 05-Sep-24	18-Sep-24	A2740	A2760	Excavate & Shole Bent 17; Rooting
A27	60 FRP Bent 17 Footing	15	0%	669 19-Sep-24	09-Oct-24	A2750	A2770	FRP Bent 17 flooting
A27	70 FRP Bent 17 Cap	20	0%	669 10-Oct-24	06-Nov-24	A2760	A2810	FRP Bent 7 Cap
A27	80 Drill Bent 18 Shafts	20	0%	669 05-Sep-24	02-Oct-24	A2740	A2790, A2820	Drill Berit 18 Stafts
A27	90 Excavate & Shore Bent 18 Footing	10	0%	669 03-Oct-24	16-Oct-24	A2780	A2800	Excavate & Shore Bent 18 Footing
A28	00 FRP Bent 18 Footing	15	0%	669 17-Oct-24	06-Nov-24	A2790	A2810	FRP Bent 18 Footing
A28	10 FRP Bent 18 Cap	20	0%	669 07-Nov-24	06-Dec-24	A2800, A2770	A2850	FRP Bent 18 Çap
A28	20 Drill Bent 19 Shafts	20	0%	669 03-Oct-24	30-Oct-24	A2780	A2830, A2500	→ Drill Bent 19 Shafts
A28	30 Excavate & Shore Bent 19 Footing	10	0%	669 31-Oct-24	13-Nov-24	A2820	A2840, A3140	Excavate & Shore Bent 19 Footing
A28	40 FRP Bent 19 Footing	15	0%	669 14-Nov-24	06-Dec-24	A2830	A2850	FRP Bent 19 Footing
A28	50 FRP Bent 19 Cap	20	0%	669 09-Dec-24	07-Jan-25	A2840, A2810	A1350	FRE Bent 19 Cap
A31	40 Jet Grouting Bent 19/Pier 1	40	0%	397 20-Jan-26	16-Mar-26	A2830, A1680	A1370	Jet Grouting Bent 19/Pier
Top Deck	· · · · · · · · · · · · · · · · · · ·	911	0%	10 29-Sep-25	30-Apr-29			
Phase	1	182	0%	554 29-Sep-25	16-Jun-26			16-jun-26, Pha
A13	50 Set Traffic Control	10	0%	484 29-Sep-25	10-Oct-25	A2850, A2730	A1360	Set Traffic Control
A13	60 Remove Deck Spans 1 - 18 North Half	20	0%	484 13-Oct-25	07-Nov-25	A1350	A1370	Remove Deck Spans 1 - 18 North Half
A13	70 Form & Reinforce Deck North Half	30	0%	397 17-Mar-26	27-Apr-26	A1360. A3140	A1380	► Form & Reinforce D
A13	80 Pour Deck North Half	15	0%	397 28-Apr-26	18-Mav-26	A1370	A1390	→ Poir Deck North
A13	90 Pour North Sidewalk & Parapet	15	0%	397 19-May-26	09-Jun-26	A1380	A1910, A1020 A	
Δ24	80 Miscellaneous/Striping etc	5	0%	554 10-lun-26	16-Jun-26	A1390	A1020	
Phase	2	165	0%	10 06-Sen-28	30-Anr-20	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Age	60 Remove Deck Spans 1 18 South Half	20	0 %	10 06 Son 29	03 04 20	A1020	Δ2870	─ ┨╴╬╌╬╌╫╌╫╌╫╌╫╌╬╌╬╌╫╌╫╌╬╌╫╌╬╌╫╌╬╌╫╌╬╌╫╌╫╌╫╌╫╢╴╬╌╬╌╫╌┼╸ <mark>╢</mark> ╌╌╬╌╫╌┼ <mark>╸</mark> ╬╌╫╌╫╴╢
A28	70 Form & Boinform Dock South Light	20	0%	10 00-5ep-28	12 Mar 20	A1020	A2010	
A28	Form & Reinforce Deck South Hait	110	0%	10 04-Oct-28	12-Mar-29	A2800	A2800	
A28		15	0%	10 13-Mar-29	02-Apr-29	A2870	A2890	
A28	90 Pour South Sidewalk & Parapet	15	0%	10 03-Apr-29	23-Apr-29	A2880	A2900	
A29	00 Miscellaneous/Striping, etc	5	0%	10 24-Apr-29	30-Apr-29	A2890	A1035	
River Spans		859	0%	42 26-Mar-25	10-Aug-28			
Demolitio	n	702	0%	10 26-Mar-25	30-Dec-27			
A1590	Shore West Counterweight For Span Demo	20	0%	49 26-Mar-25	22-Apr-25	A1010, A1170	A1620	Shore West Counterweight For Span Demo
A1595	Shore East Counterweight For Span Demo	20	0%	85 14-Jan-26	10-Feb-26	A1620, A1190	A1630	Shore East Counterveight Fo
A1620	Demo West Bascule Span	20	0%	49 23-Apr-25	20-May-25	A1590	A1595, A1200, A	A Demo West Bascule Sban
		1					1	<u> </u>


	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors		202	4			2025				2026	3	
		Duration Co	omplete	Float				MAN	VIJ.	JAS	ONDJFM	AM	JJA	\ S	D N C	JFM	AMJ.	JAS	0 N
A1630	Demo East Bascule Span	20	0%	85 11-Feb-26	10-Mar-26	A1595	A1210	_								i 🛏 i	Demo East I	3ascule S	pan
A1670	Demo Ex Pier 4	40	0%	173 22-Sep-26	16-Nov-26	A2030, A1225	A1820, A1235	_										-	-
A1675	Demo Portion of Truss & Deck Between New Pier 4 & (25	0%	10 23-Nov-27	30-Dec-27	A1830	A1920												
		617	0%	177 26-Aug-25	01-Feb-28	44405	A 4005 A 0440								1 1 1	-			
A1680	Pier 1 Shafts	100	0%	142 26-Aug-25	19-Jan-26	A1195	A1685, A3140								·	Pier 1			+
A1085	PRP Pier 1 Shalt Cap	190	0%	142 20-Jan-26	13-Apr-26	A1080	A1710, A2455, A	-										Liot 2 S	.ap
A1710	EDD Dior 2 Shoft Con	60	0%	94 07 Jul 26	20 Sop 26	A1200	A1710, A1700	-											EDD
A1720	Print Fiel 2 Shall Cap	00	0%	84 30 Sep 26	29-3ep-20	A1700, A1005	A1720, A1770	-											
A1730	Install Pier 2 Mechanical	60	0%	84 28-Dec-26	27-Dcc-20	A1720	A1790 A1860	-										105	1
A1760	Pier 3 Shafts	180	0%	0 31-Aug-26	14-May-27	A1700. A1215	A1770, A1820		-++-		**-*-*			+-+		{}}			
A1770	FRP Pier 3 Shaft Cap	60	0%	0 17-May-27	10-Aug-27	A1760, A1710	A1780	-											
A1780	Reinforce Pier 3 Walls	60	0%	0 11-Aug-27	03-Nov-27	A1770, A1720	A1790, A2470	~											
A1790	Install Pier 3 Mechanical	60	0%	0 04-Nov-27	01-Feb-28	A1780, A1730	A1940												
A1820	New Pier 4 Shafts	30	0%	13 10-Jul-27	13-Aug-27	A1670, A1760	A1825, A1835												
A1825	FRP New Pier 4 Columns	30	0%	10 16-Aug-27	27-Sep-27	A1820	A1830	111			****	- 11 - 1 -				(·		
A1830	FRP New Pier 4 Cap	40	0%	10 28-Sep-27	22-Nov-27	A1825	A1920, A1675	1											
A1835	Jet Grouting Pier 4	40	0%	89 14-Aug-27	29-Sep-27	A1820													
Superstructure		414	0%	0 28-Dec-26	10-Aug-28														
A1850	Form & Reinforce Spans 17 through 20	40	0%	139 28-Dec-26	22-Feb-27	A1685, A1720	A1880												1
A1860	FRP West Bascule Span Offsite	30	0%	84 23-Mar-27	03-May-27	A1730	A1870	<u> </u>				1							
A1870	Float In and Place West Bascule Span	5	0%	84 04-May-27	10-May-27	A1860	A1880												
A1880	Pour Spans 17 through 20 (Incl Cure)	30	0%	84 11-May-27	22-Jun-27	A1870, A1850	A1890												
A1890	FRP Sidewalk Spans 17 through West Bascule	20	0%	84 23-Jun-27	21-Jul-27	A1880	A1900												
A1900	FRP Barrier Spans 17 through West Bascule	30	0%	84 22-Jul-27	01-Sep-27	A1890	A1910												
A1910	West Bascule Testing	20	0%	84 02-Sep-27	30-Sep-27	A1900, A1390	A1940, A2420	_											
A1920	Erect Girders Spans 21 to 24, Incl over I-5, I-84, & RR	4	0%	4 01-Jan-28	09-Jan-28	A1830, A1675, J	A1930	_											
A1930	Form & Reinforce Spans 21 to 24	40	0%	12 10-Jan-28	03-Mar-28	A1920	A1960	-											
A1940	FRP East Bascule Span Offsite	30	0%	0 02-Feb-28	14-Mar-28	A1910, A1790	A1950	-											
A1950	Float In and Place East Bascule Span	5	0%	0 15-Mar-28	21-Mar-28	A1940	A1960		. . .			- -					<u> </u>		
A1960	Pour Spans 21 through 24 (Inci Cure)	30	0%	0 22-Mar-28*	02-May-28	A1950, A1930	A1970	-											
A1970	FRP Sidewalk Spans 24 through East Bascule	20	0%	0 03-Way-28	31-Way-28	A1960	A1980	-											
A1960	FRP barrier Sparis 24 through East bascule	30	0%	0 11 11 29	10 Aug 20	A1970	A1990, A2440	-											
Fast Ammach		1048	0%	0 20 Mar 25	10-Aug-20	A1960, A2200	A1030												
Phase 1		283	0%	580 29-Mar-25	08-May-20						·········					<u></u>		av 26 Phy	
Demolition		50	0%	499 29-Mar-25	09-Jun-25								7 09-Ju	n-25 [Demolition	m		ly-20, 11,0	
A2000	Demo Superstructure over I-5 & I-84	8	0%	146 29-Mar-25	20-Apr-25	A1010	A2010, A1225	4				Der	nd Sube	erstruc	ure over	1-5 & 1-84			
A2010	Demo Superstructure over RR Tracks	10	0%	499 21-Apr-25	02-May-25	A2000	A2020	-				⊐, ►İİ De	emio Sup	erstru	cture ove	r RR Track	s		
A2020	Demo Substructure Bents 21 through 24	10	0%	499 05-Mav-25	16-May-25	A2010	A2500, A2030	-					Demo Si	ubstru	ture Ben	its 21 throu	ah 24		
A2030	Demo Remainder of East Approach, North Half	15	0%	499 19-May-25	09-Jun-25	A2020	A1670, A2170, A		-++-			1	Demo	Rem	ainder of	East Appr	pach, North I	lalf	
Substructure	9	135	0%	581 19-May-25	26-Nov-25										- 2	6-Nov-25,	Substructure		
A2495	Jet Grouting Bent 22	20	0%	636 16-Jul-25	12-Aug-25	A2930	A2955	1					-	Jet:0	Frouting P	3ent 22			
A2500	Bent 23 Shafts	20	0%	539 19-May-25	16-Jun-25	A2820, A2020	A2910, A2930					╘╼╢═	Bent	23 SH	afts				
A2910	FRP Bent 23 Columns	15	0%	539 17-Jun-25	08-Jul-25	A2500	A2920	1				- IF	FR	R Ber	it 23 Colu	imns			
A2920	FRP Bent 23 Cap	20	0%	539 09-Jul-25	05-Aug-25	A2910	A2950						┣曲	FRP	3ent 23 C	\$ap			
A2930	Bent 24 Shafts	20	0%	539 17-Jun-25	15-Jul-25	A2500	A2940, A2960, A					-	В	ent 24	Shafts				
A2940	FRP Bent 24 Columns	15	0%	539 16-Jul-25	05-Aug-25	A2930	A2950							FRP	3ent 24 C	Solumns			
A2950	FRP Bent 24 Cap	20	0%	539 06-Aug-25	03-Sep-25	A2940, A2920	A2980						╞╊	Fr	<p 2<="" bent="" td=""><td>4 Cap</td><td></td><td></td><td></td></p>	4 Cap			
A2955	Jet Grouting Bent 24/25	10	0%	636 13-Aug-25	26-Aug-25	A2495	A2995							Jet	Grouting	, Bent 24/2	5		
A2960	Bent 25 Shafts	15	0%	549 16-Jul-25	05-Aug-25	A2930	A2970, A2990						* 	Bent	25 Shafts	3			
A2970	FRP Bent 25 Columns	10	0%	549 06-Aug-25	19-Aug-25	A2960	A2980						*	FRF	Bent 25	Columns			
A2980	FRP Bent 25 Cap	20	0%	539 04-Sep-25	01-Oct-25	A2970, A2950	A3010	_					11		FRP Be	ht 25 Cap			
A2990	Bent 26 Shafts	15	0%	554 06-Aug-25	26-Aug-25	A2960	A3000, A3020, A							Be	nt 26 Sha	afts			
A2995	Jet Grouting Bent 26	10	0%	636 27-Aug-25	10-Sep-25	A2955, A2990	A2170	 						J. J	et Groutin	ng Bent 26			
A3000	FRP Bent 26 Columns	10	0%	554 27-Aug-25	10-Sep-25	A2990	A3010	-							RP Bent :	26 Column	ß		
A3010	FRP Bent 26 Cap	20	0%	539 02-Oct-25	29-Oct-25	A3000, A2980	A3040, A3050	-								Bent 26 Ca	ар		
A3020	Bent 27 Shafts	15	0%	559 27-Aug-25	17-Sep-25	A2990	A3030		1 1	1				• <u> </u>	3emt 27 S	inatts			

		14-Dec-19 13:14
2027	2028	2029
AMJJASON		SONDJFMAMJ
4	Demo Portion of Trass & D	eck Between New Pier 4 & Old F
	01-Feb-28, Subsmutun	9
P Pier 2 Walls INstall Fleir 2 Mechanical Pier 3 Shafts FRP Pier 3	Shaft Cap Reinforce Pier 3 Walls	
New Pler 4	Shafts New Pier 4 Columns FRP New Pier 4 Cap Fouting Pier 4:	0-Aug-28; Superstructure
FRP West Bascule Sp Float In and Place Wi Pour Spans 17 tt FRP Sidewal	an Offsite est Bascule Span frough 20 (Incl Cure) k Spans 17 through West Bascu frier Spans 17 through West Basc	le Jule
Ves Wes	Bascule Testing Erect Girders Spans 21 to Form & Reinforce S FRP East Bascule FRP East Bascule FRP East Bascule	i 24, Incl øver I-5, I-84, & ₹R ipans 21 to 24 Span Offsite ∋ East Bascule Span
		walk Spans 24 through East Bas Barrier Spans 24 through East Bas ast Bascule Testing
		© Oracle Corporation

EQRB	NEPA Retrofit (W	/ith Detour Bridge)							Cla	assic Schedule Layout		
Activity ID		Activity Name	Original Duration	% Complete	Total Float	Start	Finish	Predecessors	Successors	2024 M A M J J A S O N I	2025 D J F M A M J J A S O N D J	2026 F M A M J J A S O N D J F M
	A3030	FRP Bent 27 Columns	10	0%	559	18-Sep-25	01-Oct-25	A3020	A3040			27 Columns
	A3040	FRP Bent 27 Cap	20	0%	539	30-Oct-25	26-Nov-25	A3030, A3010	A1920, A2170		FRP	Bent 27 Cap
	A3050	Install Bracing Between Bent 25 & Bent 26	20	0%	539	30-Oct-25	26-Nov-25	A3010	A1920, A2170		► Insta	Il Bracing Between Bent 25 & Bent 26
	A3060	Excavate, FRP Bent 28 Footing Retrofit	15	0%	596	10-Jun-25	30-Jun-25	A2030	A3070		Excavate, FRP Bent	28 Footing Retrofit
	A3070	Excavate, FRP Bent 29 Footing Retrofit	15	0%	596	01-Jul-25	22-Jul-25	A3060	A3080		Excavate, FRP Be	nt 29 Footing Retrofit
	A3080	Excavate, FRP Bent 30 Footing Retrofit	15	0%	596	23-Jul-25	12-Aug-25	A3070	A3090		Excavale, FRP E	Bent 30 Footing Retrofit
	A3090	Excavate, FRP Bent 31 Footing Retrofit	15	0%	596	13-Aug-25	03-Sep-25	A3080	A3100		🗕 🕂 🛨 🕂 Excavate, FR	PBent 31 Footing Retrofit
	A3100	Excavate, FRP Bent 32 Footing Retrofit	15	0%	596	04-Sep-25	24-Sep-25	A3090	A3110		Excavate, F	RP Bent 32 Footing Retrofit
	A3110	Excavate, FRP Bent 33 Footing Retrofit	15	0%	596	25-Sep-25	15-Oct-25	A3100	A3120		Excavate	FRP Bent 33 Footing Retrofit
	A3120	Excavate, FRP Bent 34 Footing Retrofit	15	0%	596	16-Oct-25	05-Nov-25	A3110	A2170		Excava	ate, FRP Bent 34 Footing Retrofit
	A3130	Prep & Face Bent 35	40	0%	661	10-Jun-25	05-Aug-25	A2030	A2170		Prep & Face Ber	t 35
	Superstructu	ire	113	0%	580	01-Dec-25	08-May-26				· · · · · · · · · · · · · · · · · · ·	▼ 08-May-26, Superstructure
	A2170	Form & Reinforce Deck Spans 25 to 34	40	0%	581	01-Dec-25	27-Jan-26	A3040, A3050, J	A2180		L=	Form & Reinforce Deck Spans 25 to 34
	A2180	Pour Deck Spans 25 to 34 (Incl Cure)	15	0%	558	02-Mar-26*	20-Mar-26	A2170	A2190			Pour Deck Spans 25 to 34 (Incl Cure)
	A2190	FRP Sidewalk Spans 25 to 34	15	0%	558	23-Mar-26	10-Apr-26	A2180	A2200			FRP Sidewalk Spans 25 to 34
	A2200	FRP Barrier Spans 25 to 34	15	0%	558	13-Apr-26	01-May-26	A2190	A1990, A1020, A			FRP Barrier Spans 25 to 34
	A2490	Miscellaneous/Striping, etc	5	0%	580	04-May-26	08-May-26	A2200	A1020			Miscellaneous/Striping, etc
	Phase 2		175	0%	0	06-Sep-28	14-May-29					
	Demolition		20	0%	0	06-Sep-28	03-Oct-28					
	A2210	Demo Remainder of East Approach, South Half	20	0%	0	06-Sep-28	03-Oct-28	A1020	A2350, A2345			
	Superstructu	ire	155	0%	0	04-Oct-28	14-May-29					
	A2345	Jet Grouting Bent 24/25	10	0%	0	04-Oct-28	17-Oct-28	A2210	A2346			
	A2346	Jet Grouting Bent 26	10	0%	0	18-Oct-28	31-Oct-28	A2345	A2350			
	A2350	Form & Reinforce Deck Spans 12 to 15	85	0%	0	01-Nov-28	05-Mar-29	A2210, A2346	A2360			
	A2360	Pour Deck Spans 12 to 15 (Incl Cure)	15	0%	0	06-Mar-29	26-Mar-29	A2350	A2370			
	A2370	FRP Sidewalk Spans 12 to 15	15	0%	0	27-Mar-29	16-Apr-29	A2360	A2380			
	A2380	FRP Barrier Spans 12 to 15	15	0%	0	17-Apr-29	07-May-29	A2370	A2510			
	A2510	Miscellaneous/Striping, etc	5	0%	0	08-May-29	14-May-29	A2380	A1035			

Actual Work

Remaining Work

Milestone



APPENDIX G-2 Enhanced Retrofit Schedule NO Temporary Bridge

EQRB NEPA Retrofit (N	No Detour Bridge)				Classi	c Schedule Lay	rout			18-Nov-19 11:15
Activity ID	Activity Name	Original % Duration Complete	Total Start Float	Finish	Predecessors	Successors		2025		
	ofit (No Dotour Bridge)	910 0%	0 04-Mar-24	30-Sep-27			M A M J Jul A S Oct N D Jan F M		S Oct N D Jan F M Apr M J Jul A S	Oct N D Jan F M A M Jun Jul A S Oct
EQRB NEPA Retro	ont (No Detour Bridge)	010 0%	0 04 Mar 04	20 Car 07						
General/Mileston	ies	910 0%	0 04-Mar-24	30-Sep-27						30
A1000	Notice To Proceed	0 0%	0 04-Mar-24	40.0.105	40700 40050	A1050	Notice To Proceed			
A1020	Close Bridge to Traffic	10 0%	86 29-Sep-25	10-Oct-25	A2730, A2850	A1360, A2000, A			Close Bridge to Traffic	
A1030	Open Retrofitted Bridge to Traffic	7 0%	0 30-Jul-27	09-Aug-27*	A1990, A2480, J				-	- Open Retr
A1040	Project Completion	120 0%	0	30-Sep-27*	A2470, A2430, 1		20 Aug 24 Programment			PI
Procurement		120 0%	207 04-11111-24	20-Aug-24						
A1050	Early Submittals	80 0%	0 04-Mar-24	24-Jun-24	A1000	A1060, A1070, A	Early Submittals			
A1060	Procure work Bridge Pliing	30 0%	13 25-Jun-24	06-Aug-24	A1050	A1160, A1180				
	Procure work Bridge Superstructure	40 0%	207 25-Jun-24	20-Aug-24	A1050	A1170, A1190		structure		
Construction		030 0%	0 25-Juir-24	30-Sep-27	4.4050	4.4400				¥ 30
A1090	Mobilize to Site	10 0%	0 25-Jun-24	09-Jul-24	A1050	A1100	Mobilize to Site			
A1100	Install Site Access/Erosion Control	20 0%	0 10-Jul-24	06-Aug-24	A1090	A1110, A1160, A	Install Site Access/Erosion Cont	ntrol		
	Railroad Crossing (East Side)	20 0%	501 07-Aug-24	04-Sep-24	ATTUU	A1190	Rairoad Crossing (East Sid	ide)		
Work Bridges		800 0%	0 07-Aug-24	30-Sep-27			·····			
A1160	Install West Work Bridge Pile to Pier 2	40 0%	15 07-Aug-24	23-Sen-24	A1100, A1060	A1170, A1180	Install West Work Bridge	e Pile to Pier?		- 30
A1100	Install West Work Bridge Suberstructure to Pier 2	40 0%	184 24-Sep-24	18-Nov-24	A1160. A1070	A1590. A1180		ork Bridge Superstructure to	Pier 2	
A1180	Install East Work Bridge Pile to Pier 3	50 0%	28 10-Jul-25	05-Sep-25	A1060, A1160.	A1190			nstall East Work Bridge Pile to Pier 3	
A1190	Install East Work Bridge Superstructure To Pier 3	100 0%	146 08-Sep-25	29-Jan-26	A1180, A1070,	A1595			Install East Work Bridge Superstruct	sture To Pier 3
A2420	Remove West Work Bridge Superstructure	30 0%	126 11-Dec-26	25-Jan-27	A1910	A2430				r+ Remove West Work Bridge Superstruc
A2430	Remove West Work Bridge Piling	20 0%	7 15-Jul-27	06-Aug-27	A2420, A1235	A1040, A2455				F Remove V
A2440	Remove East Work Bridge Superstructure	40 0%	0 01-Jul-27	26-Aug-27	A1980	A2450				P
A2450	Remove East Work Bridge Piling	30 0%	0 27-Aug-27	30-Sep-27	A2440	A1040				Re Re
Cofferdams		794 0%	6 07-Aug-24	22-Sep-27						▼ 22-
A1195	Install Pier 1 Cofferdam (Incl Rings)	40 0%	6 16-Aug-25	03-Oct-25	A1215	A1225, A1680		► —	Install Pier 1 Cofferdam (Incl Rings)	
A1200	Install Pier 2 Cofferdams (N & S of Ex Pier)	20 0%	0 07-Aug-24	29-Aug-24	A1100	A1205, A1210	Install Pier 2 Cofferdams (N	N & S of Ex Pier)		
A1205	Install Pier 2 Coffer Rings & Dewater	20 0%	0 30-Aug-24	27-Sep-24	A1200	A1700, A1210	Install Pier 2 Coffer Ring	ngs & Dewater		
A1210	Install Pier 3 Cofferdam (N & S of Ex Pier)	20 0%	0 28-Sep-24	19-Jul-25	A1200, A1205	A1215		Instal	Pier 3 Cofferdam (N & S of Ex Pier)	
A1215	Install Pier 3 Coffer Rings & Dewater	20 0%	0 21-Jul-25	15-Aug-25	A1210	A1235, A1760, A			stall Pier 3 Coffer Rings & Dewater	·····
A1225	Install Cofferdam for Ex Pier 4 Removal	20 0%	7 10-Jul-26	01-Aug-26	A2000, A1195	A1670			Install C	offerdam for Ex Pier 4 Removal
A1235	Remove Cofferdam for EX Pier 4 Removal	15 0%	7 29-Sep-26	14-JUI-27	A1670, A1215	A1040, A2455, A				
A2455	Remove Pier 1 Contendam	10 0%	7 07-Aug-27	18-Aug-27	A1235, A1685, A	A2460				Remove
A2400	Remove Pier 2 Collection	15 0%	7 19-Aug-27	22 Sep 27	A1720, A2455	A2470				
Retrofit Bridge		756 0%	0 07-Aug-24	22-Sep-27	A1700, A2400	A1040	······································	·····		20_11_27 F
West Approach		435 0%	321 07-Aug-24	23-Apr-26					Z 23-Apt-26. West App	bach
Underdeck		290 0%	211 07-Aug-24	26-Sep-25					26-Sep-25, Underdeck	
Bents 1 - 16	3	290 0%	86 07-Aug-24	26-Sep-25					7 26-Sep-25, Bents 1 - 16	
A1230	Prep & Face Bent 1	40 0%	86 07-Aug-24	02-Oct-24	A1100	A1240	Prep & Face Bent 1			
A1240	Excavate, FRP Bent 2 Footing Retrofit	15 0%	86 03-Oct-24	23-Oct-24	A1230	A1250, A1260	Excavate, FRP Ben	nt 2 Footing Retrofit		
A1250	FRP Bent 2 Cap Retrofit	10 0%	171 24-Oct-24	06-Nov-24	A1240	A1280	FRP Bent 2 Cap F	Rétrofit		
A1260	Excavate, FRP Bent 3 Footing Retrofit	15 0%	86 24-Oct-24	13-Nov-24	A1240	A1280, A1300	Excavate, FRP E	Bent 3 Footing Retrofit		
A1280	FRP Bent 3 Cap Retrofit	10 0%	166 14-Nov-24	27-Nov-24	A1260, A1250	A1320	FRP Bent 3 Ca	Cap Retrofit		
A1300	Excavate, FRP Bent 4 Footing Retrofit	15 0%	86 14-Nov-24	06-Dec-24	A1260	A1320, A1340	Excavate, FR	RP Bent 4 Footing Retrofit		
A1320	FRP Bent 4 Cap Retrofit	10 0%	161 09-Dec-24	20-Dec-24	A1300, A1280	A1400	FRP Bent 4	4 Cap Retrofit		
A1340	Excavate, FRP Bent 5 Footing Retrofit	15 0%	86 09-Dec-24	30-Dec-24	A1300	A1400, A2520	Excavate,	e, ⊩RP Bent 5 Footing Retro) 	
A1400	FKP Bent 5 Cap Retrofit	10 0%	156 31-Dec-24	14-Jan-25	A1320, A1340	A2530	FRP Be	sent 5 Cap Retrotit		
A2520	EXCAVATE, FKP BERT & FOOTING RETROTIT	15 0%	31-Dec-24	21-Jan-25	A1340	A2530, A2540		vale, FRP Bent 6 Footing R		
A2530	FIGE DEFIL O CAP RELIVIN	10 0%	101 22-Jan-20 86 22 Jon 25	04-FeD-20	A2520, A1400	A2550 A2560		r pening Cap Relion	Potrofit	
A2040	FRP Bent 7 Can Retrofit	10 0%	146 12-Feb 25	25_Feb.25	A2540 A2530	A2570		FRP Bent 7'Carl Patrofit		
A2560	Excavate, FRP Bent 8 Footing Retrofit	15 0%	86 12-Feb-25	04-Mar-25	A2540, A2550	A2570 A2580	- : : : : : : : : : [2.7	Excavate FRP Bent 8 For	ting Retrofit	
A2570	FRP Bent 8 Cap Retrofit	10 0%	141 05-Mar-25	18-Mar-25	A2560, A2550	A2590	┨┊┊┊┊┊┆┊╎┊┊╎┊┊┆┊┊┊┊	FRP Bent 8 Can Retroff		
A2580	Excavate, FRP Bent 9 Footing Retrofit	15 0%	86 05-Mar-25	25-Mar-25	A2560	A2590, A2600		Excavate. FRP Rent 9	Footina Retrofit	
A2590	FRP Bent 9 Cap Retrofit	10 0%	136 26-Mar-25	08-Apr-25	A2570, A2580	A2610		FRP Bent 9 Cap Ret		
A2600	Excavate, FRP Bent 10 Footing Retrofit	15 0%	86 26-Mar-25	15-Apr-25	A2580	A2610, A2620	┨┊┊┊┊┊┊┊┊┊┊┊┊┊	► Excavate, FRP Bent	10 Fobting Retrofit	
A of vol \A/ord-	Critical Pomaining Made	Summon	1							
		Summary				Page 1 of 3			CUVIUES	© Oracle Cornersting
Remaining Wo	ork Milestone 									

			Original	0/.1	Total	Start	Finish	Predecessom	Successor		2024					2025		
		Acuvity Name	Duration (Complete	Float	Start	FILISH	Piedecessois	Successors	MAM	J Jul	A	S Oct N	D Jan F	MAM		AS	Got N
	A2610	FRP Bent 10 Cap Retrofit	10	0%	131	16-Apr-25	29-Apr-25	A2600, A2590	A2630			╞╴┞		┝╍╍┡╺╍╍┡╺╍╺		P Bent 10	Cap	Retrofit
	A2620	Excavate, FRP Bent 11 Footing Retrofit	15	0%	86	16-Apr-25	06-May-25	A2600	A2630, A2640						E 🛏	xcavate, F	RP Be	nt 11 Fo
	A2630	FRP Bent 11 Cap Retrofit	10	0%	126	07-May-25	20-May-25	A2620, A2610	A2650						-	FRP Bent	11 Ca	o Retrofi
	A2640	Excavate, FRP Bent 12 Footing Retrofit	15	0%	86	07-May-25	28-May-25	A2620	A2650, A2660			+			-	Excavate	e, FRF	Bent 12
	A2650	FRP Bent 12 Cap Retrofit	10	0%	121	29-May-25	11-Jun-25	A2640, A2630	A2670								ent 12	Cap Ret
	A2660	Excavate, FRP Bent 13 Footing Retrofit	15	0%	86	29-May-25	18-Jun-25	A2640	A2670, A2680						┕╸	💻 Exca	vate, F	RP Bent
	A2670	FRP Bent 13 Cap Retrofit	10	0%	116	19-Jun-25	02-Jul-25	A2650, A2660	A2690							FRF	P Bent	13 Cap
	A2680	Excavate, FRP Bent 14 Footing Retrofit	20	0%	86	19-Jun-25	17-Jul-25	A2660	A2690, A2700							- 📩 ε	xcava	e, FRP E
	A2690	FRP Bent 14 Cap Retrofit	10	0%	106	18-Jul-25	31-Jul-25	A2680, A2670	A2710			+					FRP	Bent 14 (
	A2700	Excavate, FRP Bent 15 Footing Retrofit	20	0%	86	18-Jul-25	14-Aug-25	A2680	A2710, A2720								Exd	avate, F
	A2710	FRP Bent 15 Cap Retrofit	10	0%	96	15-Aug-25	28-Aug-25	A2700, A2690	A2730									RP Bent
	A2720	Excavate, FRP Bent 16 Footing Retrofit	20	0%	86	15-Aug-25	12-Sep-25	A2700	A2730							► ►		Excavat
	A2730	FRP Bent 16 Cap Retrofit	10	0%	86	15-Sep-25	26-Sep-25	A2720, A2710	A1020									FRP E
	Bents 17 - 19		145	0%	356	07-Aug-24	04-Mar-25								Ø 04-Mar-25	, Bents 17	- 19	
	A2740	Drill Bent 17 Shafts	20	0%	271	07-Aug-24	04-Sep-24	A1100	A2750, A2780		Ļ	-	Drill Bent 1	7 Shafts				
	A2750	Excavate & Shore Bent 17 Footing	10	0%	271	05-Sep-24	18-Sep-24	A2740	A2760	1			Excavat	e & Shore Be	nt 17 Footing			
	A2760	FRP Bent 17 Footing	15	0%	271	19-Sep-24	09-Oct-24	A2750	A2770			6	FILL FRP	Bent 17 Footi	ng			
	A2770	FRP Bent 17 Cap	20	0%	271	10-Oct-24	06-Nov-24	A2760	A2810				🖛 📩 F	RP Bent 17 C	ap			
	A2780	Drill Bent 18 Shafts	20	0%	271	05-Sep-24	02-Oct-24	A2740	A2790, A2820			L=	Drill B	ent 18 Shafts				
	A2790	Excavate & Shore Bent 18 Footing	10	0%	271	03-Oct-24	16-Oct-24	A2780	A2800	1			Exc	avate & Shore	Bent 18 Foc	ting		
	A2800	FRP Bent 18 Footing	15	0%	271	17-Oct-24	06-Nov-24	A2790	A2810	1			🖬 🖬 🛛	RP Bent 18 P	ooting			
	A2810	FRP Bent 18 Cap	20	0%	271	07-Nov-24	06-Dec-24	A2800, A2770	A2850				∥∶⊑	FRP Bent	18 Cap			
	A2820	Drill Bent 19 Shafts	20	0%	271	03-Oct-24	30-Oct-24	A2780	A2830, A2500				Ь-🔤 б	ill Bent 19 Sh	afts			
	A2830	Excavate & Shore Bent 19 Footing	10	0%	271	31-Oct-24	13-Nov-24	A2820	A2840			+		Excavate & S	hore Bent 19	Footing		
	A2840	FRP Bent 19 Footing	15	0%	271	14-Nov-24	06-Dec-24	A2830	A2850					FRP Bent	19 Footing			
	A2850	FRP Bent 19 Cap	20	0%	271	09-Dec-24	07-Jan-25	A2840, A2810	A1020, A2855					FRP I	3ent¦19 ¢ap			
	A2855	Jet Grouting Bent 19/Pier 1	40	0%	356	08-Jan-25	04-Mar-25	A2850	A1370						Jet Groutin	g Bent 19/	Pier 1	
	Top Deck		135	0%	321	13-Oct-25	23-Apr-26											
	A1360	Remove Deck Spans 1 - 18	30	0%	171	13-Oct-25	21-Nov-25	A1020	A1370			+				+ -		-
	A1370	Form & Reinforce Deck	40	0%	171	24-Nov-25	22-Jan-26	A1360, A2855	A1380									
	A1380	Pour Deck	30	0%	171	23-Jan-26	05-Mar-26	A1370	A1390									
	A1390	Pour Sidewalks & Parapets	30	0%	171	06-Mar-26	16-Apr-26	A1380	A1910, A2480									
	A2480	Miscellaneous/Striping, etc	5	0%	321	17-Apr-26	23-Apr-26	A1390	A1030									
R	ver Spans		719	0%	0	30-Sep-24	29-Jul-27					+						
	Demolition		308	0%	1	13-Oct-25	30-Dec-26											
	A1590	Shore West Counterweight For Span Demo	20	0%	86	13-Oct-25	07-Nov-25	A1170, A1020	A1620, A1595									
	A1595	Shore East Counterweight For Span Demo	20	0%	146	30-Jan-26	26-Feb-26	A1190, A1590, J	A1630									
	A1620	Demo West Bascule Span	20	0%	86	10-Nov-25	09-Dec-25	A1590	A1730, A1595									╎╵└┷┢
	A1630	Demo East Bascule Span	20	0%	146	27-Feb-26	26-Mar-26	A1595	A1790			+			;;;			
	A1670	Demo Ex Pier 4	40	0%	6	03-Aug-26	28-Sep-26	A2030, A1225	A1235									
	A1675	Demo Portion of Truss & Deck Between New Pier 4 & Old Pier 4	25	0%	1	23-Nov-26	30-Dec-26	A1830, A1020	A1920									
	Substructure		584	0%	0	30-Sep-24	19-Jan-27						 			┝━┿━╋╸	━┿╫	
	A1680	Pier 1 Shafts	100	0%	26	06-Oct-25	26-Feb-26	A1195	A1685								;4	
	A1685	FRP Pier 1 Shaft Cap	60	0%	26	27-Feb-26	21-May-26	A1680	A2455, A1850									
	A1700	Pier 2 Shafts	180	0%	44	30-Sep-24	- 13-Jun-25	A1205	A1710, A1760							Pier 2	Shafts	
	A1710	FRP Pier 2 Shaft Cap	60	0%	89	16-Jun-25	09-Sep-25	A1700	A1720, A1770						ſ	>	<u> </u>	FRP Pie
	A1720	Reinforce Pier 2 Walls	60	0%	89	10-Sep-25	04-Dec-25	A1710	A1730, A1780, A								F	
	A1730	Install Pier 2 Mechanical	60	0%	86	10-Dec-25	05-Mar-26	A1720, A1620	A1790, A1860									
	A1760	Pier 3 Shafts	180	0%	0	18-Aug-25	01-May-26	A1700, A1215	A1770, A1820		····		·++ !			t		
	A1770	FRP Pier 3 Shaft Cap	60	0%	0	04-May-26	28-Jul-26	A1760, A1710	A1780								I	
	A1780	Reinforce Pier 3 Walls	60	0%	0	29-Jul-26	21-Oct-26	A1770, A1720	A1790, A2470									
	A1790	Install Pier 3 Mechanical	60	0%	0	22-Oct-26	19-Jan-27	A1780, A1730.	A1940									
	A1820	New Pier 4 Shafts	30	0%	2	10-Jul-26	13-Aua-26	A1760	A1825, A1840									
	A1825	FRP New Pier 4 Columns	30	0%	- 1	14-Aua-26	25-Sep-26	A1820	A1830	1	···	ŀ						
-	A1830	FRP New Pier 4 Cap	40	0%	1	28-Sep-26	20-Nov-26	A1825	A1920 A1675									
-	A1840	Jet Grouting Pier 4	32	0%	18	14-Aun-26	19-Sep-26	A1820	A1920									
	Superstructure	y, w, ,	356	0%	0	06-Mar-26	29-Jul-27											
	A1850	Form & Reinforce Spans 17 through 20	40	0%	26	22-Mav-26	20-Jul-26	A1685, A1720	A1880									
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Pier 3 Shaft Cap FRP Pier 3 Shaft Cap Reinforce Pier 3 Walls Install Pier 3 Mechanical New Pier 4 Shafts FRP New Pier 4 Columns FRP & Reinforce Spans 17 through 20 © Oracle Corporation		l Ir	stall	Pier	2	/leo	har	nical			.	÷.	 					.				
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install Pier 3 Mechanical New Pier 4 Shafts FRP New Pier 4 Columns FRP New Pier 4 Columns FRP New Pier 4 Cap Jet Grouting Pier 4 Some & Reinforce Spans 17 through 20 © Oracle Corporation						10		гК	- 11		φria Re	inforc	e Pie	er 3	Walk	 5	}			1		
Image: Speed of the system Image: Speed of the system <td< th=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>C,</td><td></td><td>1.1010</td><td>- · · ·</td><td>Inst</td><td>all Pi</td><td>er 3</td><td>Mech</td><td>nanio</td><td>al</td><td></td><td></td><td></td></td<>										C,		1.1010	- · · ·	Inst	all Pi	er 3	Mech	nanio	al			
FRP New Pier 4 Columns FRP New Pier 4 Cap Jet Grouting Pier 4 Form & Reinforce Spans 17 through 20 © Oracle Corporation						+		ļ	New	Pier	4 s	haits	Γ									
Form & Reinforce Spans 17 through 20 © Oracle Corporation	-						F			FR	ΡN	ew Pi	er 4	Colu	mns			T	1			
Form & Reinforce Spans 17 through 20 © Oracle Corporation									4			FRF	Ne	v Pi	er 4 (Cap						
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y ID		Activity Name	Original	% Complete	Total Float	Start	Finish	Predecessors	Successors			2024					- 1 • • 1		202	25	0.0.1		
	44000	EDD West Descule Onen Officia		00/	00	00 Max 00	40.4==00	44720	A 4 0 7 0	MA	м,	JJul	AS	Oct	ND	Jan F	- M	AN	1 J .	JulA	S Oct	NDJ	an
	A1000	FRP West Bascule Span Olisite	30	0%	00	17 Apr 26	10-Api-20	A1730	A1070	-													
	A1070	Ploat In and Place West Bascule Span	5	0%	00	17-Api-20	23-Api-20	A 1000	A1000														
	A1880	FOR Spans 17 through 20 (Incl Cure)	30	0%	20	21-Jul-20	31-Aug-26	A1870, A1850	A1890	-													
	A1890	FRP Sidewark Spans 17 Inrough West Bascule	20	0%	20	01-Sep-26	29-Sep-26	A 1880	A1900														
	A1900	FRP barnel Spans 17 through west bascure	30	0%	20	30-Sep-20	10-100-20	A1090	A1910														·
	A1910	Fract Circlem Spane 21 to 24 Juni ever L5 L 84 & DD	20	0%	20	11-NOV-20	10-Dec-26	A1900, A1390	A1940, A2420						ii								
	A1920	Erect Girders Spans 21 to 24, Inclover 1-5, 1-84, & RR	4	0%	0	02-Jan-27	10-Jan-27	A1830, A1675, J	A 1930	-													
	A1930	Form & Reinforce Spans 21 to 24	40	0%	2	11-Jan-27	05-Mar-27	A1920	A1960						1								
	A1940	FRP East Bascule Span Offsite	30	0%	0	20-Jan-27	02-Mar-27	A1910, A1790	A1950														
	A1950	Float In and Place East Bascule Span	5	0%	0	03-Mar-27	09-Mar-27	A1940	A1960					- -									
	A1960	Pour Spans 21 through 24 (Incl Cure)	30	0%	0	10-Mar-27	20-Apr-27	A1950, A1930	A1970	_													
	A1970	FRP Sidewalk Spans 24 through East Bascule	20	0%	0	21-Apr-27	18-May-27	A1960	A1980				1		1		1		1				
	A1980	FRP Barrier Spans 24 through East Bascule	30	0%	0	19-May-27	30-Jun-27	A1970	A1990, A2440														
	A1990	East Bascule Testing	20	0%	0	01-Jul-27	29-Jul-27	A1980, A2200	A1030														
Ea	ist Approach		364	0%	92	11-Oct-25	19-Mar-27				····											· · · · · · · · ·	
	Demolition		50	0%	160	11-Oct-25	23-Dec-25															2	23-D
	A2000	Demo Superstructure over I-5 & I-84	8	0%	56	11-Oct-25	02-Nov-25	A1020	A2010, A1225	_											*	Demo S	uper
	A2010	Demo Superstructure over RR Tracks	10	0%	139	03-Nov-25	14-Nov-25	A2000	A2020	_												Demo	Sup
	A2020	Demo Substructure Bents 21 through 24	10	0%	139	17-Nov-25	02-Dec-25	A2010	A2500, A2030						1							P Den	no S
	A2030	Demo Remainder of East Approach, North Half	15	0%	160	03-Dec-25	23-Dec-25	A2020	A1670, A2170, A														Jem
	Substructure		135	0%	146	03-Dec-25	12-Jun-26																
	A2495	Jet Grouting Bent 22	20	0%	186	20-Feb-26	19-Mar-26	A2960	A2955	_													ľ'
	A2500	Bent 23 Shafts	20	0%	139	03-Dec-25	31-Dec-25	A2820, A2020	A2910, A2930														Ben
	A2910	FRP Bent 23 Columns	15	0%	139	02-Jan-26	22-Jan-26	A2500	A2920														_] F
	A2920	FRP Bent 23 Cap	20	0%	139	23-Jan-26	19-Feb-26	A2910	A2950													4	-
	A2930	Bent 24 Shafts	20	0%	139	02-Jan-26	29-Jan-26	A2500	A2940, A2960													╘⋗[
	A2940	FRP Bent 24 Columns	15	0%	139	30-Jan-26	19-Feb-26	A2930	A2950														
	A2950	FRP Bent 24 Cap	20	0%	139	20-Feb-26	19-Mar-26	A2940, A2920	A2980														i ŀ
	A2955	Jet Grouting Bent 24/25	10	0%	186	20-Mar-26	02-Apr-26	A2495	A2985														ιL
	A2960	Bent 25 Shafts	15	0%	149	30-Jan-26	19-Feb-26	A2930	A2970, A2990, A														≁[
	A2970	FRP Bent 25 Columns	10	0%	149	20-Feb-26	05-Mar-26	A2960	A2980														•
	A2980	FRP Bent 25 Cap	20	0%	139	20-Mar-26	16-Apr-26	A2970, A2950	A3010														
	A2985	Jet Grouting Bent 26	10	0%	186	03-Apr-26	16-Apr-26	A2955, A3000	A2170														
	A2990	Bent 26 Shafts	15	0%	154	20-Feb-26	12-Mar-26	A2960	A3000, A3020						1								ŀ
	A3000	FRP Bent 26 Columns	10	0%	154	13-Mar-26	26-Mar-26	A2990	A3010, A2985														
	A3010	FRP Bent 26 Cap	20	0%	139	17-Apr-26	14-May-26	A3000, A2980	A3040, A3050				;;	11-	ii		- <u></u>		1-1-1	·ii	ii		
	A3020	Bent 27 Shafts	15	0%	159	13-Mar-26	02-Apr-26	A2990	A3030														
	A3030	FRP Bent 27 Columns	10	0%	159	03-Apr-26	16-Apr-26	A3020	A3040	1						ĺ.							
	A3040	FRP Bent 27 Cap	20	0%	139	15-May-26	12-Jun-26	A3030, A3010	A1920, A2170	1													
	A3050	Install Bracing Between Bent 25 & Bent 26	20	0%	139	15-May-26	12-Jun-26	A3010	A1920, A2170	1													
	A3060	Excavate, FRP Bent 28 Footing Retrofit	15	0%	161	24-Dec-25	15-Jan-26	A2030	A3070	1			++									-	i E
	A3070	Excavate, FRP Bent 29 Footing Retrofit	15	0%	161	16-Jan-26	05-Feb-26	A3060	A3080	1 1													-
	A3080	Excavate, FRP Bent 30 Footing Retrofit	15	0%	161	06-Feb-26	26-Feb-26	A3070	A3090														
	A3090	Excavate, FRP Bent 31 Footing Retrofit	15	0%	161	27-Feb-26	19-Mar-26	A3080	A3100	1													Ī
	A3100	Excavate, FRP Bent 32 Footing Retrofit	15	0%	161	20-Mar-26	09-Apr-26	A3090	A3110														
	A3110	Excavate, FRP Bent 33 Footing Retrofit	15	0%	161	10-Apr-26	30-Apr-26	A3100	A3120	+			++										
	A3120	Excavate, FRP Bent 34 Footing Retrofit	15	0%	161	01-May-26	21-May-26	A3110	A2170	1 1													
	A3130	Prep & Face Bert 35	40	0%	226	24-Dec-25	19-Feb-26	A2030	A2170														
	Superstructure		194	0%	92	15-Jun-26	19-Mar-27																
	A2170	Form & Reinforce Deck Spans 25 to 34	40	0%	146	15-Jun-26	10-Aura-26	A3040 A3050	A2180														
	A2180	Pour Deck Spans 25 to 34 (Incl Curre)	40	0%	146	11-Aur-26	22-Sen-26	A2170	A2190	$+ \cdots +$		· • • • • • •	·	-ii-			·+}						·
	A2100	FRP Sidewalk Spans 25 to 34	30	0 %	140	23_Sen_26	03-Nov-26	A2180	A2200														
	A2200	EDD Barrier Spars 25 to 34	30	0.00/	140	04 Nov 26	03 Doo 26	A2100	A1000 A2400														
	A2400	Miccellaneous/Strining etc	20	0%	140	15 Mar 27*	10 Mar 27	A2200	A 1030, A2490	-													
	A2490	wiscenarieous/striping, etc	5	0%	92	10-IVIdI-27	19-Iviar-27	A2200	A1050														

Actual Work Critical Remaining Work V Summary	Page 3 of 3	TASK filter: All Activities
Remaining Work Milestone		



Replacement In-Kind Schedule with Conventional Approaches with Temporary Bridge

	Activity Name	Original	0/	Total Start	Finish	Predecessor	Successor	2024 2025 2026
	Activity Name	Duration C	omplete	Float		Piedecessois	Successors	
	coment In-Kind (With Detour Bridge)	1602	0%	105 04-Mar-24	11-Jun-30			
	cement in-Kind (with Detour Bhage)	4000	00/	0 04 14 04	44 1 00			
eneral/Milestone		1602	0%	0 04-War-24	11-Jun-30			
A1000	Notice To Proceed	0	0%	8 04-Mar-24			A1050	
A1010	Move Traffic To Detour Structure	0	0%	63 26-Feb-25		A1150	A1220, A1590, A	A Move Traffic To Detour Structure
A1020	Switch Traffic To North Half	10	0%	0 07-Mar-29	20-Mar-29	A1030	A1410, A2210	
A1030	Main Bridge Complete	7	0%	0 26-Feb-29	06-Mar-29*	A1990	A2390, A1020	
A1035	South Approaches Complete	0	0%	0	11-Jun-30	A2510, A2500	A1040	
A1040	Project Completion	0	0%	0	11-Jun-30*	A2430, A2450, J		
ocurement		100	0%	245 04-Mar-24	23-Jul-24			Z3-Jul-24, Proc <mark>r</mark> ement
A1050	Early Submittals	60	0%	8 04-Mar-24	24-May-24	A1000	A1060, A1070, A	A Early Submittals
A1060	Procure Work Bridge Piling	30	0%	50 28-May-24	09-Jul-24	A1050	A1160, A1180	
A1070	Procure Work Bridge Superstructure	40	0%	245 28-May-24	23-Jul-24	A1050	A1170, A1190	Produré Work Bridae Suberstructure
A1080	Procure Detour Bridge Materials	30	0%	8 28-May-24	09-Jul-24	A1050	A1120	Procure Detour Bridge Materials
onstruction		1542	0%	105_28-May-24	11-Jun-30			
	Mahiliza ta Sita	40	01/	0 00 May 24	10 1 04	A1050	A 1100	
A1090		10	0%	8 28-May-24	10-Jun-24	A1050	A1100	
A1100	Install Site Access/Erosion Control	20	0%	8 11-Jun-24	09-Jul-24	A1090	A1110, A1120, A	
A1110	Railroad Crossing (East Side)	20	0%	462 10-Jul-24	06-Aug-24	A1100	A1190	Railroad (Crossing (East Side)
Temporary Works		1313	0%	199 10-Jul-24	05-Sep-29			
Detour Bridge		1288	0%	224 10-Jul-24	01-Aug-29			
A1115	Demo Buildings For Detour Bridge	40	0%	63 10-Jul-24	04-Sep-24	A1100	A1130	Dema Buildings For Detour Bridge
A1120	Install In-Water Piles (Assumed 200 piles) For Detour	50	0%	10 10-Jul-24	06-Sep-24	A1100, A1080	A1140, A1160	Install In-Water Piles (Assumed 200 piles) For Defour
A1130	Install Modular Detour Bridge	110	0%	63 05-Sep-24	11-Feb-25	A1115	A1150	Install Modulat Detour Bridge
A1140	Install Movable Span	60	0%	111 09-Sep-24	03-Dec-24	A1120	A1150	
A1150	Testing & Switch Over Traffic to Detour	10	0%	63 12-Feb-25	25-Feb-25	A1140, A1130	A1010	Testing & Switch Over Traffic to Detour
A2390	Remove Detour Bridge Superstructure	45	0%	69 07-Mar-29	08-May-29	A1030	A2400, A2410	
A2400	Remove Detour Bridge In-Water Piling	20	0%	30 10-Jul-29	01-Aug-29	A2390	A1040, A2450	
A2410	Remove On Land Piling	20	0%	265 09-May-29	05-Jun-29	A2390	A1040	
Work Bridges		1271	0%	25 07-Sep-24	05-Sep-29			
A1160	Install West Work Bridge Pile to Pier 8	20	0%	10 07-Sep-24	30-Sep-24	A1100, A1060, /	A1170, A1180	Install West Work Bridge Pile to Pier 8
A1170	Install West Work Bridge Superstructure to Pier 8	30	0%	197 01-Oct-24	11-Nov-24	A1160, A1070	A1665, A1660	► Insta West Work Bridge Superstructure to Pier 8
A1180	Install East Work Bridge Pile to Pier 9	40	0%	27 01-Oct-24	14-Aug-25	A1060, A1160	A1190, A2415	Install East Work Bridge Pile to Pier 9
A1190	Install East Work Bridge Superstructure To Pier 9	100	0%	102 15-Aug-25	08-Jan-26	A1180, A1070, /	A2416	Image: Superstructure To Pinetall East Work Bridge Superstructure To Pinetal Bridge Superstructure Bridge Superstructure To Pinetal Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstructure Bridge Superstruct
A1660	Install West Work Bridge Piling Around Pier 8	20	0%	37 10-Jul-25	01-Aug-25	A1620, A1600, J	A1665, A2415	Hinstall West Work Bridge Piling Around Pier 8
A1665	Install West Work Bridge Superstructure Around Pier 8	20	0%	31 04-Aug-25	29-Aug-25	A1660, A1170	A1640	Install West Work Bridge Superstructure Around Pier 8
A2415	Install East Work Bridge Piling Around Pier 9	20	0%	27 15-Aug-25	09-Sep-25	A1610, A1630, J	A2416	Install East Work Bridge Piling Around Pier 9
A2416	Install East Work Bridge Superstructure Around Pier 9	20	0%	102 09-Jan-26	05-Feb-26	A2415, A1190	A1650, A1235	🛏 İnstall East Work Bridge Superstructure Arr
A2417	Remove West Work Bridge From Navigation Channel	10	0%	151 28-Jul-27	10-Aug-27	A2460	A1870	
A2418	Remove East Work Bridge From Navigation Channel	10	0%	32 27-Jul-28	09-Aug-28	A2470	A1950	
A2420	Remove West Work Bridge Superstructure	30	0%	254 09-Aug-28	20-Sep-28	A1910	A2430	
A2430	Remove West Work Bridge Piling	20	0%	77 21-Sep-28	12-Jul-29	A2420	A1040	
A2440	Remove East Work Bridge Superstructure	40	0%	118 29-Jan-29	23-Mar-29	A1980	A2450	
A2450	Remove East Work Bridge Piling	30	0%	30 02-Aug-29	05-Sep-29	A2440, A2400.	A1040	
Cofferdams		774	0%	285 10-Jul-25	26-Jul-28	.,,		
A1195	Install Pier 7 Cofferdam (Incl Rings)	20	0%	18 02-Aug-25	25-Aug-25	A1220, A1620.	A1635, A1225. A	A Install Pier 7 Cofferdam (Indi Rinds)
A1200	Install Pier 8 Cofferdam	20	0%	14 10-Jul-25	01-Aua-25	A1600. A1620	A1205. A1195	install Pier & Cofferdam
A1205	Install Pier 8 Coffer Rings & Dewater	40	0%	11 04-Aug-25	29-Sep-25	A1200	A1640, A1215	Install Pier & Coffer Rinds & Dewlater
A1210	Install Pier 9 Cofferdam	20	0%	18 26-Aug-25	19-Sep-25	A1610, A1630	A1215 A1225	Install Pier 9 Cofferinam
A1215	Install Pier 9 Coffer Rings & Dewater	40	0%	151 30-Sep-25	24-Nov-25	A1210, A1205	A1650, A1235	Install Pier 9 Coffer Rings & Dewater
A1225	Install Cofferdam for Ex Pier 4 Removal	18	0%	80 20-Sen-25	10-Oct-25	A1610 A2000	A1670 A2520	
A1235	Remove Cofferdam for Ex Pier 4 Removal	15	0%	134 10-10-26	27_11.296	A1670 A1215	A1040 A2455	Ramove Coffering for E
A2455	Remove Pier 7 Cofferdam	10	0%	134 28- lui-26	07_Aur_26	A1690 A1235	A1840 A1860	► Remove Diar 7 Cofferen
Δ2460	Remove Pier 8 Cofferdam	15	0.0	64 10 10 27	27_ hil 27	Δ1720	Δ1860 Δ2470 Δ	
Δ2470	Remove Pier 9 Cofferdam	15	0 %	2 10 10 20	21-04-21	A1780 A2460	Δ1020 Δ1040 A	
A2500		15	0%		20-JUI-20	A1225	A 1920, A 1940, A	
A2520		20	0%	99 10-JU-20	01-Aug-26	A1220	A1030	Install Pier 10 Coffeedam
A2530	Remove Pier 10 Conerdam	10	0%	120 10-Jul-28	20-Jul-28	A1830	A2450	
New Bridge		1352	0%	105 26-Feb-25	11-Jun-30			
		1297	0%	160 26-Feb-25	26-Mar-30			



	Activity Name	Original Duration	%	Total Start	Finish	Predecessors	Successors	2024	2025		2026		—
Discontention								MAMJJASONDJFMA	MJJA	SONDJFN	AMJJAS	ONDJFM	AN
Phase 1		375	0%	1082 26-Feb-25	17-Aug-26					amalition	1	/-Aug-26, Phase 1	
Demolition		20	0%	116 26-Feb-25	25-Mar-25		A1005 A0000 A		25-Mar-25, L	emolition			
A1220	Demolish Existing N Haif of Bridge	20	0%	116 26-Feb-25	25-Mar-25	A1010	A1635, A2030, A		emplishiex	sting in Hair of Brid	ge		
Substructure		240	0%	490 26-Mar-25	05-Mar-26	4.1000	A1040				05-Mar-26, Subst	ructure	
A1230	Excavate & Shore Bent 1 & Retaining Wall	40	0%	490 26-Mar-25	20-May-25	A1220	A1240		Excava	te & Shore Bent 1 a	& Retaining wall		
A1240	FRP Bent 1 & Retaining Wall	30	0%	490 21-May-25	02-Jul-25	A1230	A1250			Bent 1 & Retainin	g vvali		
A1250	Bent 2 Shafts	20	0%	490 03-Jul-25	31-Jul-25	A1240	A1260, A1270			Bent 2 Shafts			
A1260	RFP Bent 2 Columns & Cap	30	0%	490 01-Aug-25	12-Sep-25	A1250	A1280	<u>_</u>		RFP Bent 2 Cbl	umnis & Calap		
A1270	Bent 3 Shafts	20	0%	500 01-Aug-25	28-Aug-25	A1250	A1290, A1280			Bent 3 Shafts			
A1280	RFP Bent 3 Columns & Cap	30	0%	490 15-Sep-25	24-Oct-25	A1260, A1270	A1300			RFP Bent 3	Columns & Cap		
A1290	Bent 4 Shafts	20	0%	510 29-Aug-25	26-Sep-25	A1270	A1310, A1300			Bent 4 Shafts			
A1300	RFP Bent 4 Columns & Cap	30	0%	490 27-Oct-25	09-Dec-25	A1280, A1290	A1320			RFP B	ent 4 Columns & C	ар	
A1310	Bent 5 Shafts	20	0%	520 29-Sep-25	24-Oct-25	A1290	A1330, A1320			➡☐ Bent 5 Shat	fts		
A1320	RFP Bent 5 Columns & Cap	30	0%	490 10-Dec-25	22-Jan-26	A1300, A1310	A1340			RF	P Bent 5 Columns	& Çap	
A1330	Bent 6 Shafts	20	0%	530 27-Oct-25	21-Nov-25	A1310	A1340			🕨 🖛 🔲 🕹 🖛 🕹 🖛	hafts		
A1340	RFP Bent 6 Columns & Cap	30	0%	490 23-Jan-26	05-Mar-26	A1320, A1330	A1350				RFP Bent 6 Calur	nns & Cap	
Superstructu	re	115	0%	1082 06-Mar-26	17-Aug-26						1	7-Aug-26, Superstr	uctu
A1350	Set Girders Spans 1 to 5 (Steel Girders included with F	10	0%	490 06-Mar-26	19-Mar-26	A1340	A1360				Set Girders Spa	ins 1 to 5 (Steel Gir	rde
A1360	Form & Reinforce Spans 1 to Span 5	40	0%	490 20-Mar-26	14-May-26	A1350	A1370				Form & Re	inforce Spans 1 to	Sp
A1370	Pour Spans 1 to 5 (Incl Cure)	30	0%	490 15-May-26	26-Jun-26	A1360	A1380				Pour S	pans 1 to 5 (Incl C	ure)
A1380	Pour Sidewalks Spans 1 to 5	15	0%	490 29-Jun-26	20-Jul-26	A1370	A1390				Pou	Sidewalks Spans	1 to
A1390	Pour Barrier/Ped Rail Spans 1 to 5	15	0%	490 21-Jul-26	10-Aug-26	A1380	A1910, A2480				Po	our Barrier/Ped Rail	I Sp
A2480	Miscellaneous/Striping, etc	5	0%	1082 11-Aug-26	17-Aug-26	A1390					L⊷O N	liscellaneous/Stripir	ng, e
Phase 2		265	0%	55 21-Mar-29	26-Mar-30								
Demolition		20	0%	0 21-Mar-29	17-Apr-29								
A1410	Demolish Existing S Half of Bridge	20	0%	0 21-Mar-29	17-Apr-29	A1020	A2210, A1420, A						
Substructure		130	0%	55 18-Apr-29	16-Oct-29								
A1420	Excavate & Shore Bent 1 & Retaining Wall	40	0%	115 18-Apr-29	12-Jun-29	A1410	A1430						
A1430	FRP Bent 1 & Retaining Wall	30	0%	115 13-Jun-29	24-Jul-29	A1420	A1540					· · · · · · · · · · · · · · · · · · ·	
A1440	Bent 2 Shafts	20	0%	55 18-Apr-29	15-May-29	A1410	A1450, A1460						
A1450	RFP Bent 2 Columns & Cap	30	0%	105 16-May-29	26-Jun-29	A1440	A1470						
A1460	Bent 3 Shafts	20	0%	55 16-May-29	12-Jun-29	A1440	A1480, A1470, A						
A1470	RFP Bent 3 Columns & Cap	30	0%	105 27-Jun-29	07-Aug-29	A1450, A1460	A1540						
A1480	Bent 4 Shafts	20	0%	65 13-Jun-29	10-Jul-29	A1460	A1490						
A1490	RFP Bent 4 Columns & Cap	30	0%	65 11-Jul-29	21-Aug-29	A1480	A1510						
A1500	Bent 5 Shafts	20	0%	55 13-lun-29	10-10-29	A1460	A1520 A1510						
A1510	REP Bent 5 Columns & Can	30	0%	65 22-Aur-29	02-Oct-29	A1490 A1500	A1540						
A1520	Bent 6 Shafts	30	0%	55 11- Jul-29	21_4/m_29	A1500	A1530						
A1520	PED Bent 6 Columns & Can	40	0%	55 22 Aug 20	16 Oct 29	A1520	A1540		~~+ <mark>.</mark> -}![-!				
Supercity of		40	0%	55 17 Oct 20	26 Mar 20	A1320							Ì
A1540	Set Girders Shaps 1 to 5 (Steel Circlers included with F	10	0%	55 17 Oct 20	30 Oct 20	A1530 A1420	A1550	 					
A 1040	Form & Reinforce Spars 1 to Spars 5	10	0%	55 31 0 -+ 20	25 Dec 20	Δ15/0	A1560						
A1560		-+0	0%	55 26 Dec 20	05 Eab 20	A1550	A1570						
A1500	Pour Sidewalke Spare 1 to 5	15	0%	55 06 Ech 20	26 Eab 20	A1560	A1580	╶┨╴┊╴┊╴┊╴┊╴┊╴┊╴┊╴┊╴┊╴┊╴┊╸					
A15/0	Pour Barrier/Ded Pail Spans 1 to 5	15	0%	55 27 Ech 20	20-Feb-30	A1500	A1500 A2500						
A 1000	Misselleneoup/Strining etc	10 E	0 %	55 00 M 00	19-1Vid1-30	A1570	A1025						
A2500	IVIISCEIIANEOUS/Striping, etc	5	U%	55 20-Mar-30	∠o-Mar-30	A1580	A1035						-
aver Spans		1015	0%	0 26-Feb-25	23-Feb-29							C Detroit	
Demolition		320	0%	282 26-Feb-25	29-Way-26	44040	A4000	·····			29-May-2	D, Demolition	
A1590	Shore west Counterweight For Span Demo	20	0%	63 26-Feb-25	25-Mar-25	A1010	A1620		nore west	punterweight For S	span Demo		
A1595	Snore East Counterweight For Span Demo	20	0%	63 23-Apr-25	20-May-25	A1620	A1630			ast Countenweight	⊢or Span Demo		Ì
A1600	Demo West Iruss Deck & Lower Truss	30	0%	76 26-Feb-25	08-Apr-25	A1010	A1610, A1640, A		Demo Wes	Liruss Deck & Low	er Iruss		
A1610	Demo East Truss Deck & Lower Truss	30	0%	83 09-Apr-25	20-May-25	A1600	A1210, A2415, A		Demo E	ast Truss Deck & L	ower Truss		
A1620	Demo West Bascule Span	20	0%	63 26-Mar-25	22-Apr-25	A1590	A1595, A1640, A		Demo We	st Bascule Span			¦.
A1630	Demo East Bascule Span	20	0%	63 21-May-25	18-Jun-25	A1595	A1650, A1210, A		► <mark>■</mark> Dem	o East Basqule Sp	an		
A1635	Demo Ex Pier 1	20	0%	98 26-Aug-25	19-Sep-25	A1220, A1195	A1670, A1680			Demo Ex Pier	1		
A1640	Demo Ex Pier 2	80	0%	11 30-Sep-25	23-Jan-26	A1600, A1620, J	A1650, A1700			De De	mo Ex Pier 2		
A1650	Demo Ex Pier 3	80	0%	102 06-Feb-26	29-May-26	A1640, A1630, J	A1760				E>	Pier 3	
A1670	Demo Ex Pier 4	60	0%	382 13-Oct-25	08-Jan-26	A1635, A2030, J	A1820, A1235			Per Den	no Ex Pier 4		



	Activity Name	Original	%	Total	Start	Finish	Predecessors	Successors		2024		Ī		2025				2026			
		Duration Co	omplete	Float					ΜA	MJJ	AS	OND	JFMA	MJJ	ASON	1 D J	FMAI	MJJ	ASC) N D J	FM
Substructure	Dant 7 Shafta	676	0%	59	22-Sep-25	18-May-28	A1625	A1600 A1685 A									Pont 7	Choffe			
A 1695	EPD Port 7 Shaft Con	90	0%	323	22-Sep-25	29-Jair-20	A1635	A1690, A1665, P											7 Chafi	Cob	
A1665	FRP Bent 7 Shan Cap	40	0%	323	30-Jair-20	20-IVId1-20	A1000	A1090											n Shan	cap tz colum	
A1690	FRP Bent 7 Columns & Cap	60	0%	323	27-IVIAF-20	19-Jun-20	A1680, A1685	A1840, A2455	- 1 1									-11	RP Beni	7 Colum	TIS & Ca
A1692	Jet Globing Benil //Pier 1	40	0%	2/3	10-Sep-20	12-110V-20	A1635, A1660	A1040, A2005								· · · · · · ·	<u></u>	<u></u>			
A1700	EPD Port & Shoft Con	100	0%	104	20-Jai + 20	19 Nov 26	A1040	A1710, A1700, P	- 1 1								1 1 1				unun is
A1710	FRP Bent & Dian Cap	30	0%	104	10 Nev 26	10-IN0V-20	A1700	A1720, A1770													
A1720	FRP Bent 8 Pier Walls	08	0%	104	19-NOV-20	10-IVIAI-27	A1710	A1730, A1780, A													
A1730	Fract Part & Passide Paskanan	20	0%	104	17-IVial-27	09-Jul-27	A1720	A1740, A1790	- 1 1												
A1740	Elect Denit o Dascule Dackspan	20	0%	104	10-Jul - 27	00-Jul-27	A1730	A1750, A1600								·			÷	·+	++++++
A1750	PRP Beni o Councerweight	40	0%	104	09-Jul-27	02-Sep-27	A1740	A1010, A1000	- 1 1												
A1760	Beni 9 Shalls	180	0%	50	08-0Cl-26	23-JUN-27	A1650, A1700	A1770, A1820												1 1 1	
A1700		30	0%	59	24-JUF-27	00-Aug-27	A1700, A1710	A1700 A0470	-												
A1/80	FRE BERLY PIER Walls	08	0%	59	00-Aug-27	3U-NOV-27	A1770, A1720	A1790, A2470	_												
A1790	Install Bent 9 Mechanical	60	0%	59	01-Dec-27	24-Feb-28	A1780, A1730	A1800							₩₩-₩-					. <u>.</u>	
A1800	Elect Dent 9 Bascule Backspan	20	0%	59	20-Feb-28	23-IVIAI-28	A1790, A1740	A1810	-												
A1810	FKP Bent 9 Counterweight	40	0%	59	24-Mar-28	18-May-28	A1800, A1750	A1940	_												
A1820	Beni 10 Shafts	79	0%	0	10-Jul-27	09-Oct-27	A1670, A1700, J	A1825	- 1 1												
A1825	Berit 10 Perched Footing/Shaft Cap	60	0%	3	11-Oct-27	06-Jan-28	A1820	A1830	_												
A1830	FRP Bent 10 Columns & Cap	51	0%	3	07-Jan-28	17-Mar-28	A1825	A1920, A2530, A							.	. -					+++++++++++++++++++++++++++++++++++++++
A1835	Jet Grouting Bent 10	40	0%	99	03-Aug-26	17-Sep-26	A1630, A2520	A1692										-	 _	et Grouti	ig Bent
Superstructure		494	0%	0	17-War-27	23-Feb-29	44000 40455														
A1840	Erect Girders Spans 5 through 7	30	0%	189	17-Mar-27	27-Apr-27	A1690, A2455, J	A1850, A1860	- 1 1												
A1850	Form & Reinforce Spans 5 through 7	40	0%	189	28-Apr-27	23-Jun-27	A1840	A1880	_												
A1860	FRP West Bascule Span Offsite	30	0%	104	03-Sep-27	15-Oct-27	A1750, A2455, J	A1870											↓↓- ↓-		
A1870	Float In and Place West Bascule Span	5	0%	104	18-Oct-27	22-Oct-27	A1860, A2417	A1880													
A1880	Pour Spans 5 through 7 (Incl Cure)	30	0%	3	20-Mar-28*	28-Apr-28	A1870, A1850, J	A1890													
A1890	FRP Sidewalk Spans 5 through West Bascule	20	0%	3	01-May-28	26-May-28	A1880	A1900													
A1900	FRP Barrier Spans 5 through West Bascule	30	0%	3	30-May-28	11-Jul-28	A1890	A1910													
A1910	West Bascule Testing	20	0%	3	12-Jul-28	08-Aug-28	A1900, A1390	A1940, A2420												4.4.4.	
A1920	Erect Girders Spans 9 to 11, Incl over I-5, I-84, & RR	4	0%	0	29-Jul-28	06-Aug-28	A1830, A2470	A1930													
A1930	Form & Reinforce Spans 9 to 11	40	0%	0	07-Aug-28	02-Oct-28	A1920	A1960													
A1940	FRP East Bascule Span Offsite	30	0%	3	09-Aug-28	20-Sep-28	A1910, A1810, J	A1950													
A1950	Float In and Place East Bascule Span	5	0%	3	21-Sep-28	27-Sep-28	A1940, A2418	A1960													
A1960	Pour Spans 11 through 9 (Incl Cure)	30	0%	0	03-Oct-28	13-Nov-28	A1950, A1930	A1970													
A1970	FRP Sidewalk Spans 11 through East Bascule	20	0%	0	14-Nov-28	13-Dec-28	A1960	A1980													
A1980	FRP Barrier Spans 11 through East Bascule	30	0%	0	14-Dec-28	26-Jan-29	A1970	A1990, A2440													
A1990	East Bascule Testing	20	0%	0	29-Jan-29	23-Feb-29	A1980, A2200	A1030													
ist Approach		1349	0%	105	01-Mar-25	11-Jun-30															
Phase 1		604	0%	850	01-Mar-25	16-Jul-27															1
Demolition		47	0%	570	01-Mar-25	06-May-25								7 06-May	25, Dem	olition					
A2000	Demo Superstructure over I-5 & I-84	8	0%	156	01-Mar-25	23-Mar-25	A1010	A2010, A1225						emio Supi	erstructure	over I+5	5 & I+84				
A2010	Demo Superstructure over RR Tracks	10	0%	582	24-Mar-25	04-Apr-25	A2000	A2020						Demo Sup	perstructur	e over F	R Tracks	s			111
A2020	Demo Substructure Bents 21 through 24	10	0%	582	07-Apr-25	18-Apr-25	A2010	A2040					└► ¶	Demo \$	ubstructure	e Bents 2	21 throug	gh 24			
A2030	Demo Remainder of East Approach, North Half	30	0%	492	26-Mar-25	06-May-25	A1220	A1670, A2040					⊢	Demo	Remainde	of Eas	st Approa	ach, Nor	th Half		
Substructure		417	0%	393	07-May-25	29-Dec-26															29-Dec
A2040	Bent 11 Shafts	30	0%	570	07-May-25	18-Jun-25	A2020, A2030	A2050, A2060					L=	💻 Be	nt 11 Shaf	fts					
A2050	FRP Bent 11 Columns & Cap	40	0%	570	19-Jun-25	14-Aug-25	A2040	A2070							FRP Be	ent 11 C	olumns 8	k Cap			
A2060	Bent 12 Shafts	30	0%	580	19-Jun-25	31-Jul-25	A2040	A2070, A2080, A						-	Bent 12	Shafts					
A2065	Jet Grouting Bent 12	15	0%	393	13-Nov-26	07-Dec-26	A2060, A1692	A2105								<u></u>			<u> </u>	🗕 Je	t Grouti
A2070	FRP Bent 12 Columns & Cap	40	0%	570	15-Aug-25	10-Oct-25	A2050, A2060	A2090						14	FF 🚐	RP Bent	12 Colur	mns & C	Çap		
A2080	Bent 13 Shafts	20	0%	600	01-Aug-25	28-Aug-25	A2060	A2090, A2100							Bent 1	13 Shaft	s				
A2090	FRP Bent 13 Columns & Cap	30	0%	570	13-Oct-25	21-Nov-25	A2080, A2070	A2110								FRP	3ent 13 (Columne	s & Cap		
A2100	Bent 14 Shafts	20	0%	610	29-Aug-25	26-Sep-25	A2080	A2120, A2110						4	► 🔲 月 Ber	nt 14 Sh	afts				
A2105	Jet Grouting Bent 14	15	0%	393	08-Dec-26	29-Dec-26	A2065	A2160												L a	Jet Gro
A2110	FRP Bent 14 Columns & Cap	30	0%	570	24-Nov-25	08-Jan-26	A2090, A2100	A2130								F	RP Bent	t 14 Col	umns &	Cap	1771
A2120	Bent 15 Shafts	20	0%	620	29-Sep-25	24-Oct-25	A2100	A2130								Bent 15	Shafts				
A2130	FRP Bent 15 Columns & Cap	30	0%	570	09-Jan-26	19-Feb-26	A2110, A2120	A2150, A2140								L=	FRP F	Bent 15	Colum	is & Cap	
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	P ba		<u>s</u>	nd								The second RF > H	ite cu s e Ve	ile 5 th Wal Sau st ct F F		an ugl spa sc de m Ei H P	n 7 pa ule s & F ast n a	(Ir 5 1s 1e 3p 1e 1s 1c 1s 1s 1s 1c 1s 1c 1s 1s 1c 1s 1s 1c 1s 1s 1s 1s 1s 1s 1s 1s 1s 1s 1s 1s 1s	hinding Parts F	C io h incision cuansid F	un In 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e) h ugi to S E 1 t ual	h h h h h	es W 1, an st ou Sp	t E est Inc s 9 Ofi Ba gh Sp	as Ba to scu scu ans	ver 11 (In (11	le Sp tro	an Sure	84) E	& Ea	RF Bi	a so Ba	 tule			
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EQRB	NEPA	Replaceme	ent In-Kind (With Detour Bridge)						Cla	ssic Scł	hedu	ile La	ayout	t														
Activity ID			Activity Name	Original	%	Total Start	Finish	Predecessors	Successors		2024					202	25				2026	5		_		2027		_
,				Duration	Complete	Float				MAM	JJ	AS		DJF	MA	MJ	JAS	SON	DJF	MA	MJJ	AS	O N	DJF	MA	MJJ	ASC	न
		A2140	Excavate & Shoring Bent 16	20	0%	570 20-Feb-26	19-Mar-26	A2130	A2150											E	cavate	& Sho	ring Be	ent 16				1
		A2150	FRP Bent 16	20	0%	570 20-Mar-26	16-Apr-26	A2130, A2140	A2160										5	-	FRP Be	ent 16						
		Superstructur	re	140	0%	850 30-Dec-26	i 16-Jul-27																	-			16-Jul-	-27
		A2160	Erect Girders Spans 12 to 15	10	0%	393 30-Dec-26	i 13-Jan-27	A2150, A2105	A2170															E	rect Gir	ders Spr	ans 12	to
		A2170	Form & Reinforce Deck Spans 12 to 15	40	0%	393 14-Jan-27	10-Mar-27	A2160	A2180															انج ات	📕 For	m & Reir	force [Dę
		A2180	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	393 11-Mar-27	28-Apr-27	A2170	A2190															4	-	Pour De	eck Sp:	ah
		A2190	FRP Sidewalk Spans 12 to 15	20	0%	393 29-Apr-27	26-May-27	A2180	A2200																	FRP	Sidew	alk
		A2200	FRP Barrier Spans 12 to 15	30	0%	393 27-May-2	7 09-Jul-27	A2190	A1990, A2490																Т, L	• 🔲 F	-RP Ba	arhi
		A2490	Miscellaneous/Striping, etc	5	0%	850 12-Jul-27	16-Jul-27	A2200																			Miscell	lan
	Р	hase 2		300	0%	0 18-Apr-29	11-Jun-30																		111			
		Demolition		30	0%	0 18-Apr-29	29-May-29																					
		A2210	Demo Remainder of East Approach, South Half	30	0%	0 18-Apr-29	29-May-29	A1020, A1410	A2220, A2240, A																			
		Substructure		130	0%	0 30-May-2) 27-Nov-29																					T
		A2220	Bent 11 Shafts	30	0%	60 30-May-29) 10-Jul-29	A2210	A2230																			
		A2230	FRP Bent 11 Columns & Cap	40	0%	60 11-Jul-29	04-Sep-29	A2220	A2340														111		111			
		A2240	Bent 12 Shafts	30	0%	0 30-May-2) 10-Jul-29	A2210	A2250, A2260																			
		A2250	FRP Bent 12 Columns & Cap	40	0%	30 11-Jul-29	04-Sep-29	A2240	A2270, A2340				11										111					
		A2260	Bent 13 Shafts	20	0%	0 11-Jul-29	07-Aug-29	A2240	A2270, A2280																			
		A2270	FRP Bent 13 Columns & Cap	30	0%	30 05-Sep-2	9 16-Oct-29	A2260, A2250	A2340																			
		A2280	Bent 14 Shafts	20	0%	0 08-Aug-29	04-Sep-29	A2260	A2300, A2290, A																111			ł
		A2290	FRP Bent 14 Columns & Cap	30	0%	0 05-Sep-2) 16-Oct-29	A2280	A2310																			
		A2300	Bent 15 Shafts	20	0%	10 05-Sep-2	02-Oct-29	A2280	A2310																			Ì
		A2310	FRP Bent 15 Columns & Cap	30	0%	0 17-Oct-29	27-Nov-29	A2290, A2300	A2340																			
		A2320	Excavate & Shoring Bent 16	20	0%	90 30-May-29	9 26-Jun-29	A2210	A2330																			
		A2330	FRP Bent 16	20	0%	90 27-Jun-29	24-Jul-29	A2320	A2340																			
		A2540	Jet Grouting Bent 12	15	0%	30 05-Sep-2	9 25-Sep-29	A2280	A2550																			
		A2550	Jet Grouting Bent 14	15	0%	30 26-Sep-2	9 16-Oct-29	A2540	A2340																			
		Superstructur	re	140	0%	0 28-Nov-29) 11-Jun-30																					
		A2340	Erect Girders Spans 12 to 15	10	0%	0 28-Nov-29	11-Dec-29	A2330, A2550, J	A2350																			
		A2350	Form & Reinforce Deck Spans 12 to 15	40	0%	0 12-Dec-29	05-Feb-30	A2340	A2360																			Ì
		A2360	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	0 06-Feb-30	26-Mar-30	A2350	A2370																			
		A2370	FRP Sidewalk Spans 12 to 15	20	0%	0 27-Mar-30	23-Apr-30	A2360	A2380																			
		A2380	FRP Barrier Spans 12 to 15	30	0%	0 24-Apr-30	04-Jun-30	A2370	A2510																1			1
		A2510	Miscellaneous/Striping, etc	5	0%	0 05-Jun-30	11-Jun-30	A2380	A1035																			

Remaining Work

Milestone

Actual Work

Critical Remaining Work VIII Summary



Replacement In-Kind Schedule with Conventional Approaches NO Temporary Bridge

D	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024 2025 2026
	,	Duration Cor	nplete	Float				
QRB NEPA Repla	acement In-Kind (No Detour Bridge)	1130	0%	1 04-Mar-24	14-Aug-28			
General/Mileston	es	1130	0%	1 04-Mar-24	14-Aug-28			
A1000	Notice To Proceed	0	0%	33 04-Mar-24			A1050, A1090	Notice To: Proceed
A1010	Close Bridge to Traffic	0	0%	41 13-May-24		A1110	A1220 A1590 A	
A1030	Open New Bridge to Traffic	7	0%	0 28-Feb-28	07-Mar-28*	A1990 A2480	711220,711000,7	
A1040	Project Completion	,	0%	1	14-Aun-28*	A2430 A2450		╶─┨╌┊╌╠╴╴╬╌╌╞╌╶╞╌╶┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴
Dreeuroment		100	0%	197 04_Mar_24	23-10-24	72430,72430,7		23. III. 24. Programmi
Procurement		100	0 /0	197 04-1001-24	23-54			
A1050	Early Submittals	60	0%	33 04-Mar-24	24-May-24	A1000	A1060, A1070	Early Submittals
A1060	Procure Work Bridge Piling	30	0%	33 28-May-24	09-Jul-24	A1050	A1160, A1180	Procure Work Bridge Piling
A1070	Procure Work Bridge Superstructure	40	0%	197 28-May-24	23-Jul-24	A1050	A1170, A1190	Procure Work Bridge Superstructure
Construction		1130	0%	1 04-Mar-24	12-Aug-28			
A1090	Mobilize to Site	10	0%	41 04-Mar-24	15-Mar-24	A1000	A1100	Mobilize to Site
A1100	Install Site Access/Erosion Control	20	0%	41 18-Mar-24	12-Apr-24	A1090	A1110, A1160	nstall Site Access/Erosion Control
A1110	Railroad Crossing (East Side)	20	0%	41 15-Apr-24	10-May-24	A1100	A1190, A1010	Ralroad Drossing (East Side)
Temporary Works		1040	0%	1 10-Jul-24	12-Aug-28			
Work Bridges		1040	0%	1 10-Jul-24	12-Aug-28			
A1160	Install West Work Bridge Pile to Pier 8	20	0%	39 10-Jul-24	01-Aug-24	A1100, A1060	A1170, A1180, A	Thistall West Work Bridge Pile to Pier 8
A1170	Install West Work Bridge Superstructure to Pier 8	30	0%	174 26-Aug-24	07-Oct-24	A1160, A1070,	A1665	Install West Work Bridge Superstructure to Pier 8
A1180	Install East Work Bridge Pile to Pier 9	40	0%	39 26-Aug-24	10-Jul-25	A1060, A1160, /	A1190, A2415	Install East Work Bridge Pile to Pier 9
A1190	Install East Work Bridge Superstructure To Pier 9	100	0%	32 11-Jul-25	02-Dec-25	A1180 A1070	A2416	
A1660	Install West Work Bridge Piling Around Pier 8	20	0%	39 02-Aura-24	24-Auro-24	A1620 A1600	A1665 A2415 A	Install West Work Bridge Piling Around Pier 8
A1665	Install West Work Bridge Superstructure Around Pier 8	20	0%	174 08 Oct 24	04 Nov 24	A1660 A1170	A1700	
A1005	Install West Work Bridge Diling Around Pier 0	20	0%	57 11 Jul 25	02 Aur 25	A1000, A1170	A1700	
A2415	Install East Work Bridge Philip Around Piel 9	20	0%	37 11-Jul-25	02-Aug-25	A1010, A1030, J	A2410	
A2416	Install East work Bridge Superstructure Around Pier 9	20	0%	32 03-Dec-25	31-Dec-25	A2415, A1190	A1760	
A2417	Remove west work Bridge From Navigation Channel	10	0%	152 28-Jul-26	10-Aug-26	A2460	A1870	
A2418	Remove East Work Bridge From Navigation Channel	10	0%	25 09-Aug-27	20-Aug-27	A2470, A2510	A1950	
A2420	Remove West Work Bridge Superstructure	30	0%	226 21-Jul-27	31-Aug-27	A1910	A2430	
A2430	Remove West Work Bridge Piling	20	0%	45 01-Sep-27	23-Sep-27	A2420	A1040	
A2440	Remove East Work Bridge Superstructure	40	0%	74 31-Jan-28	24-Mar-28	A1980	A2450	
A2450	Remove East Work Bridge Piling	30	0%	1 10-Jul-28	12-Aug-28	A2440	A1040	
Cofferdams		782	0%	25 10-Jul-24	07-Aug-27			
A1195	Install Pier 7 Cofferdam (Incl Rings)	20	0%	87 14-Aug-24	06-Sep-24	A1220, A1620, J	A1635, A1225	🕂 📑 Install Pier 7 Cofferdam (Incl Rings)
A1200	Install Pier 8 Cofferdam	30	0%	49 10-Jul-24	13-Aug-24	A1600, A1620	A1205, A1195	Install Pier 8 Cofferdam
A1205	Install Pier 8 Coffer Rings & Dewater	40	0%	112 14-Aug-24	09-Oct-24	A1200	A1640	Install Pieri8 Coffer Rings & Dewater
A1210	Install Pier 9 Cofferdam	31	0%	40 05-Sep-24	10-Oct-24	A1610, A1630	A1215, A1225	Install Pier 9 Cofferdam
A1215	Install Pier 9 Coffer Rings & Dewater	40	0%	221 11-Oct-24	09-Dec-24	A1210	A1650, A1235	+ Install Pier 9 Coffer Rings & Dewater
A1216	Install Pier 10 Cofferdam (incl Rings)	20	0%	78 02-Aug-25	25-Aug-25	A1225	A1835	; Install Pier:10 Cofferdam (incl Rings)
A1225	Install Cofferdam for Ex Pier 4 Removal	20	0%	58 10-Jul-25	01-Aug-25	A1610, A2000, J	A1670, A1216	Install Cofferdam for Ex Pier 4 Removal
A1235	Remove Cofferdam for Ex Pier 4 Removal	15	0%	55 10-Jul-26	27-Jul-26	A1670, A1215	A1040, A2455	
A2455	Remove Pier 7 Cofferdam	10	0%	55 28-Jul-26	07-Aua-26	A1690, A1235	A1840, A1860	
A2460	Remove Pier 8 Cofferdam	15	0%	65 10-Jul-26	27-Jul-26	A1720	A1860, A2470, A	╶─┨╌┆╌ <mark>╠</mark> ╌╴┆╌┠┆ <u>╄</u> ╞╠╻┨╺┆╌┠┆╴╴┆╴╴┆╴╴┆╴╴┆╴╴┆╴╴┆╴╴┆╴╴┆╴╴┆╸╴┆╴╴┆╴╴┆╴╴┆
A2470	Remove Pier 9 Cofferdam	15	0%	3 10-10-27	27-10-27	A1780 A2460	A1920 A1940 A	
A2510	Remove Pier 10 Cofferdam	10	0%	31 28-10-27	07-04-27	A1830 A2470	Δ2418	
New Pridge		062	0%	0 13 May 24	25 Eeb 28	A1030, A2410	712-110	
New Bridge		502	0%	207 12 May 24	17 Aug 26			
west Approach		5/5	0%	307 13-Way-24	17-Aug-20			
Demolition	Demolish Evisting Prida-	40	0%	237 13-May-24	09-JUI-24	A1010	A1625 A0000	
A1220	Demoisn Existing Bridge	40	0%	237 13-Way-24	09-JUI-24	ATUTU	A1035, A2030, A	
Substructure		390	0%	237 10-Jul-24	22-Jan-26	A 4055		∠ 22-Jan-26, Substructure
A1230	Excavate & Shore Bent 1 & Retaining Wall	60	0%	237 10-Jul-24	02-Oct-24	A1220	A1240	Excavate & Shore Bent 1 & Retaining Wall
A1240	FRP Bent 1 & Retaining Wall	40	0%	237 03-Oct-24	27-Nov-24	A1230	A1250	FRP Bent;1 &;Retaining Wall
A1250	Bent 2 Shafts	40	0%	237 02-Dec-24	28-Jan-25	A1240	A1260, A1270	Bent 2 Shafts
A1260	RFP Bent 2 Columns & Cap	50	0%	237 29-Jan-25	08-Apr-25	A1250	A1280	RFP Bent 2 Columns & Cap
A1270	Bent 3 Shafts	40	0%	247 29-Jan-25	25-Mar-25	A1250	A1290, A1280	Bent 3 Shafts
A1280	RFP Bent 3 Columns & Cap	50	0%	237 09-Apr-25	18-Jun-25	A1260, A1270	A1300	RFF Bent 3 Columns & Cap
A1290	Bent 4 Shafts	40	0%	257 26-Mar-25	20-May-25	A1270	A1310, A1300	► Bent 4 \$hafts
A1300	RFP Bent 4 Columns & Cap	50	0%	237 19-Jun-25	28-Aug-25	A1280, A1290	A1320	RFP Bent 4 Columns & Cap
A1310	Bent 5 Shafts	40	0%	267 21-May-25	17-Jul-25	A1290	A1330, A1320	□ · · · · · · · · · · · · · · · · · · ·
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	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors		20	24					20)25				2
		Duration	Complete	Float				М	A M J	Jul	ASOI	N D	JF	MA	M J	Jul A S (OND	JF	MAN	ΛJ
A1320	RFP Bent 5 Columns & Cap	50	0%	237 29-Aug-25	07-Nov-25	A1300, A1310	A1340										RFF	PBent 5 C	olumns &	Cap
A1330	Bent 6 Shafts	40	0%	277 18-Jul-25	12-Sep-25	A1310	A1340									Be	ent 6 Shat	fts		
A1340	RFP Bent 6 Columns & Cap	50	0%	237 10-Nov-25	22-Jan-26	A1320, A1330	A1350			Ш.			11.1				╘╤	RFF	PBent 6 C	olun
Superstruct	ure	145	0%	387 23-Jan-26	17-Aug-26					Ш								-		
A1350	Set Girders Spans 1 to 5 (Steel Girders included with F	20	0%	237 23-Jan-26	19-Feb-26	A1340	A1360											. ⊦∽ ,⊒	Set Girde	rs Sp
A1360	Form & Reinforce Spans 1 to Span 5	60	0%	237 20-Feb-26	14-May-26	A1350	A1370											└ ►	<u> </u>	For
A1370	Pour Spans 1 to 5 (Incl Cure)	30	0%	237 15-May-26	26-Jun-26	A1360	A1380					1								-
A1380	Pour Sidewalks Spans 1 to 5	15	0%	237 29-Jun-26	20-Jul-26	A1370	A1390													ł
A1390	Pour Barrier/Ped Rail Spans 1 to 5	15	0%	237 21-Jul-26	10-Aug-26	A1380	A1910, A2480			TH										
A2480	Miscellaneous/Striping, etc	5	0%	387 11-Aug-26	17-Aug-26	A1390	A1030													
River Spans		962	0%	0 13-May-24	25-Feb-28															-
Demolition		371	0%	177 13-May-24	27-Oct-25									_			7 27-00	ct-25, Den	nolition	
A1590	Shore West Counterweight For Span Demo	20	0%	41 13-May-24	10-Jun-24	A1010	A1620			Shore	West Counte	erweigh	t For Sp	an Der	no					
A1595	Shore East Counterweight For Span Demo	20	0%	221 10-Jul-24	06-Aug-24	A1620	A1630	- i			Shore East	Counte	erweight	For Sp	an Dem	0				
A1600	Demo West Truss Deck & Lower Truss	30	0%	51 13-May-24	24-Jun-24	A1010	A1610, A1640, A		┡	Dem	o West Trus	s Deck	& Lowe	r Truss						
A1610	Demo East Truss Deck & Lower Truss	30	0%	241 25-Jun-24	06-Aug-24	A1600	A1210, A2415, A				Demo East	Truss [Deck & I	Lower	Fruss					
A1620	Demo West Bascule Span	20	0%	41 11-Jun-24	09-Jul-24	A1590	A1595, A1640, A		╞└┿╽	₹ [þe	mo West Ba	ascule S	Span							
A1630	Demo East Bascule Span	20	0%	221 07-Aug-24	04-Sep-24	A1595	A1650, A1210, A				Demo I	Ealst Ba	iscule S	pan						
A1635	Demo Ex Pier 1	20	0%	87 07-Sep-24	30-Sep-24	A1220, A1195	A1670, A1680				🛏 Den	no Ex F	Pier 1		******	*****				71
A1640	Demo Ex Pier 2	80	0%	112 10-Oct-24	04-Feb-25	A1600, A1620,	A1650, A1700				[F +		D D	emb Ex	Pier 2					
A1650	Demo Ex Pier 3	80	0%	182 05-Feb-25	28-May-25	A1640, A1630.	A1760								b 🗖	erno Ex Pier:3				
A1670	Demo Ex Pier 4	60	0%	177 04-Aug-25	27-Oct-25	A1635, A2030.	A1820, A1235								ц. <u>г</u> .	L -	Derno	o Ex Pier 4		
Substructur	e	697	0%	32 01-Oct-24	29 <u>-Jun-27</u>	, , , ,											<u><u> </u></u>	1 1 1		÷
A1680	Bent 7 Shafts	90	0%	317 01-Oct-24	07-Feb-25	A1635	A1690, A1685, A	<u>+</u> -			- L-			Bent 7 S	hafts					
A1685	FRP Bent 7 Shaft Cap	40	0%	317 10-Feb-25	04-Apr-25	A1680	A1690						Ĩ Ģ		RP Ben	t 7 Shaft Can		÷+		-+-+
A1690	FRP Bent 7 Columns & Can	60	0%	317 07-Apr-25	30-Jun-25	A1680 A1685	A1840, A2455									FBP Bent 7	Columns	& Can		
A1692	.let Grouting Bent 7/Pier 1	40	0%	68 13-Jul-26	04-Sen-26	A1680 A1835	A1840							_		1	50,00,00			·
Δ1700	Bent 8 Shafts	150	0%	112 05-Feb-25	05-Sep-25	A1640 A1665	A1710 A1760 A							1	: []	Bo	nt 8 Shoft	s		
Δ1710	FRP Bent & Shaft Can	30	0%	127 08-Sen 25	17_Oct 25	A1700	Δ1720 Δ1770											ent & Shof	t Cen	
A1710		80	0%	127 00-3ep-25	17-00-25	A1710	A1720, A1770	-												
A1720	FRF Defit o Fiel Walls	60	0%	127 20-00-25	12-Feb-20	A1710	A1730, A1760, F	_										1.5	RP Deni	
A1730		00	0%	127 13-Feb-20	07-Iviay-20	A1720	A1740, A1790	- 1												
A1740	Erect Bent 8 Bascule Backspan	20	0%	127 08-Way-26	05-Jun-26	A1730	A1750, A1800	_												군北
A1750		40	0%	127 U8-JUF-26	03-Aug-26	A1740	A1810, A1860			·								·		
A1760	Bent 9 Shafts	150	0%	32 02-Jan-26	03-Aug-26	A1650, A1700, A	A1770	_												
A1770	FRP Bent 9 Shaft Cap	30	0%	32 04-Aug-26	15-Sep-26	A1760, A1710	A1780	_												
A1780	FRP Bent 9 Pier Walls	80	0%	32 16-Sep-26	11-Jan-27	A1770, A1720	A1790, A2470	_												
A1790	Install Bent 9 Mechanical	60	0%	32 12-Jan-27	05-Apr-27	A1780, A1730	A1800	_												
A1800	Erect Bent 9 Bascule Backspan	20	0%	32 06-Apr-27	03-May-27	A1790, A1740	A1810		-						ļļ.ļ.			- -		
A1810	FRP Bent 9 Counterweight	40	0%	32 04-May-27	29-Jun-27	A1800, A1750	A1940													
A1820	Bent 10 Shafts	80	0%	0 10-Jul-26	10-Oct-26	A1670, A1700	A1825													1
A1825	Bent 10 Perched Footing/Shaft Cap	60	0%	93 12-Oct-26	07-Jan-27	A1820	A1830													
A1830	FRP Bent 10 Columns & Cap	51	0%	93 08-Jan-27	19-Mar-27	A1825	A1920, A2510													
A1835	Jet Grouting Bent 10	40	0%	78 26-Aug-25	11-Jul-26	A1630, A1216	A1920, A1692, A								ļİ.I.	¦				
Superstruct	ure	373	0%	0 08-Sep-26	25-Feb-28															
A1840	Erect Girders Spans 5 through 7	30	0%	68 08-Sep-26	19-Oct-26	A1690, A2455,	A1850, A1860													
A1850	Form & Reinforce Spans 5 through 7	40	0%	68 20-Oct-26	16-Dec-26	A1840	A1880													
A1860	FRP West Bascule Span Offsite	30	0%	73 20-Oct-26	02-Dec-26	A1750, A2455,	A1870													
A1870	Float In and Place West Bascule Span	5	0%	73 03-Dec-26	09-Dec-26	A1860, A2417	A1880													
A1880	Pour Spans 5 through 7 (Incl Cure)	30	0%	18 01-Mar-27*	09-Apr-27	A1870, A1850	A1890	Ţ,												
A1890	FRP Sidewalk Spans 5 through West Bascule	20	0%	18 12-Apr-27	07-May-27	A1880	A1900													
A1900	FRP Barrier Spans 5 through West Bascule	30	0%	18 10-May-27	21-Jun-27	A1890	A1910													
A1910	West Bascule Testing	20	0%	18 22-Jun-27	20-Jul-27	A1900, A1390	A1940, A2420													
A1920	Erect Girders Spans 9 to 11, Incl over I-5, I-84, & RR	4	0%	0 31-Jul-27	08-Aug-27	A1830, A2470,	A1930													
A1930	Form & Reinforce Spans 9 to 11	40	0%	0 09-Aug-27	04-Oct-27	A1920	A1960								1 <u>i</u> -i-					
A1940	FRP East Bascule Span Offsite	30	0%	13 28-Jul-27	08-Sep-27	A1910, A1810.	A1950													
A1950	Float In and Place East Bascule Span	5	0%	13 09-Sep-27	15-Sep-27	A1940, A2418	A1960													
A1960	Pour Spans 11 through 9 (Incl Cure)	30	0%	0 05-Oct-27	15-Nov-27	A1950, A1930	A1970													
A1970	FRP Sidewalk Spans 11 through Fast Bascule	20	0%	0 16-Nov-27	15-Dec-27	A1960	A1980													
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EQRB	NEPA Replacem	ent In-Kind (No Detour Bridge)						Cla	assic Schedule Layout
Activity ID		Activity Name	Original	% Complete	Total Start	Finish	Predecessors	Successors	2024 2025 2026
	-		Duration	Complete	Fillat				
	A1980	FRP Barrier Spans 11 through East Bascule	30	0%	0 16-Dec-27	28-Jan-28	A1970	A1990, A2440	
	A1990	East Bascule lesting	20	0%	0 31-Jan-28	25-Feb-28	A1980, A2200	A1030	
	East Approach		/54	0%	203 18-May-24	07-May-27			
	Demolition		95	0%	277 18-May-24	02-Oct-24	44040	40040 44005	
	A2000	Demo Superstructure over I-5 & I-84	8	0%	132 18-May-24	09-Jun-24	A1010	A2010, A1225	
	A2010	Demo Superstructure over RR Tracks	10	0%	338 10-Jun-24	21-Jun-24	A2000	A2020	Demo Superstructure over KR (racks
	A2020	Demo Substructure Bents 21 through 24	10	0%	338 24-Jun-24	08-Jul-24	A2010	A2040	
	A2030	Demo Remainder of East Approach	60	0%	277 10-Jul-24	02-0ct-24	A1220	A1670, A2040	
	Substructure		489	0%	188 03-Oct-24	04-Sep-26	40000 40000	10050 10000	
	A2040	EPD Part 44 Calumna & Can	60	0%	277 03-Oct-24	30-Dec-24	A2020, A2030	A2050, A2060	Bent 11 Sharts
	A2050	PRP Bent 11 Columns & Cap	60	0%	277 31-Dec-24	25-War-25	A2040	A2070	
	A2060	Bent 12 Shafts	60	0%	277 31-Dec-24	25-Mar-25	A2040	A2070, A2080, A	β Bent 12 Snaπs
	A2065	FDD Dart 40 Calumna & Car	20	0%	188 13-JUI-26	07-Aug-26	A2060, A1835	A2105	
	A2070	FRP Bent 12 Columns & Cap	60	0%	2// 20-Mar-25	18-Jun-25	A2050, A2060	A2090	
	A2080	EPD Dart 42 Columna & Com	40	0%	297 26-Mar-25	20-May-25	A2060	A2090, A2100	
	A2090	PRP Bent 13 Columns & Cap	50	0%	277 19-Jun-25	28-Aug-25	A2080, A2070	A2110	
	A2100	Bent 14 Shafts	40	0%	307 21-May-25	17-JUI-25	A2080	A2120, A2110	μent 14 Snaπs
	A2105	Jet Grouting Bent 14	20	0%	188 10-Aug-26	04-Sep-26	A2065	A2160	
	A2110	FRP Bent 14 Columns & Cap	50	0%	277 29-Aug-25	07-NOV-25	A2090, A2100	A2130	
	A2120	Bent 15 Shafts	40	0%	317 18-JUI-25	12-Sep-25	A2100	A2130	
	A2130	FRP Bent 15 Columns & Cap	50	0%	277 10-Nov-25	22-Jan-26	A2110, A2120	A2150, A2140	
	A2140	Excavate & Shoring Bent To	30	0%	277 23-Jan-26	05-10121-26	A2130	A2150	
	A2150	FRP Bent 16	40	0%	277 U6-Mar-26	30-Apr-26	A2130, A2140	A2160	
	Superstructure	Errat Ordana Oracia 10 to 15	170	0%	203 08-Sep-26	07-May-27	40450 40405	40470	
	A2160		20	0%	188 08-Sep-26	05-00-26	A2150, A2105	A2170	
	A2170	Form & Reinforce Deck Spans 12 to 15	60	0%	188 Ub-Uct-26	31-Dec-26	A2160	A2180	
	A2180	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	188 04-Jan-27	19-Feb-27	A2170	A2190	
	A2190	FRF Sidewalk Spans 12 to 15	20	0%	188 22-Feb-27	19-Mar-27	A2180	A2200	
	A2200	FKP Barrier Spans 12 to 15	30	0%	188 22-Mar-27	30-Apr-27	A2190	A1990, A2490	
	A2490	Miscellaneous/Striping, etc	5	0%	203 03-May-27	07-May-27	A2200	A1030	

Actual Work

Remaining Work

Milestone

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								7-M	av-2	7 F	ast	Ann	mac	h	-		Ea	st E	asci	ule 1	e stir	ng	
									uy 2	., -		ΨΡ	oud										
										Jul A S O N D J F M A M J Jul A S FRP Barrier Spans 11 throug PC East Bascule Testing ay-27, East Approach ay-27, Superstructure (Spans 12 to 15 s 12 to 15 s 12 to 15 laneous/Striping, etc													
							 ▼ 07-May-27, East Approach ▼ 07-May-27, East Approach ▼ 07-May-27, Superstructure > 15 > 12 to 15 (Incl Cure) > 2 Sidewalk Spans 12 to 15 FRP Barrier Spans 12 to 15 ▼ Miscellaneous/Striping, etc 																
1-S	p-2	6, S	ubs	ruct	ure																		
			10																				
rou	ing	Ben	12																				
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et G	rout	ing E	3ent	14																			
16						O7-May-27, Superstructure 2 to 15 inforce:Deck Spans 12 to 15 I Deck Spans 12 to 15 I Deck Spans 12 to 15 FRP Sidewalk Spans 12 to 15 FRP Sarrier Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Sidewalk Spans 12 to 15 FRP Si																	
				_		07-May-27, Superstructure 12 to 15 Reinforce Deck Spans 12 to 15 our Deck Spans 12 to 15 (Incl Cure) FRP Sidewalk Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15 Miscellaneous/Striping, etc																	
E	rect	Giro	ders	Spa	ans	12 to	▼ 07-May-27, Superstructure to 15: force:Deck Spans 12 to 15 Peck Spans 12 to 15 Proce Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15 FRP Barrier Spans 12 to 15																
		5		orm	& R Poi	einto ur Do	prce eck	Dec Spa	ns 1	pans 2 to	12 15	to 1 Incl	5 Cure)									
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																© (Dra	cle	Со	orpo	orat	ion	

Replacement In-Kind Schedule with Long Span Approaches with Temporary Bridge

)	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024 2025 2026 2027
		Duration C	complete	Float				MAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJ
QRB NEPA Repl	acement In-Kind Long Span Approach	1645	0%	23 04-Mar-24	09-Aug-30			
General/Milestor	nes	1645	0%	0 04-Mar-24	09-Aug-30			
A1000	Notice To Proceed	0	0%	18 04-Mar-24			A1050	Notice To Proceed
A1010	Move Traffic To Detour Structure	0	0%	51 29-Jan-25		A1150	A1220, A1590, A	Moye Traffic To Detour Structure
A1020	Shift Traffic to South Half	10	0%	760 08-Jun-26	19-Jun-26	A1390, A2200, J	A1410, A2210	r⊷¶. Shift Traffic to South Half
A1030	Main Bridge Complete	8	0%	0 06-Jun-29	15-Jun-29*	A1990	A2390, A1410, A	
A1035	South Approaches Complete	0	0%	0	09-Aug-30	A2500, A2510	A1040	
A1040	Project Completion	0	0%	0	09-Aug-30*	A2430, A2450, J		
Procurement		560	0%	251 04-Mar-24	14-May-26			V 14-May-26, Procurement
A1050	Early Submittals	60	0%	18 04-Mar-24	24-May-24	A1000	A1060, A1070, A	Early Submittals
A1060	Procure Work Bridge Piling	30	0%	52 28-May-24	09-Jul-24	A1050	A1160, A1180	Procure Work Bridge Piling
A1070	Procure Work Bridge Superstructure	40	0%	246 28-May-24	23-Jul-24	A1050	A1170, A1190	Procuré Work Bridge: Superstructuré
A1080	Procure Detour Bridge Materials	30	0%	18 28-May-24	09-Jul-24	A1050	A1120	Procure Detour Bridge Materials
A1400	Procure Long Span Steel (Arch Assumed)	500	0%	251 28-May-24	14-May-26	A1050	A1840	►1 Procure Long Span Steel (ArchAssumer
Construction		1585	0%	23 28-May-24	09-Aug-30			
A1090	Mobilize to Site	10	0%	18 28-May-24	10-Jun-24	A1050	A1100	Miditize to Site
A1100	Install Site Access/Erosion Control	20	0%	18 11-Jun-24	09-Jul-24	A1090	A1110, A1120, A	Install Site Acress/Erosion Confrol
A1110	Railroad Crossing (East Side)	20	0%	467 10-Jul-24	06-Aug-24	A1100	A1190	Railroad Obssing (East Side)
Temporary Works		1535	0%	20 10-Jul-24	13-Jul-30			
Detour Bridge		1320	0%	235 10-Jul-24	14-Sep-29			
A1115	Demo Buildings For Detour Bridge	40	0%	51 10-Jul-24	04-Sep-24	A1100	A1130	Demo Buildings For Detour Bridge
A1120	Install In-Water Piles (Assumed 160 piles) For Ped Det	40	0%	22 10-Jul-24	24-Aug-24	A1100, A1080	A1140, A1160	→ TTT: Install In-Vater Piles (Assumed 160 ples) For Ped Detour
A1130	Install Modular Detour Bridge	90	0%	51 05-Sep-24	14-Jan-25	A1115	A1150	
A1140	Install Movable Span	60	0%	88 26-Aug-24	18-Nov-24	A1120	A1150	Tstall Movable Span
A1150	Testing & Switch Over Traffic to Detour	10	0%	51 15-Jan-25	28-Jan-25	A1140, A1130	A1010, A2560	Testing & Switch Over Traffic to Detour
A2390	Remove Detour Bridge Superstructure	45	0%	19 18-Jun-29	17-Aug-29	A1030	A2400, A2410	
A2400	Remove Detour Bridge In-Water Piling	20	0%	23 18-Aug-29	10-Sep-29	A2390	A1040, A2450	
A2410	Remove On Land Piling	20	0%	235 20-Aug-29	14-Sep-29	A2390	A1040	
Work Bridges		1502	0%	20 26-Aug-24	13-Jul-30			
A1160	Install West Work Bridge Pile to Pier 7	20	0%	22 26-Aug-24	18-Sep-24	A1100, A1060, /	A1170, A1180	🗕 Install <mark>V</mark> est Work Bridge Pile to Pier 7
A1170	Install West Work Bridge Superstructure to Pier 7	30	0%	206 19-Sep-24	30-Oct-24	A1160, A1070	A1665, A1660	Insall West Work Bridge Superstructure to Pier 7
A1180	Install East Work Bridge Pile to Pier 8	40	0%	37 19-Sep-24	02-Aug-25	A1060, A1160	A1190, A2415	Install;East Work;Bridge Pile;to;Pier 8
A1190	Install East Work Bridge Superstructure To Pier 8	100	0%	116 04-Aug-25	24-Dec-25	A1180, A1070, /	A2416	Install East Work Bridge Superstructure To Pier 8
A1660	Install West Work Bridge Piling Around Pier 7	20	0%	38 10-Jul-25	01-Aug-25	A1620, A1600, J	A1665, A2415	Install West Work Bridge Piling Around Pier 7
A1665	Install West Work Bridge Superstructure Around Pier 7	20	0%	36 04-Aug-25	29-Aug-25	A1660, A1170	A1640	Install West Work Bridge Superstructure Argund Pler 7
A2415	Install East Work Bridge Piling Around Pier 8	20	0%	37 04-Aug-25	26-Aug-25	A1610, A1630, J	A2416	Install East Work Bridge Piling Around Pier 8
A2416	Install East Work Bridge Superstructure Around Pier 8	20	0%	116 26-Dec-25	23-Jan-26	A2415, A1190	A1650, A1235, A	1 Install East Work Bridge Superstructure Around Pie
A2417	Remove West Work Bridge From Navigation Channel	10	0%	293 28-Jul-27	10-Aug-27	A2460	A1870	
A2418	Remove East Work Bridge From Navigation Channel	10	0%	139 27-Jul-28	09-Aug-28	A2470	A1950	
A2420	Remove West Work Bridge Superstructure	30	0%	521 30-May-28	11-Jul-28	A1910	A2430	
A2430	Remove West Work Bridge Piling	20	0%	165 12-Jul-28	03-Aug-28	A2420	A1040	
A2440	Remove East Work Bridge Superstructure	40	0%	68 09-May-29	03-Jul-29	A1980	A2450	
A2450	Remove East Work Bridge Piling	30	0%	23 11-Sep-29	13-Jul-30	A2440, A2400	A1040	
Cofferdams		774	0%	53 10-Jul-25	26-Jul-28			
A1200	Install Pier 7 Cofferdam	20	0%	0 10-Jul-25	01-Aug-25	A1600, A1620	A1205, A1210	Install Pier 7, Cofferdam
A1205	Install Pier 7 Coffer Rings & Dewater	40	0%	0 26-Aug-25	21-Oct-25	A1200, A1210	A1640, A1215	Install Pier 7 Coffer Rings & Dewater
A1210	Install Pier 8 Cofferdam	20	0%	0 02-Aug-25	25-Aug-25	A1610, A1630, J	A1215, A1225, A	rstall Pier β.Cofferdam
A1215	Install Pier 8 Coffer Rings & Dewater	40	0%	140 22-Oct-25	18-Dec-25	A1210, A1205	A1650, A1235	histall Pier B Coffer Rings & Dewater
A1225	Install Cofferdam for Ex Pier 4 Removal	18	0%	20 26-Aug-25	17-Sep-25	A1610, A2000, J	A1670	Install Cofferdam for Ex Pier 4 Removal
A1235	Remove Cofferdam for Ex Pier 4 Removal	15	0%	65 10-Jul-26	27-Jul-26	A1670, A1215, J	A1040, A1840, A	Remove Cofferdam for Ex Pler 4
A2460	Remove Pier 7 Cofferdam	15	0%	102 10-Jul-27	27-Jul-27	A1720	A1860, A2470, A	
A2470	Remove Pier 8 Cofferdam	15	0%	65 10-Jul-28	26-Jul-28	A1780, A2460	A1940, A2418	
Towers		888	0%	29 29-Jan-25	26-Jul-28			
A2560	Install West Tower 1 (Arch Assumed) On Land	25	0%	556 29-Jan-25	04-Mar-25	A1150	A2610, A1840	Install West Tower 1: (Arch Assumed) On Land
A2570	Install West Tower 2 Piling (Arch Assumed) In Water	10	0%	70 10-Jul-26	21-Jul-26	A2416	A2580, A2590	Tristall West Tower 2 Pilling (Arch A
	Install West Tower 2 Remainder (Arch Assumed) In Wa	20	0%	185 22-Jul-26	18-Aug-26	A2570	A1840, A2600	Inistail West Tower 2 Remainde
A2580	Install West lower 2 Nemainder (AlchAssumed) in Wa							



EQRB	IEPA Replaceme	ent In-Kind Long Span Approaches (With De	tour Bridge)				Cla	ssic Schedule Layout	18-Dec-19 21:41
Activity ID		Activity Name	Original %	Total Start	Finish	Predecessors	Successors	2024 2025 2026	2027 2028 2029 2030
			Duration Complete	Float				MAMJJASONDJFMAMJJASONDJFMAMJJ.	A SOND JEMAM JJA SOND JEMAM JJA SOND JEMAM JJA SOND JEMAM JJA SOND JEMAM JJA
	A2600	Install East Tower 1 Remainder (Arch Assumed) In Wat	20 0%	281 19-Aug-26	16-Sep-26	A2590, A2580	A1920		•🖽 : Install East Tolwer 1 Remainder (Aich Assumed) In:Water
	A2610	Install East Tower 2 (Arch Assumed) On Land	25 0%	647 05-Mar-25	08-Apr-25	A2560	A1920	🛏 🛄 Install East Tower 2 (Arch Assumed) On Lar	nd
	A2620	Remove West Land Tower	15 0%	214 15-Sep-27	05-Oct-27	A1840, A2630	A1851		r≑⊡ , Remotve:West Land Tower
	A2630	Remove West Water Tower	15 0%	30 28-Aug-27	14-Sep-27	A1840	A1851, A2620		r≓HL Remové West Water Tower
	A2670	Remove East Land Tower	15 0%	85 17-Apr-28	05-May-28	A1920	A1931		r≠⊡_ Remove East Land Tower
	A2680	Remove East Water Tower	15 0%	36 10-Jul-28	26-Jul-28	A1920	A1931		Hr∎⊐ Remove East WaterTower
1	lew Bridge		1415 0%	23 29-Jan-25	09-Aug-30				
	West Approach		1390 0%	25 29-Jan-25	05-Jul-30				05-
	Phase 1		345 0%	760 29-Jan-25	05-Jun-26			05ų	Jur-26, Phase 1
	Demolition		20 0%	143 29-Jan-25	25-Feb-25			25-Feb <mark>2</mark> 5, Demolition	
	A1220	Demolish Existing N Half of Bridge	20 0%	143 29-Jan-25	25-Feb-25	A1010	A1635, A2030, A	► DemotishExisting N Half of Bridge	
	Substructure		210 0%	647 26-Feb-25	23-Dec-25			v 23-Dec-25, \$µbstru	ucture
	A1230	Excavate & Shore Bent 1 & Retaining Wall	40 0%	647 26-Feb-25	22-Apr-25	A1220	A1240	► Excavate & Shore Bent 1 & Retaining Wal	
	A1240	FRP Bent 1 & Retaining Wall	30 0%	647 23-Apr-25	04-Jun-25	A1230	A1250	FRP Bent 1 & Retaining Walt	
	A1250	Bent 2 Shafts	20 0%	647 05-Jun-25	02-Jul-25	A1240	A1260, A1270	🛏 🗖 Bent 2 Shafts	
	A1260	RFP Bent 2 Columns & Cap	30 0%	647 03-Jul-25	14-Aug-25	A1250	A1280	FFP Bent 2 Columns & Cap	
	A1270	Bent 3 Shafts	20 0%	657 03-Jul-25	31-Jul-25	A1250	A1290, A1280	Bent 3 Shafts	
	A1280	RFP Bent 3 Columns & Cap	30 0%	647 15-Aug-25	26-Sep-25	A1260, A1270	A1300	RFP Beht 3 Columns & Cap	
	A1290	Bent 4 Shafts	20 0%	667 01-Aug-25	28-Aug-25	A1270	A1310, A1300	► <mark>■</mark> Bent 4 Shafts	
	A1300	RFP Bent 4 Columns & Cap	30 0%	647 29-Sep-25	07-Nov-25	A1280, A1290	A1320	RFP Bent 4 Columns &	(Cap
	A1310	Bent 5 Shafts	20 0%	677 29-Aug-25	26-Sep-25	A1290	A1320	🗕 🗖 🖪 Bert 5 Shafts	
	A1320	RFP Bent 5 Columns & Cap	30 0%	647 10-Nov-25	23-Dec-25	A1300, A1310	A1350	H⊂⊏⊂ RFP Bent δ Column	ns'& Cap
	Superstructur	re	115 0%	760 24-Dec-25	05-Jun-26			05.	Jun-26, Superstructure
	A1350	Set Girders Spans 1 to 4 (Steel included with River Spa	10 0%	647 24-Dec-25	08-Jan-26	A1320	A1360	►□ Set Girders Spans	is 1 to 4 (Steel included with River \$φats)
	A1360	Form & Reinforce Spans 1 to Span 4	40 0%	647 09-Jan-26	05-Mar-26	A1350	A1370	🛏 🥅 Form & Rein	nforce Spans 1 to Span 4
	A1370	Pour Spans 1 to 4 (Incl Cure)	30 0%	647 06-Mar-26	16-Apr-26	A1360	A1380	Polur, Spa	varis 1, to; 4 ;(Incl Qure)
	A1380	Pour Sidewalks Spans 1 to 4	15 0%	647 17-Apr-26	07-May-26	A1370	A1390	F → ⊡ PourS	Sidewalks Spans 1 to 4
	A1390	Pour Barrier/Ped Rail Spans 1 to 4	15 0%	647 08-May-26	29-May-26	A1380	A1910, A1020, A	Pour	r Bamer/Péd Rail Spans 1 to 4
	A2480	Miscellaneous/Striping, etc	5 0%	760 01-Jun-26	05-Jun-26	A1390	A1020	Filler Misc	cellaneous/Striping, tec
	Phase 2		275 0%	25 18-Jun-29	05-Jul-30				05-
	Demolition		20 0%	0 18-Jun-29	13-Jul-29				13-Jul-29, Demolition
	A1410	Demolish Existing S Half of Bridge	20 0%	0 18-Jun-29	13-Jul-29	A1020, A1030	A2210, A1420, A		Demotish Existing S Half of Brigge
	Substructure		140 0%	25 16-Jul-29	25-Jan-30				25-Jan-30, Sutstri
	A1420	Excavate & Shore Bent 1 & Retaining Wall	40 0%	95 16-Jul-29	07-Sep-29	A1410	A1430		► Excavate & Shore Bent 1 & Re
	A1430	FRP Bent 1 & Retaining Wall	30 0%	95 10-Sep-29	19-Oct-29	A1420	A1540		FRP:Bent 1 & Retaining Wa
	A1440	Bent 2 Shafts	20 0%	25 16-Jul-29	10-Aug-29	A1410	A1450, A1460		+ 🕁 Bent 2 Shafts
	A1450	RFP Bent 2 Columns & Cap	30 0%	25 13-Aug-29	21-Sep-29	A1440	A1470		RFP Bent/2 Columns & Cap
	A1460	Bent 3 Shafts	20 0%	35 13-Aug-29	07-Sep-29	A1440	A1480, A1470		Bent 3 Shafts
	A1470	RFP Bent 3 Columns & Cap	30 0%	25 24-Sep-29	02-Nov-29	A1450, A1460	A1490		RFP Bent 3 Column <mark>s</mark> & Ca
	A1480	Bent 4 Shafts	20 0%	45 10-Sep-29	05-Oct-29	A1460	A1500, A1490		+⊑ Beht 4 Shafts
	A1490	RFP Bent 4 Columns & Cap	30 0%	25 05-Nov-29	14-Dec-29	A1470, A1480	A1510		RFP Bent 4 Columns 8
	A1500	Bent 5 Shafts	20 0%	55 08-Oct-29	02-Nov-29	A1480	A1510		🛏 🖬 Bent 5 Shafts
	A1510	RFP Bent 5 Columns & Cap	30 0%	25 17-Dec-29	25-Jan-30	A1490, A1500	A1540		RFP. Bent 5 Colum
	Superstructur	re	115 0%	25 28-Jan-30	05-Jul-30				рбан на на на на на на на на на на на на н
	A1540	Set Girders Spans 1 to 4 (Steel included with River Spa	10 0%	25 28-Jan-30	08-Feb-30	A1510, A1430	A1550		🛏 Set Girders Spar
	A1550	Form & Reinforce Spans 1 to Span 4	40 0%	25 11-Feb-30	05-Apr-30	A1540	A1560		Form 🖧 Rei
	A1560	Pour Spans 1 to 4 (Incl Cure)	30 0%	25 08-Apr-30	17-May-30	A1550	A1570		Pour Sr
	A1570	Pour Sidewalks Spans 1 to 4	15 0%	25 20-May-30	07-Jun-30	A1560	A1580		두 🖬 🖓 our s
	A1580	Pour Barrier/Ped Rail Spans 1 to 4	15 0%	25 10-Jun-30	28-Jun-30	A1570	A2500		Pour Pour
	A2500	Miscellaneous/Striping, etc	5 0%	25 01-Jul-30	05-Jul-30	A1580	A1035		
	River Spans		1107 0%	0 29-Jan-25	05-Jun-29				05-Jun-29, River Spans
	Demolition		347 0%	100 29-Jan-25	09-Jun-26			09-	-Jun-26, Demolition
	A1590	Shore West Counterweight For Span Demo	20 0%	51 29-Jan-25	25-Feb-25	A1010	A1620	Shore West Odunterweight For Span Demo	
	A1595	Shore East Counterweight For Span Demo	20 0%	51 26-Mar-25	22-Apr-25	A1620	A1630	S hor e East Counterweight For SpanDemo	
	A1600	Demo West Truss Deck & Lower Truss	30 0%	71 29-Jan-25	11-Mar-25	A1010	A1610, A1640, A	Demo West Truss Deck & Lower Truss	
	A1610	Demo East Truss Deck & Lower Truss	30 0%	71 12-Mar-25	22-Apr-25	A1600	A1210, A2415, A	Denio East Truss Deck & Lower Truss	
	A1620	Demo West Bascule Span	20 0%	51 26-Feb-25	25-Mar-25	A1590	A1595, A1640, A	Demo West Bascule Span	
	A1630	Demo East Bascule Span	20 0%	51 23-Apr-25	20-May-25	A1595	A1650, A1210, A	Demo East Bascule Span	
	A of 1 = 114/1-								
	Remaining Work	rk Milestone						Page 2 of 4	© Oracle Corporation

	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024	Ī	2025	200	26	1
	,	Duration	Complete	Float				MAMJJAS	ONDJFMA	MJJASON	DJFMAMJ	JASONE	JFMAM
A1635	Demo Ex Pier 1	20	0%	58 10-Jul-25	01-Aug-25	A1220	A1670, A1680			Derno Ex	Pier 1		
A1640	Demo Ex Pier 2	80	0%	0 22-Oct-25	16-Feb-26	A1600, A1620, J	A1650, A1700			: : : : : : : : : : : : :	Demo Ex F	'ier 2	
A1650	Demo Ex Pier 3	80	0%	100 17-Feb-26	09-Jun-26	A1640, A1630, J	A1760				-	Jemo Ex Pier 3	3
A1670	Demo Ex Pier 4	60	0%	198 18-Sep-25	12-Dec-25	A1635, A2030, J	A1235			¦►	Demo Ex Pier 4		
Substructure		829	0%	150 10-Mar-25	12-Jun-28								
A1680	Bent 6 Shafts	100	0%	130 04-Aug-25	24-Dec-25	A1635	A1690, A1685, A				Bent 6 Shafts		
A1685	FRP Bent 6 Shaft Cap	40	0%	230 26-Dec-25	20-Feb-26	A1680	A1690				FRP Bent 6	Shaft Cap	
A1690	FRP Bent 6 Columns & Cap	80	0%	230 23-Feb-26	15-Jun-26	A1680, A1685	A1840					FRP Bent 6 Col	lumns & Cap
A1700	Bent 7 Shafts	180	0%	0 17-Feb-26	29-Oct-26	A1640	A1710, A1760					Be	ent 7 Shafts
A1710	FRP Bent 7 Shaft Cap	30	0%	24 30-Oct-26	14-Dec-26	A1700	A1720, A1770						FRP Bent 7 S
A1720	FRP Bent 7 Pier Walls	80	0%	24 15-Dec-26	07-Apr-27	A1710	A1730, A1780, A						FR
A1730	Install Bent 7 Mechanical	60	0%	230 08-Apr-27	01-Jul-27	A1720	A1740, A1790						
A1740	Erect Bent 7 Bascule Backspan	20	0%	230 02-Jul-27	30-Jul-27	A1730	A1750, A1800						
A1750	FRP Bent 7 Counterweight	40	0%	230 02-Aug-27	27-Sep-27	A1740	A1810, A1860						
A1760	Bent 8 Shafts	180	0%	0 30-Oct-26	16-Jul-27	A1650, A1700	A1770	+					
A1770	FRP Bent 8 Shatt Cap	30	0%	0 19-Jul-27	27-Aug-27	A1/60, A1710	A1/80						
A1780	FRP Bent 8 Pier Walls	80	0%	0 30-Aug-27	22-Dec-27	A1770, A1720	A1790, A2470, A	_					
A1790	Install Bent 8 Mechanical	60	0%	150 23-Dec-27	17-Mar-28	A1780, A1730	A1800						
A1800	Erect Bent & Bascule Backspan	20	0%	150 20-Mar-28	14-Apr-28	A1/90, A1740	A1810						
A1810	FRP Bent 8 Counterweight	40	0%	150 17-Apr-28	12-Jun-28	A1800, A1750	A1940						
A2540	Jet Grouting Bent 9	40	0%	293 10-Mar-25	02-May-25	A2010	A2640			Jet Grouting Ben	9		
A2640	Bent 9 Shafts	100	0%	130 26-Dec-25	15-May-26	A2540, A1680	A2660, A2650				Be	nt 9 Shafts	
A2650	FRP Bent 9 Shaft Cap	40	0%	130 18-May-26	14-Jul-26	A2640	A2660					FRP Beht 9 \$	Shatt Cap
A2660	FRP Bent 9 Columns & Cap	80	0%	130 15-Jul-26	04-Nov-26	A2640, A2650	A1840						- Rem 9 Colun
Superstructure		550	0%	0 08-Apr-27	05-Jun-29	A 4000 A 1705	A1050 A1000 -						
A1840	Set Long Span Steel from Bent 6 to Bent 7 (ArchAssu	100	0%	24 08-Apr-27	27-Aug-27	A1690, A1720, J	A1850, A1860, A						
A1850	Form & Reinforce Long Span from Bent 6 to Bent 7 (A	80	0%	160 30-Aug-27	22-Dec-27	A1840	A1880, A1851						
A1851	Four Long Span from Bent 6 to Bent 7 (Arch Assumed	40	0%	160 23-Dec-27	18-Feb-28	A1850, A2620, J	A1890, A1880						
A 1070	FRF West Bascule Span UTISITE	30	0%	230 28-Sep-27	U8-INOV-2/	A1750, A2460, J	A1870						
A1870	Float In and Place West Bascule Span	5	0%	230 09-Nov-27	15-NOV-27	A1860, A2417	A1880						
A1880	Pour West Bascule Closure (Incl Cure)	15	0%	165 21-Feb-28	10-Mar-28	A1870, A1850, J	A1900						
A1890	FRP Sidewalk Spans 5 through west Bascule	20	0%	160 21-FeD-28	17-Mar-28	A1851	A1900						
A1900	FRP Barrier Spans 5 through west Bascule	30	0%	160 20-Mar-28	28-Apr-28	A1890, A1880	A1910						
A1910	West Bascule lesting	20	0%	160 01-May-28	26-May-28	A1900, A1390	A1940, A2420						
A1920	Set Long Span Steel from Bent 8 to Bent 9 (ArchAssu	120	0%	0 20-001-27	14-Apr-28	A1840, A2590, J	A1930, A2670, A						
A 1930	Form & Reinforce Long Span from Bent 8 to Bent 9 (A	100	0%	0 17-Apr-28	06-Sep-28	A1920	A1960, A1931						
A1931	Pour Long Span from Bent 9 to Bent 8 (Arch Assumed	120	0%	0 07-Sep-28	27-Feb-29	A1930, A2680, J	A1960, A1970						
A 1940	FINE East Dascule Span Utisite	30	0%	119 27-JUI-28	14 Ser 00	A1910, A1810, J	A1900						
A 1950		5	0%	5 20 Fab 00	14-3ep-28	A 1940, A24 18	A1900						
A 1900	Four East bascure Gosure (INCI Cure)	10	0%	0 20-FeD-29	20-War-29	A 1950, A 1930, J	A1900						
A1000	EPD Barrier Spare 9 through East Basede	20	0%	0 20-Feb-29	08 May 20	A1931	A1000 A2440						
Δ1000		30	0%	0 00 May 20	00-1viay-29	A1080 A2200	Δ1030, A2440						
ast Amroach		20	0%	23 01-Eeb-25	00-0uir29	A 1300, A2200	A1000						
Phase 1		332	0%	1103 01-Eeb-25	21-May-26						21	-May-26 Phas	e.1
Demolition		47	0%	1388 01-Feb-25	08-Apr-25					08-Apr-25 Demoliti	on		
A2000	Demo Superstructure over I-5 & I-84	8	0%	58 01-Feb-25	23-Feb-25	A1010	A2010, A1225		Der	no Suberstructure ov	er 1-5 & 1-84		
A2010	Demo Superstructure over RR Tracks	10	0%	293 24-Feb-25	07-Mar-25	A2000	A2020. A2540			mo Superstructure o	ver RR Tracks		
A2020	Demo Substructure Bents 21 through 24	10	0%	1400 10-Mar-25	21-Mar-25	A2010	.,	1		emo Substructure B	ents 21 through 24		
A2030	Demo Remainder of East Approach. North Half	30	0%	311 26-Feb-25	08-Apr-25	A1220	A1670, A2080	1		Demo Remainder o	East Approach. No	rth Half	
Substructur	e	120	0%	757 09-Apr-25	26-Sep-25					26-5	ep-25, Substructure		
A2080	Bent 10 Shafts	20	0%	757 09-Apr-25	06-Mav-25	A2030	A2090, A2120			Bent 10 Shafts			
A2090	FRP Bent 10 Columns & Cap	30	0%	757 07-Mav-25	18-Jun-25	A2080	A2130		, i i i i	FRP Bent 10	Columns & Cab		
A2120	Bent 11 Shafts	20	0%	767 07-Mav-25	04-Jun-25	A2080	A2130	1		Bent 11 Shafts			
A2130	FRP Bent 11 Columns & Cap	30	0%	757 19-Jun-25	31-Jul-25	A2120, A2090	A2150, A2140	1		FRP Ben	11 Columns & Can		
A2140	Excavate & Shoring Bent 12	20	0%	757 01-Aua-25	28-Aua-25	A2130	A2150			Excava	ate & Shoring Bent 1	2	
A2150	FRP Bent 12	20	0%	757 29-Aua-25	26-Sep-25	A2130, A2140	A2160	1:::::			Bent 12		
Superstruct	ure	165	0%	770 29-Sep-25	21-May-26						21	-May-26. Supe	rstructure
					,				<u>i i i i i i i</u>	<u></u>			

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					7	12	بار	in-2	28,	Su	bsl	ruc	tur	e																	
/lec 7 B	bhai aso	nical xule	Ba	ick	sp	an:																									
8	sh RP	att:C	Car nt 8 Ins	3 F tal	 ie ed	r W Ben FR	fall 8 ₽	s Me Be	ech Bas	ani scu 3 C	cal le l oui	Bao	cks	ipa eigi	n																
S F pal	om We		Re Re Jur Bas Pl FR	fro info Lo cul ac	ng e Si	Be ce I Sp We est dev B	oi sar Sa Ba wal	6 t ng Of Ba Isci k S	o E Sp sct pa Sp	Ber an Be ule ns an	fro fro ent Sp 5 t s 5	(A m I 6 t an hro thr	rch Be (In ug	nAs nt 6 Ber cl C h V	su Sto Lare Ves	Be (Au)	c) enti rsh asi	05 7 As cul	Jui (Ar isu	h-2 ch <i>i</i> me	9, (Ass d)	sun	nec	stru I)	ucti.	re					
				Se -		Ves .on		Bas Spa	icul In S Fo FR	e T Ste P E	est el 1 & I Eas	ing fror Rei ar	n E Info d F	Ber proc scul	t 8 e 9 e 9 F	to pa pa Eas	Be S n C E B	ent pa g S Offe ast de	9 (pa site site Ba wa	Arc on In fi Isco	ch A I Be ron Spa	ass ent n B Clo ans	um 8 en 8	ed to t t 9 thre) Ber to (Inc	ht¢ Be) (A nt) ure	Arch B(A S)	n As Ard	su JA	me ssu e
																		Ea	st [Bas		e	ēs	tinc]					-	V (
																					©) C	Dra	acl	е	Co	orp	00	rat	io	n

EQRB N	EPA Replaceme	ent In-Kind Long Span Approaches (With D	etour Bridg	ge)				Cla	ssic Scheo	dule Layou	ıt									
Activity ID		Activity Name	Original Duration	% Complete	Total Start Float	Finish	Predecessors	Successors	202 M A M J ,	4 JASON	DJFMAM	2025 1 J J	ASON	DJFN	20 / A M J	26 J A S (OND	JFMAN	2027 vijja	I S O N I
	A2160	Erect Girders Spans 9 to 11	20	0%	757 29-Sep-25	24-Oct-25	A2150	A2170	┨┊┊┊┊	╋		╏╏		rect Girde	rs Spans	9 to 11	╺╋╍╊╺╋	╺╀╾╀╾╀╾╇╸	•	┞╾╇╼╄╼╄╸
	A2170	Form & Reinforce Deck Spans 9 to 11	40	0%	757 27-Oct-25	23-Dec-25	A2160	A2180						Form	& Reinfor	e Deck S	Spans 9 t	o 11		
	A2180	Pour Deck Spans 9 to 11 (Incl Cure)	50	0%	757 24-Dec-25	05-Mar-26	A2170	A2190					5		Pour Dec	k Spans 9	9 to 11 (Incl Cure)		
	A2190	FRP Sidewalk Spans 9 to 11	20	0%	757 06-Mar-26	02-Apr-26	A2180	A2200				111			HRP S	idewalk S	Spans 9	lo 11		
	A2200	FRP Barrier Spans 9 to 11	30	0%	757 03-Apr-26	14-May-26	A2190	A1990, A1020, A						G	FF	RP Barrier	r Spans §) to 11		
	A2490	Miscellaneous/Striping, etc	5	0%	770 15-May-26	21-May-26	A2200	A1020							L e i N	liscellaneo	ous/Stripi	ng, etc		
	Phase 2		280	0%	0 16-Jul-29	09-Aug-30														
	Demolition		30	0%	0 16-Jul-29	24-Aug-29														
	A2210	Demo Remainder of East Approach, South Half	30	0%	0 16-Jul-29	24-Aug-29	A1020, A1410, J	A2260, A2320												
	Substructure		100	0%	0 27-Aug-29	11-Jan-30														
	A2260	Bent 10 Shafts	20	0%	0 27-Aug-29	21-Sep-29	A2210	A2270, A2300												
	A2270	FRP Bent 10 Columns & Cap	30	0%	0 24-Sep-29	02-Nov-29	A2260	A2310												
	A2300	Bent 11 Shafts	20	0%	10 24-Sep-29	19-Oct-29	A2260	A2310												
	A2310	FRP Bent 11 Columns & Cap	30	0%	0 05-Nov-29	14-Dec-29	A2300, A2270	A2330, A2340												
	A2320	Excavate & Shoring Bent 12	20	0%	60 27-Aug-29	21-Sep-29	A2210	A2330												
	A2330	FRP Bent 12	20	0%	0 17-Dec-29	11-Jan-30	A2310, A2320	A2340												
	Superstructu	re	150	0%	0 14-Jan-30	09-Aug-30														
	A2340	Erect Girders Spans 9 to 11	20	0%	0 14-Jan-30	08-Feb-30	A2330, A2310	A2350												
	A2350	Form & Reinforce Deck Spans 9 to 11	40	0%	0 11-Feb-30	05-Apr-30	A2340	A2360												
	A2360	Pour Deck Spans 9 to 11 (Incl Cure)	35	0%	0 08-Apr-30	24-May-30	A2350	A2370												
	A2370	FRP Sidewalk Spans 9 to 11	20	0%	0 27-May-30	21-Jun-30	A2360	A2380												
	A2380	FRP Barrier Spans 9 to 11	30	0%	0 24-Jun-30	02-Aug-30	A2370	A2510												
	A2510	Miscellaneous/Striping, etc	5	0%	0 05-Aug-30	09-Aug-30	A2380	A1035												

Remaining Work

Milestone



APPENDIX G-6 Replacement In-Kind Schedule with Long Span Approaches

NO Temporary Bridge

G-31

Processor Processor <t< th=""><th></th><th>Activity Name</th><th>Original</th><th>0/1</th><th>Tetel</th><th>Start</th><th>Finich</th><th>Dredocesson</th><th>Successor</th><th>2024</th><th>2025</th><th></th></t<>		Activity Name	Original	0/1	Tetel	Start	Finich	Dredocesson	Successor	2024	2025	
Bits NEP Regleschmart In-Kind Long Span Approxities (No Delays I 110 6 6 44.804 80.608 Anon Natis & Result 10 6 6 4.404 4.004 4		Activity Name	Duration C	omplete	Float	Start	Finish	Predecessors	Successors		MJJASON	
International System Internati	RB NEPA Repla	acement In-Kind Long Span Approaches (No Detour E	1165	0%	0	04-Mar-24	02-Oct-28					
NUME Number	Conorol/Mileston		1165	0%	0	04-Mar-24	02-Oct-28					
1000 0xx Bays Tark 1		Nation To Drawood		0%	0	04 Mar 24	02 00.20		A1050 A1000	Notite The Disease of		
ALCO Open Description OP OP< OP OP< P< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< OP< <t< td=""><td>A1000</td><td>Close Bridge to Troffic</td><td>0</td><td>0%</td><td>1</td><td>12 May 24</td><td></td><td>A 1110</td><td>A1050, A1090</td><td></td><td></td><td></td></t<>	A1000	Close Bridge to Troffic	0	0%	1	12 May 24		A 1110	A1050, A1090			
And Party Company	A1010	Close Bridge to Traffic	0	0%	1	13-IVIAy-24	00 4 00*	A1110	A1220, A1590, A			
max max <thmax< th=""> <thmax< th=""> <thmax< th=""></thmax<></thmax<></thmax<>	A1030	Open New Bridge to Trainic	1	0%	0	01-Aug-28	09-Aug-28"	A1990, A2480, J				
Display Product Produc	A1040	Project Completion	560	0%	0	04 Mor 24	02-00-20	A2430, A2450, I				
ACDD Each Sources Each Sources ACDD d=""><td>rocurement</td><td></td><td>500</td><td>0 78</td><td>0</td><td>04-IVId1-24</td><td>14-1vidy-20</td><td></td><td></td><td></td><td></td><td></td></td<>	rocurement		500	0 78	0	04-IVId1-24	14-1vidy-20					
AleB Proces Work Higgs Prog Do D D (2 MA) AleB AleB	A1050	Early Submittals	60	0%	0	04-Mar-24	24-May-24	A1000	A1060, A1070, A	Early Submittals		
AV00. Process Water Biological Segment Labor 400 DV LO 20 Mode Segment Labor AV170.	A1060	Procure Work Bridge Piling	30	0%	0	28-May-24	09-Jul-24	A1050	A1160, A1180	Procure Work Bridge Piling		
Auto: Impair length start (victor house) Ool: O I Descent outor Auto: Name: 10 0% 1 Descent outor Auto:	A1070	Procure Work Bridge Superstructure	40	0%	120	28-May-24	23-Jul-24	A1050	A1170, A1190	Procure Work Bridge Superstru	ture	<u></u>
Construction The 0	A1080	Procure Long Span Steel (Arch Assumed)	500	0%	0	28-May-24	14-May-26	A1050	A1840			· · · · · ·
AHBB Attack Sile <	Construction		1165	0%	0	04-Mar-24	02-Oct-28					
A1100 Impact Biology Company D0 D1 1 Hung 24 LVA,224 A1100 A11	A1090	Mobilize to Site	10	0%	1	04-Mar-24	15-Mar-24	A1000	A1100	P Mobilize to Sile		
A110 Rature Longing Edit Bub D D 1 1 54/242 N 100 A 1100 A 1000 A 1100 A 1000 A 100	A1100	Install Site Access/Erosion Control	20	0%	1	18-Mar-24	12-Apr-24	A1090	A1110, A1160	Instal Site Access/Erosion Control		
Tempose yearline 1000 0.00 0 0.02.494 0.02.0073 Antion Intel Area 0.00 0 0.02.0073 0.00 0 0.02.0073 Antion Intel Area 0.00 0 0.02.0073 0.00 0 0.02.0073 Antion Antion Intel Area Antion	A1110	Railroad Crossing (East Side)	20	0%	1	15-Apr-24	10-May-24	A1100	A1190, A1010	Railroad Crossing (East Side)		
Webs Regist Until Vest Web Regist Print to Per 7 Dis Vol Xi Color Xi Xi Xi Dis Vol Xi Color Xi Xi Xi Dis Vol Xi	Temporary Works		1075	0%	0	10-Jul-24	02-Oct-28					
Attab Intab Intab<	Work Bridges		1075	0%	0	10-Jul-24	02-Oct-28					
Attio Intel Barl Wark Brogs Spacetations Drave 1 Applies 1 Attios	A1160	Install West Work Bridge Pile to Pier 7	20	0%	0	10-Jul-24	01-Aug-24	A1100, A1060	A1170, A1180, A	Install West Work Bridge Pile	o Pier7	
Attra0 Intellised Work Rodge Prios Pre /s Prios Model Attra0 Attra0 <t< td=""><td>A1170</td><td>Install West Work Bridge Superstructure to Pier 7</td><td>30</td><td>0%</td><td>97</td><td>26-Aug-24</td><td>07-Oct-24</td><td>A1160, A1070, J</td><td>A1665</td><td>🗕 🕨 🖛 👘 Install West Work Brid</td><td>je Superstructure to Pi</td><td>er7</td></t<>	A1170	Install West Work Bridge Superstructure to Pier 7	30	0%	97	26-Aug-24	07-Oct-24	A1160, A1070, J	A1665	🗕 🕨 🖛 👘 Install West Work Brid	je Superstructure to Pi	er7
Attig Install Earl Work Bidge Spectrature Port PT 100 0% 0 11.4.253 0.22.052 Attig Attig<	A1180	Install East Work Bridge Pile to Pier 8	40	0%	0	26-Aug-24	10-Jul-25	A1060, A1160, J	A1190, A2415		install East W	Vork Bridge Pile to Pi
A1000 Intell West Work Bridge Ping Aurord Per 7 20 0%	A1190	Install East Work Bridge Superstructure To Pier 8	100	0%	0	11-Jul-25	02-Dec-25	A1180, A1070, J	A2416		· ; ; • • • • • • • • • • • • • • • • • 	■ </td
Akad5 Insulf Law Work Bridge Park Acuard Par 7 20 0% 07 142-55 Attend Law Work Bridge Park Acuard Par 8 20 0% 0% 100 122-55	A1660	Install West Work Bridge Piling Around Pier 7	20	0%	0	02-Aug-24	24-Aug-24	A1620, A1600, J	A1665, A2415, A	Install West Work Bridge P	ing Around Pier 7	
A2415 Intel East Work Bridge Party Anvand Pre 8 20 0% 07 11-422 A110, A1130, A1240 A2416, A1130, A1240 A2416 Intel East Work Bridge Party Anvand Pre 8 0 0% 0.0 Globe 25 31-Ebee 27 A2415, A1130, A1730, A1730 A1730 A2417 Remove Vest Work Bridge Party Anvand Pre 8 0 0% 20 28-Jas, A113 A1730 A1730 A2418 Remove East Work Bridge Party Anvand Pre 8 0 0% 29 28-Jas, A113 A1930 A1930 A2430 Remove East Work Bridge Party Anvand Pre 9 0 0 0.040 0.0420 28-Jas, 28 A2410 A1930 A1049 A2430 Remove East Work Bridge Party Anvand Pre 7 0.01 0.0420 0.040, 00 A1830 A1420 A1049 A2430 Intel Par 7 Cofierings A bovator 0 0 0 0.040, 00 A1830 A1420 Intel Par 2 Order Party A bovator 100-040, 112	A1665	Install West Work Bridge Superstructure Around Pier 7	20	0%	97	08-Oct-24	04-Nov-24	A1660, A1170	A1700	Install West Work F	ridge Superstructure A	round Pier 7
A2116 Inteal East Work Bridge Panelynation Churrel 00	A2415	Install East Work Bridge Piling Around Pier 8	20	0%	57	11-Jul-25	02-Aug-25	A1610, A1630, J	A2416		🕂 🗖 Install Eas	t Work Bridge Piling /
A2417 Runovo Kuel Wonk Bridge Form Maxingtim Ournell 0 0 69 19 84-80 A4800 A1800 A2418 Runovo Kuel Wonk Bridge Form Maxingtim Ournell 0 0 67 28-142 10-422 A2400 A1800 A2420 Runovo Kuel Wonk Bridge Spectruture 00 0 <td>A2416</td> <td>Install East Work Bridge Superstructure Around Pier 8</td> <td>20</td> <td>0%</td> <td>0</td> <td>03-Dec-25</td> <td>31-Dec-25</td> <td>A2415, A1190</td> <td>A1760</td> <td></td> <td></td> <td>🛏 Install East W</td>	A2416	Install East Work Bridge Superstructure Around Pier 8	20	0%	0	03-Dec-25	31-Dec-25	A2415, A1190	A1760			🛏 Install East W
A2419 Runove Start Work Bridge Spectraturate 00 01 10 01 10	A2417	Remove West Work Bridge From Navigation Channel	10	0%	291	28-Jul-26	10-Aug-26	A2460	A1870			
A2420 Remove West Work Bröge Pulgensturkure 30 0% 10 116 <td>A2418</td> <td>Remove East Work Bridge From Navigation Channel</td> <td>10</td> <td>0%</td> <td>157</td> <td>28-Jul-27</td> <td>10-Aug-27</td> <td>A2470</td> <td>A1950</td> <td></td> <td></td> <td></td>	A2418	Remove East Work Bridge From Navigation Channel	10	0%	157	28-Jul-27	10-Aug-27	A2470	A1950			
A240 Renove Wesk Wock Bridge Pairing 20 0% 53 10 422 A240 A140 A240 Renove Eask Wock Bridge Pairing 30 0% 0 33.4428 22.04.26 A140 A140 Constraint 74 0% 50 10.4424 12.84.927 A1400 A1400 Constraint 74 0% 50 10.4424 12.84.924 A1600, A1520 A1205 A1200 Install Pler 7 Coffer Grag & Devator 40 0% 31 14.44.924 4050-24 A1500, A1520 A1215, A1225 A1215 Install Pler 7 Coffer Grag & Devator 40 0% 10 14.492-24 4050-24 A1500, A1520 A1216, A1225 Install Fler 2 Coffer Grag & Devator Install Coffe Coffer A Devator Install Coffe Coffer A Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Coffe Coffer A Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator Install Pler 7 Coffer Grag & Devator	A2420	Remove West Work Bridge Superstructure	30	0%	118	11-Feb-28	23-Mar-28	A1910	A2430			
A2440 Remove East Work Bidge Superstructure 90 05 0 20-34-28 22-42-28 A2450 A2450 A2450 Remove East Work Bidge Superstructure 772 0% 501 10-43-25 12-43-27 A100 A1205 Instal Fler 7 Collin Grigs & Dowaltar 30 0% 43 10-43-24 13-43-22 A160, A1620 A1205 A1210 Instal Fler 7 Collin Grigs & Dowaltar 30 0% 10 10-43-22 A1210 A160, A1220 Instal Fler 7 Collin Grigs & Dowaltar 40 0% 10 10-43-22 A1210 A160, A1220 Instal Fler 7 Collin Grigs & Dowaltar 40 0% 10 10-43-26 0-4120 A160, A1220 Instal Fler 7 Collin Grigs & Dowaltar 10 10 10-43-26 0-4100, A1270 A160, A1220 Instal Fler 7 Collin Grigs & Dowaltar 10 10 10-43-26 0-4100, A1270 A160, A2210 Instal Fler 7 Collin Grigs & Dowaltar 10 10 10-43-27 27-34-27 A1780, A2400 A190, A2418 10 10 10-42-27 27-34-27 A1780, A2400 A190, A2418 10 10 10-42-27 27-34-27 A1780,	A2430	Remove West Work Bridge Piling	20	0%	53	10-Jul-28	01-Aug-28	A2420	A1040			
Adds0 Perrove East Work (bridge Pling 00 0% 0.0 2/Aug28 0.22-Aug28 0.24-40 A 1040 Contractions 770 0% 0.0 2/Aug28 0.22-Aug28 A 2200 A 1200 Instal Pier 7 Colfierdam 0.0 0.0 4.2 1.2	A2440	Remove East Work Bridge Superstructure	40	0%	0	03-Jul-28	28-Aug-28	A1980	A2450			
Confinition 774 0% 301 0% 4120 Laborator Laborator A1200 Install Pier 7 Coffer Rings & Dewater 40 0% 31 44.00,4420 13.4ug/44 14.4ug/44 14.0ug/440 A1205 Install Pier 7 Coffer Rings & Dewater 40 0% 10.6%-69-24 A1200 A1825 A1825 Install Pier 7 Coffer Rings & Dewater 40 0% 10.6%-69-24 0.00-242 A1610, A1630 A1225 Install Pier 7 Coffer Rings & Dewater 40 0% 10.6%-69-24 0.00-242 A1610, A1630 A1225 Install Pier 7 Coffer Rings & Dewater 10 0% 10.6%-69-24 10.04-24 A1620, A1530 A1650, A1225 A1630, A2510 A1650, A1225 A1630, A2510 A1650, A2510 A1670, A2510, A1500 A1670, A2510, A1500, A1670, A2510 A1670, A2510, A1670, A2510, A1500, A2510, A2540 A1600, A2510, A1500, A2510, A2540, A1500, A2510, A2540, A1500, A2510, A2540, A1500, A2540 Install West Tower Pier (Acrin Assumed) In Water 10 0% 40 10.4ug/25 11.4ug/27 A1500, A1500, A1540 Install West Tower Pier (Acrin Assumed) In Water 10.6 11.5 A2540 A1250,	A2450	Remove East Work Bridge Piling	30	0%	0	29-Aug-28	02-Oct-28	A2440	A1040			
A1200 Install Per 7 Coffer Grags & Davater 40 0% 35 1.4.4.9.24 A1205 A1205 A1205 A1215 Install Per 8 Coffer Grags & Davater 31 0% 15 0%.5.8.9.24 A1215 A1215 A1215 Install Per 8 Coffer Grags & Davater 40 0% 18 10-0.4.24 A1010 A1505 A1215 A1215 Install Per 8 Coffer Grags & Davater 40 0% 18 10-0.4.24 A1010 A1505 A1225 A1225 A1412.5 A1410.5 A1404 =""><td>Cofferdams</td><td></td><td>774</td><td>0%</td><td>301</td><td>10-Jul-24</td><td>27-Jul-27</td><td></td><td></td><td></td><td></td><td></td></t<>	Cofferdams		774	0%	301	10-Jul-24	27-Jul-27					
A1205 Install Pier 7 Coffer Rigs & Dewater 40 0% 35 14Aug-24 09-0d-24 A1200 A1640 Install Pier 7 Coffer Rigs & Dewater 1 1 05-89-24 10-0d-24 A1215 A1215 Install Pier 7 Coffer Rigs & Dewater 40 0% 189 1-0d-24 0-0d-24 A1210 A1800 A1215 A1215 A1215 A1215 A1215 A1225 Install Coffer Rigs & Dewater 1 0 % 10 1-0-1-24 0-0-0-24 A1210 A1800 A1205 Matter Rigs & Dewater 1 0 % 10 0-1-1-24 0-0-0-0-24 A1210 A1800 A1205 Matter Rigs & Dewater 1 0 % 10 0-1-1-24 0-0-0-24 A1200 A1870 A1870 A1870 A1870 A1860 A1205 A1800 A2470 Remove Pier 7 Coffer Rigs & Dewater 1 180-11-24 120-11-24 120-11-24 120-11-24 1400-124 1400-124 14700 A1860 A190 A248 1490 A1800 A2470 Remove Pier 7 Coffer Rigs & Dewater 1 1<0-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	A1200	Install Pier 7 Cofferdam	30	0%	42	10-Jul-24	13-Aug-24	A1600, A1620	A1205	Install Pier 7 Cofferdam		
A1210 Install Pier 8 Cofferian 31 0% 1 05-8p-24 1/0-0-24 A1610. A1630 A1215 Install Pier 8 Cofferian 1 0 1 05-8p-24 040-0-24 A1210 A1606. A1225 Install Pier 8 Cofferian 1 0 1 0 1 0 1 0 0 A1225 Install Cofferian 0	A1205	Install Pier 7 Coffer Rings & Dewater	40	0%	35	14-Aug-24	09-Oct-24	A1200	A1640	Install Pier 7 Coffer Ri	ıgs & Dewater	
A1215 Install Part 8 Coffer Rings & Dewater 40 0% 169 11-02-24 0.940-224 A1210 A1650, A12250 Install Cofferdam for EX Pier 4 Removal 20 0% 44 10-Jul-25 0.140-250 A1610, A2000, A1670, A2510, A160, A2000, A1670, A2510, A160, A2000, A1670, A2510, A160, A2000, A1604, A2470, A1604, A2470, A A1604, A2540, A1640, A1604, A2540, A1640, A1604, A2540, A1640, A1604, A1634, A2540, A1640, A1604, A1634, A2540, A1640, A1604, A1634, A2540, A1640, A1604, A1634, A2540, A1640, A1664, A2540, A1640, A1650, A1620, A1620, A1620,	A1210	Install Pier 8 Cofferdam	31	0%	1	05-Sep-24	10-Oct-24	A1610, A1630	A1215, A1225	Install Pier 8 Cofferda	n	
A1225 Install Cofferdam for Ex Pier 4 Removal 20 0% 48 10.1u-25 0.1u-25 0.1u-27 2.1u-25 0.1u-27 <	A1215	Install Pier 8 Coffer Rings & Dewater	40	0%	189	11-Oct-24	09-Dec-24	A1210	A1650, A1235	histall Pier 8 G	íffer Rings & Dewater	
A1235 Remove Cofferdam for EX Pier 4 Removal 15 0% 202 28-Jul-26 13-Aug-26 A1670, A1215, A1040 A2460 Remove Pier 7 Cofferdam 15 0% 10 10-Jul-28 27-Jul-26 A1720 A1860, A2470, A A2470 Remove Pier 8 Cofferdam 15 0% 64 10-Jul-24 12-Jul-26 A1720 A1860, A2470, A A2500 Install West Tower 1 (Arch Assumed) In Valter 766 0% 64 10-Jul-24 12-Aug-27 A2500 A2510, A2550, A A2500 Install West Tower 1 (Arch Assumed) In Valter 20 0% 48 02-Aug-25 13-Aug-24 A220 A2510, A1250, A1205 A2500, A1205 A2500 Install West Tower 1 Ping (Arch Assumed) In Valter 20 0% 11 14-Aug-25 13-Aug-24 A2500 A2500, A1205 A2500, A1205 A2500, A1205 A2500, A1205 A2500, A1204 Tistall West Tower 1 (Arch Assumed) In Valter 10 16% 11 14-Aug-25 11-Sep-25 A2510 A2540 A1920 11 Install East Tower 1 (Arch Assumed) In Valter 10 10% 12-Sep-24 A2500 A192	A1225	Install Cofferdam for Ex Pier 4 Removal	20	0%	48	10-Jul-25	01-Aug-25	A1610, A2000, J	A1670, A2510		► Install Coff	erdam for Ex Pier 4 /
A2460 Remove Pier 8 Cofferdam 15 0% 100 10.14/26 27.4k/26 A1720 A1860, A2470, A A2470 Remove Pier 8 Cofferdam 15 0% 60 10.3k/24 27.4k/27 A1780, A2480 A1490, A2418 Towers 788 0% 60 10.3k/24 12.4k/27 A1780, A2400 A1500, A2550, A A2500 Install West Tower 2 Pling (Arch Assumed) In Water 10 0% 48 0.2.4k/25 13.4k/254 A2500, A1225 A2500, A1225 A2500, A1230 A2500 Install West Tower 2 Pling (Arch Assumed) In Water 10 0% 118 14.4k/255 13.4k/254 A2500, A1220 A2500, A1230 A2500 Install Kest Tower 1 Pling (Arch Assumed) In Water 20 0% 118 14.4k/255 25.4k/256 A2500 A1320 A1320 A1320 Install Kest Tower 1 Arch Assumed) In Water 20 0% 507 14.4k/2924 18.5k/2560 A1320 A1320 A1320 A1320 A1320 A1320 Install Kest Tower 1 Arch Assumed) In Water 20 0% 50 12.5k/27 A1340 A1520 A1320 Install Kest	A1235	Remove Cofferdam for Ex Pier 4 Removal	15	0%	202	28-Jul-26	13-Aug-26	A1670, A1215, J	A1040			
A2470 Remove Pier 8 Cofferdam 15 0% 64 10.Jul.27 27.Jul.27 A1780, A2460 A1940, A2418 Image: Conference of the context of the	A2460	Remove Pier 7 Cofferdam	15	0%	100	10-Jul-26	27-Jul-26	A1720	A1860, A2470, A			
Towers 788 0% 60 10-JL/24 12-Aug-27 V A2500 Install West Tower 1 (Arch Assumed) On Land 25 0% 288 10-JL/24 13-Aug-24 A1220 A2510, A2550, A A2510 Install West Tower 2 Remainder (Arch Assumed) In Water 10 0% 48 02-Aug-25 13-Aug-25 A2500, A1225 A2500, A1236 A2500, A1840 A2530 Install West Tower 2 Remainder (Arch Assumed) In Water 20 0% 11 14-Aug-25 15-Sep-25 A2510 A2540 A2540 Install East Tower 1 Pring (Arch Assumed) In Water 10 0% 11 14-Aug-25 15-Sep-25 A2510 A2540 A1840 A1840 A1840 A1840 A1840 A1840 Install East Tower 1 Pring (Arch Assumed) In Water 10 0% 13-Aug-27 A2510 A2540 A1840 A1840 A1840 A1840 A1820 Install East Tower 1 (Arch Assumed) Cn Land 10-Stall Vest Tower 2 (Arch Assumed) Cn Land 10-Stall Vest Tower 2 (Arch Assumed) Cn Land 10-Stall Vest Tower 2 (Arch Assumed) Cn Land 10-Stall Vest Tower 2 (Arch Assumed) Cn Land 10-Stal	A2470	Remove Pier 8 Cofferdam	15	0%	64	10-Jul-27	27-Jul-27	A1780, A2460	A1940, A2418			
A2500 Install West Tower 1 (Arch Assumed) On Land 25 0% 286 10-Jul-24 13-Aug-24 A1220 A2510, A2550, A A2510 Install West Tower 2 Pling (Arch Assumed) In Water 10 0% 44 02-Aug-25 13-Aug-25 A2500, A1225 A2500, A1225 A2500, A1226 A2500, A1250 A2500, A1280 A2500 Install West Tower 1 Pling (Arch Assumed) In Water 10 0% 118 14-Aug-25 15-Sep.25 A2510 A2500, A1280 A2500, A1800 Install West Tower 1 Pling (Arch Assumed) In Water 10 0% 118 14-Aug-25 25-Aug-25 A2510 A2500 A1800 A2500 Install East Tower 1 Pling (Arch Assumed) In Water 20 0% 307 12-Sep.25 09-Oct-25 A2500, A1820 A1800 A2500 A1800 A1800 A2500 A1800 A1800 A2500 A1800 A2500 A1800 A1800 A1800 A1800 A1800 A1800	Towers		786	0%	60	10-Jul-24	12-Aug-27					
A2510 Install West Tower 2 Pilling (Arch Assumed) In Water 10 0% 48 02-Aug-25 13-Aug-25 A2500, A1225 A2500, A1225 A2500, A1230 A2520 Install West Tower 2 Remainder (Arch Assumed) In Water 20 0% 117 14-Aug-25 11-Sep-25 A2510 A2540, A1840 A2530 Install East Tower 1 Piling (Arch Assumed) In Water 10 0% 118 14-Aug-25 25-Aug-25 A2540 A2540 A1840 A2530 Install East Tower 1 Piling (Arch Assumed) In Water 20 0% 307 12-Sep-25 A2500 A1920 A2540 Install East Tower 2 (Arch Assumed) In Water 20 0% 307 12-Sep-25 A2500 A1920 A1931 A2540 A1920 A1920 A1921 A1920 A1931 A1920 A1931 A1920 A1931 A1920 A1931 A1920 A1931 A1920 A1931	A2500	Install West Tower 1 (Arch Assumed) On Land	25	0%	286	10-Jul-24	13-Aug-24	A1220	A2510, A2550, A	Install West Tower 1 (Arch As	sumed) On Land	
A2520 Install West Tower 2 Remainder (Arch Assumed) In Water 20 0% 171 14.Aug-25 11.Sep-25 A2510 A2540, A1840 Image: Control of Con	A2510	Install West Tower 2 Piling (Arch Assumed) In Water	10	0%	48	02-Aug-25	13-Aug-25	A2500, A1225	A2520, A2530		► 🛛 Install We	əsi Tower 2 Piling (Arr
A2530 Install East Tower 1 Piling (Arch Assumed) In Water 10 0% 118 14.Aug-25 25.Aug-25 A2510 A2540 Install East Tower 1 Remainder (Arch Assumed) In Water 20 0% 307 12.Sep-25 09-Oct-25 A2530, A2520 A1920 Install East Tower 2 (Arch Assumed) On Land 10 0% 576 14.Aug-24 18-Sep-24 A2500 A1920 Install East Tower 2 (Arch Assumed) On Land 10 0% 07 22.Jul-27 12.Aug-27 A1840, A2570 A1820 Install East Tower 2 (Arch Assumed) On Land 10 0% 0.7-Oct-26 22.Jul-27 A1840, A2570 A1851 11.Stall East Tower 2 (Arch Assumed) On Land 10 0% 0.7-Oct-26 22.Jul-27 A1840, A2570 A1851 11.Stall East Tower 2 (Arch Assumed) On Land 10 10.Stall East Tower 2 (Arch Assumed) On Land 11.Stall East Tower 2 (Arch Assumed) On Land 14.Stall East Tower 2 (Arch Assumed) On Land 10.Stall East Tower 2 (Arch Assumed) On Land 10.Stall East Tower 2 (Arch Assumed) On Land 12.Stall East Tower 2 (Arch Assumed) On Land 12.Stall	A2520	Install West Tower 2 Remainder (Arch Assumed) In Water	20	0%	171	14-Aug-25	11-Sep-25	A2510	A2540, A1840		► Install	West Tower 2 Rema
A2540 Install East Tower 1 Remainder (Arch Assumed) In Water 20 0% 307 12-Sep-25 A2530, A2520 A1920 A2550 Install East Tower 2 (Arch Assumed) On Land 25 0% 576 14-Aug-24 18-Sep-24 A2500 A1920 A2560 Remove West Land Tower 15 0% 0 23-JL-27 12-Aug-27 A1840, A2570 A1851 A2570 Remove West Water Tower 15 0% 0 07-Oct-26 22-JL-27 A1840 A1851, A2560 A2580 Remove East Land Tower 15 0% 64 10-JL-27 27-JL-27 A1920 A1931 A2590 Remove East Water Tower 15 0% 64 10-JL-27 27-JL-27 A1920 A1931 New Bridge 1071 0% 44 13-May-24 31-JL-28	A2530	Install East Tower 1 Piling (Arch Assumed) In Water	10	0%	118	14-Aug-25	25-Aug-25	A2510	A2540		🛏 Install E	ast Tower 1 Piling (A
A2550 Install East Tower 2 (Arch Assumed) On Land 25 0% 576 14-Aug-24 18-Sep-24 A2500 A1920 A2560 Remove West Land Tower 15 0% 0 23-Jul-27 12-Aug-27 A1840, A2570 A1851 A2570 Remove West Water Tower 15 0% 0 07-Oct-26 22-Jul-27 A1840 A1851, A2560 A2580 Remove East Land Tower 15 0% 64 10-Jul-27 Z7-Jul-27 A1920 A1931 A2590 Remove East Water Tower 15 0% 64 10-Jul-27 Z7-Jul-27 A1920 A1931 New Bridge 1071 0% 44 13-May-24 31-Jul-28 0	A2540	Install East Tower1 Remainder (Arch Assumed) In Water	20	0%	307	12-Sep-25	09-Oct-25	A2530, A2520	A1920		🗭 🖬 Ins	stall East Tower 1 Rer
A2560 Remove West Land Tower 15 0% 0 23.JL-27 12.Aug-27 A1840, A2570 A1851 A2570 Remove West Water Tower 15 0% 0 07-Oct-26 22.JL-27 A1840 A1851, A2560 A2580 Remove East Land Tower 15 0% 85 17.Jun-27 08.Jul-27 A1920 A1931 Image: Comparison of the comparison o	A2550	Install East Tower 2 (Arch Assumed) On Land	25	0%	576	14-Aug-24	18-Sep-24	A2500	A1920	Install East To wer 2 (Arc	Assumed) On Land	
A2570 Remove West Water Tower 15 0% 0 07-Oct-26 22-Jul-27 A1840 A1851, A2560 A2580 Remove East Land Tower 15 0% 85 17-Jun-27 08-Jul-27 A1920 A1931 A2590 Remove East Water Tower 15 0% 64 10-Jul-27 27-Jul-27 A1920 A1931 New Bridge 1071 0% 44 13-May-24 31-Jul-28 0	A2560	Remove West Land Tower	15	0%	0	23-Jul-27	12-Aug-27	A1840, A2570	A1851			
A2580 Remove East Land Tower 15 0% 85 17.Jur.27 08.Jul.27 A1920 A1931 Image: Control of the con	A2570	Remove West Water Tower	15	0%	0	07-Oct-26	22-Jul-27	A1840	A1851, A2560			
A2590 Remove East Water Tower 15 0% 64 10-U-27 27-Jul-27 A1920 A1931 New Bridge 1071 0% 44 13-May-24 31-Jul-28 0 0 West Approach 525 0% 546 13-May-24 05-Jun-26 0 0 Demolition 40 0% 49 13-May-24 09-Jul-24 Compose C	A2580	Remove East Land Tower	15	0%	85	17-Jun-27	08-Jul-27	A1920	A1931			
New Bridge 1071 0% 44 13-May-24 31-Jul-28 Image: Constraint of the state of	A2590	Remove East Water Tower	15	0%	64	10-Jul-27	27-Jul-27	A1920	A1931			
WestApproach 525 0% 546 13-May-24 05-Jun-26 Image: Constraint of the state	New Bridge		1071	0%	44	13-May-24	31-Jul-28					
Demolition 40 0% 49 13-May-24 09-Jul-24 Constraints Op-Jul-24, Demolition A1220 Demolish Existing Bridge 40 0% 49 13-May-24 09-Jul-24 A1010 A1635, A2030, A Demolish Existing Bridge; Demolish Existing Bridge; Demolish Existing Bridge; 07-Nov-25, Substructure 340 0% 411 10-Jul-24 02-Oct-24 A1220 A1240 Excavate & Shore Bent 1 & Retaining Wall 07-Nov-25, Substructure 07-Nov-25, Substructu	West Approach		525	0%	546	13-May-24	05-Jun-26					┿╋┿╧┿╧┿╋┿╸
A1220 Demolish Existing Bridge 40 0% 49 13-May-24 09-Jul-24 A1010 A1635, A2030, A Demolish Existing Bridge Substructure 340 0% 411 10-Jul-24 07-Nov-25 Complexity Demolish Existing Bridge A1230 Excavate & Shore Bent 1 & Retaining Wall 60 0% 411 10-Jul-24 02-Oct-24 A1220 A1240 Excavate & Shore Bent 1 & Retaining Wall Complexity O7-Nov-25 Substructure	Demolition		40	0%	49	13-May-24	09-Jul-24			09-Jul-24, Demolitiøn		
Substructure 340 0% 411 10-Jul-24 07-Nov-25 Image: Construction of the second se	A1220	Demolish Existing Bridge	40	0%	49	13-May-24	09-Jul-24	A1010	A1635, A2030, A	Demolish Existing Bridge		
A1230 Excavate & Shore Bent 1 & Retaining Wall 60 0% 411 10-Jul-24 02-Oct-24 A1220 A1240	Substructure		340	0%	411	10-Jul-24	07-Nov-25					07-Nov-25, Substrue
	A1230	Excavate & Shore Bent 1 & Retaining Wall	60	0%	411	10-Jul-24	02-Oct-24	A1220	A1240	Excavate & Shore Ber	1 & Retaining Wall	



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	Activity Name	Original % Duration Complete	Total Start Float	Finish	Predecessors S	Successors	2024 20 MAMJJASONDJFMAMJ	2026 2027 2028
A1240	FRP Bent 1 & Retaining Wall	40 0%	411 03-Oct-24	27-Nov-24	A1230 A	A1250	FRP Bent 1& Retainin	
A1250	Bent 2 Shafts	40 0%	411 02-Dec-24	28-Jan-25	A1240 A	A1260, A1270	Bent 2 Shafts	
A1260	RFP Bent 2 Columns & Cap	50 0%	411 29-Jan-25	08-Apr-25	A1250 A	A1280	RFP ₿€	ent 2 Columns & Cap
A1270	Bent 3 Shafts	40 0%	421 29-Jan-25	25-Mar-25	A1250 A	A1290, A1280	Bent 3 S	ihafts
A1280	RFP Bent 3 Columns & Cap	50 0%	411 09-Apr-25	18-Jun-25	A1260, A1270	A1300		RFP Bent'3 Columns & Cap
A1290	Bent 4 Shafts	40 0%	431 26-Mar-25	20-May-25	A1270 A	A1310, A1300	↓→	ent 4 Shafts
A1300	RFP Bent 4 Columns & Cap	50 0%	411 19-Jun-25	28-Aug-25	A1280, A1290	A1320	<u></u>	RFP Beril 4 Columns & Clap
A1310	Bent 5 Shafts	40 0%	441 21-May-25	17-Jul-25	A1290 A	A1320		🕂 Bert 5. Shafts
A1320	RFP Bent 5 Columns & Cap	50 0%	411 29-Aug-25	07-Nov-25	A1300, A1310 A	A1350		III IIII RFP Bent 5 Columns & Cap
Superstructure	e	145 0%	546 10-Nov-25	05-Jun-26				05-Jun-26, Superstructure
A1350	Set Girders Spans 1 to 5 (Steel Girders included with River Spans)	20 0%	411 10-Nov-25	09-Dec-25	A1320 /	A1360		Set/Girders Spans 1 to 5 (Steel/Girders included with River Spans)
A1360	Form & Reinforce Spans 1 to Span 5	60 0%	411 10-Dec-25	05-Mar-26	A1350 A	A1370		Form & Reinforce Spans 1 to Span 5
A1370	Pour Spans 1 to 5 (Incl Cure)	30 0%	411 06-Mar-26	16-Apr-26	A1360 A	41380		Pour Spans 1:tp 5 (incl Gure)
A1380	Pour Sidewalks Spans 1 to 5	15 0%	411 17-Apr-26	07-May-26	A1370 A	41390		Pour Sidewalks Spans 1 to 5
A1390	Pour Barrier/Ped Rall Spans 1 to 5	15 0%	411 08-May-26	29-May-26	A1380 A	A1910, A2480		
AZ480		5 U%	0 12 Mov 24		A1390 A	41000		
River Spans			75 12 May-24	27 Oct 25				27 Ort 25 Demotion
	Shore West Countenweight For Span Demo	20 0%	1 13 May 24	10 Jun 24	A1010 /	A 1620	Bhore West Counterweight For Span Dere	
A1595	Shore East Counterweight For Span Demo	20 0%	1 10-10-24	06-Auro-24	A1620	A1630	- Shore Fast Counterweight For Shar	d Demo
A1600	Demo West Truss Deck & Lower Truss	30 0%	21 13-May-24	24_lun_24	A1020 7	A1610 A1640 A	- Damo West Triss Deck & Lower Triss	
A1610	Demo Fast Triss Deck & Lower Triss	30 0%	21 25-lup-24	06-Auro-24	A1600 4	A1210 A2415 A	Damo Fast Triss Deck & Lower To	is.
A1620	Demo West Bascule Span	20 0%	1 11-lun-24	09-10-24	A1590 A	A1595 A1640 A	Demo West Bascule Span	
A1630	Demo Fast Bascule Span	20 0%	1 07-Aug-24	04-Sep-24	A1595 A	A1650 A1210 A	Demo Fast Bascule Span	
A1635	Demo Ex Pier 1	20 0%	59 10-Jul-24	01-Aug-24	A1220 A	A1670, A1680	→ Demo Ex Pier 1	
A1640	Demo Ex Pier 2	80 0%	35 10-Oct-24	04-Feb-25	A1600, A1620, J	A1650, A1700	Demo Ex Pier	
A1650	Demo Ex Pier 3	80 0%	150 05-Feb-25	28-May-25	A1640, A1630, A	A1760		Jermo Ex Pier 3
A1670	Demo Ex Pier 4	60 0%	75 04-Aug-25	27-Oct-25	A1635, A2030, A	A1820, A1235		► Demo Ex Pier 4
Substructure		768 0%	126 02-Aug-24	11-Aug-27			······································	····································
A1680	Bent 6 Shafts	100 0%	233 02-Aug-24	24-Dec-24	A1635 A	A1690, A1685	Bent 6 Shafts	
A1685	FRP Bent 6 Shaft Cap	40 0%	233 26-Dec-24	20-Feb-25	A1680 A	A1690	FRP Bent 6	Shaft Cap
A1690	FRP Bent 6 Columns & Cap	80 0%	233 21-Feb-25	13-Jun-25	A1680, A1685 A	A1840		ERP Bent 6 Columns & Cap
A1700	Bent 7 Shafts	180 0%	35 05-Feb-25	17-Oct-25	A1640, A1665 A	A1710, A1760, A		Bent 7. Shafts
A1710	FRP Bent 7 Shaft Cap	30 0%	35 20-Oct-25	02-Dec-25	A1700 A	A1720, A1770		FRP:Bent 7: Shaft Cap
A1720	FRP Bent 7 Pier Walls	80 0%	35 03-Dec-25	26-Mar-26	A1710 A	A1730, A1780, A		FRP Bent 7 Pier Walls
A1730	Install Bent 7 Mechanical	60 0%	236 27-Mar-26	19-Jun-26	A1720 A	A1740, A1790		Instali Berit 7, Mechanical
A1740	Erect Bent 7 Bascule Backspan	20 0%	236 22-Jun-26	20-Jul-26	A1730 A	A1750, A1800		🛏 🛄 Erect Bert 7 Bascule Backspan
A1750	FRP Bent 7 Counterweight	40 0%	236 21-Jul-26	15-Sep-26	A1740 A	A1810, A1860		FRP Bent 7 Countenweight
A1760	Bent 8 Shafts	180 0%	0 02-Jan-26	15-Sep-26	A1650, A1700, A	A1770		Pent 8,Shafts
A1770	FRP Bent 8 Shaft Cap	30 0%	0 16-Sep-26	27-Oct-26	A1760, A1710	A1780		FRP Bent 8 Shaft Can
A1780	FRP Bent 8 Pier Walls	80 0%	0 28-Oct-26	22-Feb-27	A1770, A1720	A1790, A2470, A		FRP Beht 8 Pier Walls
A1790	Install Bent 8 Mechanical	60 0%	126 23-Feb-27	17-May-27	A1780, A1730	A1800		Hotal Berit 8 Mechanical
A1800	Erect Bent 8 Bascule Backspan	20 0%	126 18-May-27	15-Jun-27	A1790, A1740	A1810		Elect Bent & Bascufe Backspari
A1810	FRP Bent 8 Counterweight	40 0%	126 16-Jun-27	11-Aug-27	A1800, A1750	A1940, A1950		FRP Bent & Counterweight
A1815	Jet Grouting Bent 9	40 0%	326 05-Sep-24	30-Oct-24	A1630, A2010	41820	- Jet Grouting Bent 9	
A1820	Bent 9 Shafts	100 0%	75 28-Oct-25	20-Mar-26	A1670, A1700, A	41825		Bent 9 Shatts
A1825	Bent 9 Shatt Cap	40 0%	/5 23-Mar-26	15-May-26	A1820 A	41830		
A1830	FRF Beni 9 Columns & Cap	80 0%	15 18-May-26	09-Sep-26	A1825 A	41920	┛┓╴┊╴╠╴╴┼┝╶┊╴┊╴┊╴╶┊╴╶┊╴╶┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴	FRP Bent 9 Columns & Cap
	Cot Long Chan Stool from Port 6 to Port 7 (Arch Argure - 1)		0 15-May-26	31-Jul-28	A1600 A1700	A 1950 A 1900 A		
A 1840	Form & Reinforce ong Span From Rent 6 to Port 7 (Arch Assumed)	80 0%	136 07 Oct 26	00-00-20	A 1090, A1720, A	1000, A1000, A		Spen Steel from Span Steel from Ben o to Ben / (ArchASSUM@O)
A1000	Pour Long Span From Bent 6 to Bent 7 (Arch Assumed)	40 0%	0 12 Aur 27	01-Feb-27	Δ1850 Δ2560 /	1880 A1800		
A 1960	FRP West Bascille Shan Officite	40 U%	221 07 0-+ 26	17-Nov 26	Δ1750 Δ2460	1870 A 1890		
A1870	Float In and Place West Rascule Span	5 0%	221 07-00-20 221 18-Nbv-26	24-Nov-20	A1860 A2417	A1880	╶┨╌╞╌╠╌╌┼┠┥╌╶╬┋┶╌╌╞╌╴┽╌┿╌┿╌┾╌┝╌┝╌┥╌┿╁┙	Hint In and Place Whet Resnite Shan
A1880		15 0%	0 11_0~+ 27	24-1100-20 29-Oct-27	Δ1870 Δ1850	A1890 A1000		
Δ1800	FRP Sidewalk Spans 5 through West Recule	20 0%	0 01_Nby 27	30-Nov-27	A1880 A1851	A1900		
A1030	FRP Barrier Spans 5 through West Bascule	30 0%	0 01-140V-27	13-lan-28	A1890 A1880 4	A1910		FINT SILVEWAIK Opalis S
A1900			0 01-000-21	10 001720				
A1900 A1910	West Bascule Testing	20 0%	0 14-Jan-28	10-Feb-28	A1900, A1390 4	A1940. A2420		West Bassie
A1900 A1910	West Bascule Testing	20 0%	0 14-Jan-28	10-Feb-28	A1900, A1390	A1940, A2420		West Bascie

EQRE	3 NEPA Replaceme	ent In-Kind Long Span Approaches (No Detour Bridge)						Class											
Activity ID		Activity Name	Original Duration	% Complete	Total Float	Start	Finish	Predecessors	Successors	MAM	20: 1 J	24 J A S O N D	JFM	20 A M J)25 JASO	NDJ	FMA	202 M J	.6 J A
	A1920	Set Long Span Steel From Bent 8 to Bent 9 (Arch Assumed)	120	0%	0	29-Dec-26	16-Jun-27	A1830, A1780,	A1930, A2580, A				┡╼╾╄╼╼╄╼╼	┝╍╄╍┞┯╸	┝┯╼╀╾╸╀╸╸┞╼╸			╞━╋╼╋	
	A1930	Form & Reinforce Long Span Steel From Bent 8 to Bent 9 (Arch Assumed)	100	0%	0	17-Jun-27	05-Nov-27	A1920	A1960, A1931										
	A1931	Pour Long Span From Bent 9 to Bent 8 (Arch Assumed)	100	0%	0	08-Nov-27	30-Mar-28	A1930, A2580, J	A1960										
	A1940	FRP East Bascule Span Offsite	30	0%	0	11-Feb-28	23-Mar-28	A1910, A1810, J	A1950									. 1 1	
	A1950	Float In and Place East Bascule Span	5	0%	0	24-Mar-28	30-Mar-28	A1940, A2418, J	A1960	1									
	A1960	Pour East Bascule Closure (Incl Cure)	15	0%	0	31-Mar-28	20-Apr-28	A1950, A1930, J	A1970, A1980										
	A1970	FRP Sidewalk Spans 9 through East Bascule	20	0%	0	21-Apr-28	18-May-28	A1960	A1980										
	A1980	FRP Barrier Spans 9 through East Bascule	30	0%	0	19-May-28	30-Jun-28	A1970, A1960	A1990, A2440										
	A1990	East Bascule Testing	20	0%	0	03-Jul-28	31-Jul-28	A1980, A2200	A1030										
	East Approach		530	0%	580	18-May-24	19-Jun-26										+++		19-Jun
	Demolition		95	0%	1015	18-May-24	02-Oct-24			V		02-Oct-	24, Demoli	tion					
	A2000	Demo Superstructure over I-5 & I-84	8	0%	128	18-May-24	09-Jun-24	A1010	A2010, A1225	_ ⊢ [i	Demp Superstructure	over I-5 &	I-84					
	A2010	Demo Superstructure over RR Tracks	10	0%	377	10-Jun-24	21-Jun-24	A2000	A2020, A1815	1 L	-	Demo Superstructur	e over RR	Tracks					
	A2020	Demo Substructure Bents 21 through 24	10	0%	1076	24-Jun-24	08-Jul-24	A2010				Demo \$ubstructur	e Bents 21	through 2	4			. 1 1	
	A2030	Demo Remainder of East Approach	60	0%	286	10-Jul-24	02-Oct-24	A1220	A1670, A2080		4	Demo F	emainder	of East Ap	proach				
	Substructure		210	0%	521	03-Oct-24	31-Jul-25								💙 31-Jul-2	o, Substruct	ure		
	A2080	Bent 10 Shafts	40	0%	521	03-Oct-24	27-Nov-24	A2030	A2120, A2090				ent 10 Sha	ifts				.	
	A2090	FRP Bent 10 Columns & Cap	50	0%	521	02-Dec-24	11-Feb-25	A2080	A2130			▶	FR	P Bent 10	Columns & Ca	S			
	A2120	Bent 11 Shafts	40	0%	531	02-Dec-24	28-Jan-25	A2080	A2130			⊢⊢	Bent	11 Shafts				.	
	A2130	FRP Bent 11 Columns & Cap	50	0%	521	12-Feb-25	22-Apr-25	A2120, A2090	A2150, A2140	1				FRP I	Bent 11 Colum	ns & Cap			
	A2140	Excavate & Shoring Bent 12	30	0%	521	23-Apr-25	04-Jun-25	A2130	A2150					-	Excavate & Sh	oring Bent 1	2		
	A2150	FRP Bent 12	40	0%	521	05-Jun-25	31-Jul-25	A2130, A2140	A2160					╘╼═	FRP Bei	nt12		.	
	Superstructure		225	0%	536	01-Aug-25	19-Jun-26								V				19-Jun
	A2160	Erect Girders Spans 9 to 11	20	0%	521	01-Aug-25	28-Aug-25	A2150	A2170						Erect	Girders Sp	ans 9 to 1	1	
	A2170	Form & Reinforce Deck Spans 9 to 11	60	0%	521	29-Aug-25	21-Nov-25	A2160	A2180						-	Form 8	k Reinforc	e Deck {	Spans
	A2180	Pour Deck Spans 9 to 11 (Incl Cure)	90	0%	521	24-Nov-25	02-Apr-26	A2170	A2190							►	P P	'our Dec	k \$par
	A2190	FRP Sidewalk Spans 9 to 11	20	0%	521	03-Apr-26	30-Apr-26	A2180	A2200								└╾═	FRP (Sidewa
	A2200	FRP Barrier Spans 9 to 11	30	0%	521	01-May-26	12-Jun-26	A2190	A1990, A2490	1							L=I	F 📑	RP Ba
	A2490	Miscellaneous/Striping, etc	5	0%	536	15-Jun-26	19-Jun-26	A2200	A1030	1								_ I− []	Miscel

Actual Work

Replacement with Couch Connection Schedule with Temporary Bridge

D	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024 2025 2026 2027
		Duration Co	omplete	Float				MAMJJASONDJFMAMJJASONDJFMAMJJASONDJFAMAMJJAS
QRB NEPA Repla	acement w/Couch Couplet (With Deto	1702	0%	0 04-Mar-24	29-Oct-30			
General/Mileston	es	1702	0%	0 04-Mar-24	29-Oct-30			
A1000	Notice To Proceed	0	0%	4 04-Mar-24			A1050	Notice To Proceed
A1010	Move Traffic To Detour Structure	0	0%	35 26-Mar-25		A1150	A1220, A1590, A	Move Traffic To Detour Structure
A1020	Switch Traffic to North Half for Construction of South Ap	10	0%	0 22-Aug-29	04-Sep-29	A1390, A2200, J	A1410, A2210	
A1030	Open Main Bridge to Traffic	7	0%	0 13-Aug-29	21-Aug-29	A1990, A2690, J	A2390, A1020	
A1035	South Approaches Complete	0	0%	0	29-Oct-30	A2500, A2510	A1040	
A1040	Project Completion	0	0%	0	29-Oct-30*	A2430, A2450, J		
Procurement		120	0%	1228 04-Mar-24	20-Aug-24			20-Aug-24, Procurement
A1050	Early Submittals	80	0%	4 04-Mar-24	24-Jun-24	A1000	A1060, A1070, A	Early Submittals
A1060	Procure Work Bridge Piling	30	0%	1044 25-Jun-24	06-Aug-24	A1050	A1160, A1180	
A1070	Procure Work Bridge Superstructure	40	0%	1228 25-Jun-24	20-Aug-24	A1050	A1170, A1190	Proćure Work Bridge Superstructure
A1080	Procure Detour Bridge Materials	30	0%	4 25-Jun-24	06-Aug-24	A1050	A1120	Procure Detour Bridge Materials
Construction	·······	1622	0%	0 25-Jun-24	29-Oct-30			
A1000	Mobilize to Site	10	00/	4 25 hm 24	00 14 24	A1050	A1100	Mahijizeto Sita
A11000	Install Site Access/Emaion Control	10	0%	4 20-JUIF24	06 000 04	A1000	A1100 A1100 A	
A1110	Pailmad Crossing (East Side)	20	0%	4 IU-JUI-24	01 Son 24	A1100	A110, A1120, A	
		1655	0%	37 07 Aug 24	06 Sop 20	ATTUU	ATI90	
Dotour Pridgo		1520	0%	63 07 Aug 24				
	Demo Buildings For Dataur Bridge	1029	0%	35 07 Aug-24	02 Oct 24	A1100	A1130	
A1115	Lizetall In Mater Pilos (Assumed 200 pilos) For Detour	40	0%	5 07-Aug-24	02-Oct-24	A1100 A1090	A1140 A1160	Defind Bandings For, Default Dildge
A1120	Install Infiviatel Piles (Assumed 200 piles) for Detour	50	0%	5 07-Aug-24	11 Mar 25	A1100, A1060	A1140, A1160	Instali Invitalel Files (Assumed 200 pies) foi Detour
A1130		60	0%	35 03-0cl-24	02 Jan 25	A1110	A1150	
A1140	Testing & Switch Over Troffic to Deteur	10	0%	25 12 Mar 25	02-Jair-25	A1120	A1010	Torting & Suite Order Traffic to Detain
A1150	Persona Deteur Pridre Superstructure	10	0%	012 02 Aur 20	23-Ividi-23	A1140, A1150	A1010	
A2390	Pomovo Dotour Bridge In Water Biling	40	0%	213 22-Aug-29	23-001-29	A1030	A2400, A2410	
A2400	Pomovo On Land Biling	20	0%	245 24 Oct 20	20 Nov 20	A2390	A1040, A2450	
A2410	Renove On Land Filling	1512	0%	243 24-00-29	20-1N0V-29	A2390	A1040	
A 1160	Install West West Pridge Dile to Diar 9	1513	0%	37 05-0cl-24	06-Sep-30	A1100 A1060 A	A1170 A1180 A	
A1160	Install West Work Bridge Pile to Pier 8	20	0%	302 05-Oct-24	26-Jul-25	A1100, A1060, 7	A1170, A1180, A	
A1170	Install West Work Bridge Superstructure to Pier o	30	0%	992 20-Jul-25	15 Aug 26	A1160, A1070	A1005, A1000	
A1100	Install East Work Bridge Superstructure To Dier 0	40	0%	041 17 Aug 26	13-Aug-20	A1190 A1070	A1190, A2415	
A1190	Install East Work Bridge Superstructure to Fiel 9	20	0%	297 00 Sop 25	01 Oct 25	A1620 A1600	A2410, A2415	
A1665	Install West Work Bridge Filing Alound Fiel o	20	0%	1270 02 Oct 25	20 Oct 25	A1660 A1170	A1005, A2415, P	
A1005	Install West Work Bridge Superstructure Around Fier 0	20	0%	200 10 10 27	02 Aug 27	A1610 A1620	A2416	
A2415	Install East Work Bridge Superstructure Around Pier 9	20	0%	814 03 Aug 27	30 Aug 27	A1010, A1030, 7	A2410	
A2410	Remove West Work Bridge From Navigation Channel	10	0%	271 28 Jul 27	10 Aug 27	A2413, A1130	A1870	
A2417	Remove East Work Bridge From Navigation Channel	10	0%	152 27 Jul 28	00 Aug 28	A2400	A1070	
A2410	Remove West Work Bridge Superstructure	30	0%	531 21 Jul 28	31 Aug 28	A1910	A1330	
A2420	Remove West Work Bridge Diling	20	0%	177 01 Sep 28	23 Sep 28	A1310	A2430	
A2430	Remove Fast Work Bridge Superstructure	40	0%	257 23- Jul-29	14-Sep-20	Δ1980 Δ2710	A2450	
A2450	Remove East Work Bridge Piling	30	0%	33 02-Aura-30	06-Sep-30	A2440 A2400	A1040	
Cofferdams		1026	0%	257 10- Jul-25	20-14-29	712440,712400	711040	
A1195	Install Pier 7 Cofferdam (Incl Rings)	20	0%	1 02-Aura-25	25-Aug-25	A1220 A1620	A1635 A1225 A	Ibstall Pier 7. Cofferdam (Incl. Rinos)
A1200	Install Pier 8 Cofferdam	20	0%	1 10-10-25	01-Aug-25	A1600, A1620	A1205, A1195	Install Pier & Cofferdam
A1205	Install Pier 8 Coffer Rings & Dewater	40	0%	89 04-Aug-25	29-Sep-25	A1200	A1640	Install Pier & Coffer Rings & Dewater
A1200	Install Pier 9 Cofferdam	20	0%	1 20-Sep-25	11_lul-26	A1610 A1630	A1215	Install Pier 9 Coffernam
A1215	Install Pier 9 Coffer Rings & Dewater	40	0%	1 13-10-26	04-Sep-26	A1210	A1650 A1235	Install Pier 9 Coffee Binds & Dewa
A1216	Install Pier 10 Cofferdam (Ind Rings)	20	0%	35 23-Sen-26	14-10-27	A1235	A1835	
A1225	Install Cofferdam for Fx Pier 4 Removal	20	0%	1 26-Aur-25	19-Sen-25	A1610 A2000	A1670 A1210	Install Cofferdam for Fy Piert Removal
A1235	Remove Cofferdam for Ex Pier 4 Removal	15	0%	35 05-Sen-26	22-Sen-26	A1670 A1215	A1040 A2455 A) → → → → → → → → → → → → → → → → → → →
A2455	Remove Pier 7 Cofferdam	10	0%	85 23-Sen-26	03_Oct_26	Δ1690 Δ1235	Δ1840 Δ1860	
Δ2460	Remove Pier 8 Cofferdam	10	0 %	76 10-14 27	27_ hil_27	A1720	A1860 A2470 A	
A2400	Remove Pier 0 Cofferdam	15	0 %	65 10 10-001-27	21-001-21	Δ1780 Δ2460	Δ1020 A1040 A	
A2710	Remove Pier 10 Cofferdam	10	0%	76 10 14 20	20-04-20	A1700, A2400	A1920, A1940, P	
AZ/ IU Now Pridee		1/22	0%	0 26 Mar 25	20-Jui-29	A1030	₩244U	── <mark>─</mark> ─┼╌┼╌┼╌┼╌┼╌┼╌┼╌┼ <mark>╴</mark> ╴╧╶┙╴ <mark>┥╴</mark> ┫╣ <mark>┠╴┆╴┆╶┆╴┽╶┆╶┆╴┥╴┙╸╣</mark> ╝╴┼╌┥╴╡╸┥╸┥╸┥╸┥╸┥╸┥╸╸
West Approach		1432	0%	15 26 Mar 25	08 Oct 20			
westApproach		1417	0%	15 20-War-25	08-001-30			



	Activity Name	Original Duration Co	% omplete	Total Start Float	Finish	Predecessors	Successors	MAN	2024 M J J A	SONDJ	FMAM	2025 JJJA	2026 A S O N D J F M A M J J A	SONDJFM	2027 AMJJAS		2 FMAM	028 JJASO		202 = M a M J	29 JASOND	2030 JFMAMJJA
ase 1		375	0%	740 26-Mar-25	15-Sep-26									▼ 15-Sep-26, Pha	e 1			┟╴┊╴╴╴				
Demolition		20	0%	81 26-Mar-25	22-Apr-25						2	2-Apr-2	5, Demolition									
A1220	Demolish Existing N Half of Bridge	20	0%	81 26-Mar-25	22-Apr-25	A1010	A1635, A2030, A					ernolişi	Existing N Half of Bridge					48-8-8-7			(j	·
Substructure	Evenuete & Charp Part 1 & Dataining Mall	240	0%	590 23-Apr-25	02-Apr-26	A1000	A1240						02-Apr-26	Substructure								
A1230	ERP Bent 1 & Retaining Wall	30	0%	590 23-Api-25	31-10-25	A1220	A1240						ERP Bent 1 & Retaining Wall	VVall								
A1240	Bent 2 Shafts	20	0%	590 01-Aug-25	28-Aug-25	A1230	A1250 A1260, A1270					╺	Bent 2 Shafts									
A1260	RFP Bent 2 Columns & Cap	30	0%	590 29-Aug-25	10-Oct-25	A1250	A1280						RFP Bent 2 Columns & Ca	p								
A1270	Bent 3 Shafts	20	0%	600 29-Aug-25	26-Sep-25	A1250	A1290, A1280						Bent 3 Shafts	}	-+			+		+++-+++++++++++++++++++++++++++++++	/	·
A1280	RFP Bent 3 Columns & Cap	30	0%	590 13-Oct-25	21-Nov-25	A1260, A1270	A1300						T+ RFP Bent 3 Columns δ	Cap								
A1290	Bent 4 Shafts	20	0%	610 29-Sep-25	24-Oct-25	A1270	A1310, A1300						Eent 4 Shafts									
A1300	RFP Bent 4 Columns & Cap	30	0%	590 24-Nov-25	08-Jan-26	A1280, A1290	A1320						RFP Bent 4 Colun	ns & Cap								
A1310	Bent 5 Shafts	20	0%	620 27-Oct-25	21-Nov-25	A1290	A1330, A1320						► Bent 5 Shafts					.				
A1320	RFP Bent 5 Columns & Cap	30	0%	590 09-Jan-26	19-Feb-26	A1300, A1310	A1340	_					RFP Bent 5 C	ilumns & Cap								
A1330	Bent 6 Shafts	20	0%	630 24-Nov-25	23-Dec-25	A1310	A1340	_					P ■ Bent 6 Shafts									
A1340	RFP Bent 6 Columns & Cap	30	0%	590 20-Feb-26	02-Apr-26	A1320, A1330	A1350							Columns & Cap								
Superstructure	Sat Circlero Spano 1 to 5 (Steel Circlero include du 19	115	0%	740 03-Apr-26	15-Sep-26	A1240	A1260							▼ 15-Sep-26, Sup			or Schurt					
A1350	Set Girders Spars 1 to 5 (Steel Girders included with F	10	0%	590 U3-Apr-26	10-Apr-26	A1340	A130U A1370	+					Set Girte	& Reinforce Shore	1 Juners Inclue	ea wiin Rivi	er opans)	<u> -</u>		·+	(<u> - - - </u> - -	
A1300	nom a nemiore spans 1 to spans Pour Spans 1 to 5 (Ind Cure)	40	0%	590 17-Apr-20	27_10126	A1350	A1370							Polir Spans' 1 to 5 /	d Cure)							
A1370	Pour Sidewalks Spans 1 to 5	15	0%	590 28- Iul-26	21-JUI-20 17_Δμα_26	A1300	A1390							Pour Sidewalke Sm	ans 1 to 5							
A1390	Pour Barrier/Ped Rail Spans 1 to 5	15	0%	590 18-Aur-26	08-Sen-26	A1380	A1910. A1020 A							Pour Barrier/Ped	Rail Spans 1 tr	5		<u>∲</u>		+++++++++++++++++++++++++++++++++++++++		
A2480	Miscellaneous/Striping_etc	5	0%	740 09-Sep-26	15-Sep-26	A1390	A1030 A1020	-						Miscellaneous/Si	ribind etc.			<u> </u>	+-++-+-			
ase 2		285	0%	15 05-Sep-29	08-Oct-30		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		+-+-+									<u> </u>		+-+-++		
Demolition		20	0%	0 05-Sep-29	02-Oct-29																🕶 02-Oc	t-29, Demolition
A1410	Demolish Existing S Half of Bridge	20	0%	0 05-Sep-29	02-Oct-29	A1020	A2210, A1420, A														Demc	lish Existing S Half of
Substructure		150	0%	15 03-Oct-29	30-Apr-30																	30-Apr-3
A1420	Excavate & Shore Bent 1 & Retaining Wall	40	0%	95 03-Oct-29	27-Nov-29	A1410	A1430														- -	xcavate & Shore Ben
A1430	FRP Bent 1 & Retaining Wall	30	0%	95 28-Nov-29	08-Jan-30	A1420	A1540														-] FRP Bent 1 & Reta
A1440	Bent 2 Shafts	20	0%	15 03-Oct-29	30-Oct-29	A1410	A1450, A1460														► 🗖 Ber	nt 2 Shafts
A1450	RFP Bent 2 Columns & Cap	30	0%	55 31-Oct-29	11-Dec-29	A1440	A1470															RFP Bent 2 Columns /
A1460	Bent 3 Shafts	20	0%	15 31-Oct-29	27-Nov-29	A1440	A1480, A1470														►	sent 3 Shafts
A1470	RFP Bent 3 Columns & Cap	30	0%	55 12-Dec-29	22-Jan-30	A1450, A1460	A1490											.			 	RFP Bent 3 Colum
A1480	Bent 4 Shafts	20	0%	15 28-Nov-29	25-Dec-29	A1460	A1500, A1490	_														Bent 4 Shafts
A1490	RFP Bent 4 Columns & Cap	30	0%	55 23-Jan-30	05-Mar-30	A1470, A1480	A1540	_														P RFP Bent 4 C
A1500	Bent 5 Shafts	20	0%	15 26-Dec-29	22-Jan-30	A1480	A1520, A1510	_														Bent 5 Shafts
A1510	RFP Bent 5 Columns & Cap	30	0%	15 23-Jan-30	05-Mar-30	A1500	A1530															
A1520	PED Bent 6 Columns & Can	40	0%	15 23-Jair-30	30 Apr 30	A1510 A1520	A1530											48-44				BED Ben
Superstructure		115	0%	15 01-May-30	08-Oct-30	A1310, A1320	A1340															
A1540	Set Girders Spans 1 to 5 (Steel Girders included with F	10	0%	15 01-May-30	14-May-30	A1530, A1430, J	A1550															► Set Gird
A1550	Form & Reinforce Spans 1 to Span 5	40	0%	15 15-May-30	09-Jul-30	A1540	A1560															Fo
A1560	Pour Spans 1 to 5 (Incl Cure)	30	0%	15 10-Jul-30	20-Aug-30	A1550	A1570															
A1570	Pour Sidewalks Spans 1 to 5	15	0%	15 21-Aug-30	10-Sep-30	A1560	A1580											 				
A1580	Pour Barrier/Ped Rail Spans 1 to 5	15	0%	15 11-Sep-30	01-Oct-30	A1570	A2500															
A2500	Miscellaneous/Striping, etc	5	0%	15 02-Oct-30	08-Oct-30	A1580	A1035															
Spans		1115	0%	0 26-Mar-25	10-Aug-29																🕶 10-Aug-29	, River Spans
molition		449	0%	136 26-Mar-25	31-Dec-26				<u> </u>			1.3		▼ 31-Dec	-26, Pemolitio			.				· · · · · · · · · · · · · · · · · · ·
A1590	Shore West Counterweight For Span Demo	20	0%	35 26-Mar-25	22-Apr-25	A1010	A1620				- - -	hore W	est Counterweight For Span Den	ο								
A1595	Shore East Counterweight For Span Demo	20	0%	45 21-May-25	18-Jun-25	A1620	A1630					L Sho	e East Counterweight For Span	Demo								
A1600	Demo West Truss Deck & Lower Truss	30	0%	45 26-Mar-25	06-May-25	A1010	A1610, A1640, A					vemo' T	west Iruss Deck & Lower Truss	<u>-</u>								
A1620	Demo Last Iruss Deck & Lower Truss	30	0%	48 U7-May-25	18-Jun-25	A1600	A1210, A2415, A						no East Iruss Deck & Lower Trus	5								
A 1020	Demo Fast Bascule Span	20	0%	35 23-Apr-25	20-May-25	A1590 A1595	A1090, A1040, A						west Bascule Span					<u> </u>		·	(j	
A1635	Demo Ex Pier 1	20	0%	98 26-Διm-25	19_Sen_25	A1220 A1105	A1670 A1680						Demo Fx:Pier 1									
A1640	Demo Ex Pier 2	80	0%	89 30-Sen-25	23_lan_26	A1600 A1620	A1650 A1700	-					Demo Ex III I									
A1650	Demo Ex Pier 3	80	0%	1 08-Sep-26	31-Dec-26	A1640. A1630	A1760	-						Demo	Ex Pier 3							
	Domo Ex Pior 4	60	00/	400 00 000 00	10 Dec 05	A1625 A2020	A1920 A1225		+++			1.8			<u> </u>			# # # # # #			(
A1670	Defilo EX Fiel 4	00	070	400 22-Sep-25	16-Dec-25	A1035, A2030. 1	A1020, A1235			- i i i i		- i ii f	Demo Ex Pier 4	<mark>.</mark>	i i∦i i i		i i i i i	46 66 6 7 7	1 11 1 1	i i i i li	1 1 1 1 1 1	e a a a a i i i i
	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	20	024			202	5		2	2026			202			
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		Duration C	complete	Float				MAMJ	JASC	DNDJ	FMA	MJ	JASC	DNDJ	FMAM	JJAS	ONDJ	FMAN	1J.			
	Bent 7 Shafte	839	0%	16 22-Sep-25	11-Jan-29	A1635	A1690 A1685 A	4							Boot 7 St	ofte						
A1695	EPD Port 7 Shoft Con	90	0%	323 22-3ep-25	29-Jair-20	A1635	A1690, A1665, F	-								Pont 7 Ch		+				
A1690	FRP Bent 7 Columns & Can	60	0%	323 27_Mar_26	10- lun-26	A1680 A1685	A1030	-									ant 7 Colur	nne & Can				
A1692	let Grouting Bent 7/Pier 1	40	0%	152 31_Δμα_27	26-Oct-27	A1835 A1680	A1040, A2400	-										iiis a cap	甘生			
A1700	Bent 8 Shafts	150	0%	89 26- Jan-26	25-Aug-26	A1640	A1710 A1760 A		+-+-+-				8-8				Rent 8 Sha	 fte				
A1710	FRP Bent 8 Shaft Cap	30	0%	173 26-Aug-26	07-Oct-26	A1700	A1710, A1700, P	-									FRP Be	nt 8 Shaft	Can			
A1720	FRP Bent 8 Pier Walls	80	0%	173 08-Oct-26	02-Eeb-27	A1710	A1730 A1780 A	-									1	FRP Br				
A1730	Install Bent 8 Mechanical	60	0%	239 03-Feb-27	27-Apr-27	A1720	A1740 A1790										- I I		Insta			
A1740	Frect Bent & Bascule Backsnan	25	0%	239 28-Apr-27	02-lun-27	A1730	A1750 A1800	-											il E			
A1750	FRP Bent & Counterweight	50	0%	239 03-Jun-27	12-Aug-27	A1740	A1810 A1860						***					\cdots	措			
A1760	Bent 9 Shafts	150	0%	1 04-lan-27	03-Aug-27	A1650 A1700	A1770 A1820	-									∶่่่่่⊾		1			
A1770	FRP Bent 9 Shaft Cap	30	0%	138 04-Aug-27	15-Sep-27	A1760 A1710	A1780	-														
A1780	FRP Bent 9 Pier Walls	80	0%	138 16-Sep-27	10 00p 21	A1770 A1720	A1790 A2470															
A1790	Install Bent 9 Mechanical	60	0%	138 12-Jan-28	04-Anr-28	A1780 A1730	A1800															
A1800	Erect Bent 9 Bascule Backspan	23	0%	138 05-Apr-28	05-Mav-28	A1790 A1740	A1810	+	+	+++	$\left\ \cdot \right\ _{1}$		***	+++					+			
A1810	FRP Bent 9 Counterweight	50	0%	138 08-May-28	18-Jul-28	A1800 A1750	A1940															
A1820	Bent 10 Shafts	70	0%	1 04_4/19_20	02_Aur_28	A1670 A1700	A1825 A2515												<u>ال</u>			
A1825	Bent 10 Perched Footing/Shaft Cap	60	0%	1 03-Aur-28	26-Oct-28	A1820	A1830	1														
A1830	FRP Bent 10 Columns & Can	51	0%	1 27-Oct-28	11-Jan-29	A1825	A1920, A2710															
A1835	let Grouting Bent 10	40	0%	35 15-10-27	30-Aug-27	A1630 A1216	A1692		+				88-6	+++++								
Superstructure	oor cloaking bonk to	457	0%	0 27-Oct-27	10-Aug-29	711000,711210	ATTOOL															
	Frect Girders Spans 5 through 7	30	0%	152 27-Oct-27	09-Dec-27	A1690 A2455	A1850 A1860															
A1850	Form & Reinforce Spans 5 through 7	40	0%	152 10-Dec-27	07-Eeb-28	A1840	A1880	-														
A1860	FRP West Bascule Span Offsite	30	0%	157 10-Dec-27	24-Jan-28	A1750 A2455	A1870	-														
A1870	Float In and Place West Bascule Span	5	0%	157 25-lan-28	31-lan-28	A1860 A2417	A1880		÷	·			88-6-	·								
A1880	Pour Spans 5 through 7 (Incl Cure)	30	0%	136 01-Mar-28*	11-Apr-28	A1870 A1850	A1890															
A1890	FRP Sidewalk Spans 5 through West Bascule	20	0%	136 12-Apr-28	09-May-28	A1880	A1900	-														
A1900	FRP Barrier Spans 5 through West Bascule	30	0%	136 10-May-28	21-Jun-28	A1890	A1910	-														
A1910	West Bascule Testing	20	0%	136 22-lun-28	20-14-28	A1900 A1390	A1940 A2420	-														
A1920	Frect Girders Spans 9 to 11 Inclover I-5 & I-84	6	0%	0 13-lan-29	28-Jan-29	A1830 A2470	A1930						$\frac{1}{2}$									
A1930	Form & Reinforce Spans 9 to 11	40	0%	0 29-lan-29	23-Mar-29	A1920	A1960															
A1940	FRP East Bascule Span Offsite	30	0%	132 27-Jul-28	07-Sep-28	A1910, A1810, J	A1950															
A1950	Float In and Place East Bascule Span	5	0%	132 08-Sep-28	14-Sep-28	A1940, A2418	A1960															
A1960	Pour Spans 11 through 9 (Incl Cure)	30	0%	0 26-Mar-29	04-May-29	A1950, A1930	A1970															
A1970	FRP Sidewalk Spans 11 through East Bascule	20	0%	0 07-Mav-29	01-Jun-29	A1960	A1980		****	+++++	†- - -		t tir tr	****					÷-†-			
A1980	FRP Barrier Spans 11 through East Bascule	30	0%	0 04-Jun-29	13-Jul-29	A1970	A1990, A2440															
A1990	East Bascule Testing	20	0%	0 16-Jul-29	10-Aug-29	A1980, A2200	A1030															
ast Approach		1429	0%	0 29-Mar-25	29-Oct-30						i ਦ			+ + + +			_	┿┿┿┿	÷			
Phase 1		1040	0%	389 29-Mar-25	02-May-29										1 1 1 1				<u> </u>			
Demolition		47	0%	595 29-Mar-25	04-Jun-25			* *******			 	φ	1-Jun-25	, Demolitic			ii		÷-+-			
A2000	Demo Superstructure over I-5 & I-84	8	0%	36 29-Mar-25	20-Apr-25	A1010	A2010, A1225	1			╘┙╡	Demo	Supers	tructure ov	er I-5 & I-8	4						
A2010	Demo Superstructure over RR Tracks	10	0%	607 21-Apr-25	02-May-25	A2000	A2020	1			-	Dem	d Super	structure o	ver RR Tra	cks						
A2020	Demo Substructure Bents 21 through 24	10	0%	607 05-May-25	16-May-25	A2010	A2040	1			- -	De De	ηo \$ubs	structure B	ents 21 thro	ough 24						
A2030	Demo Remainder of East Approach, North Half	30	0%	475 23-Apr-25	04-Jun-25	A1220	A1670, A2040	1			L L	D 📄	emo Rei	mainder o	East Appr	oach, Nort	h Half					
Substructure		853	0%	72 05-Jun-25	12-Oct-28				1111		[]]·[·	-						<u></u>	<u></u>			
Burnside C	onnection	638	0%	282 05-Jun-25	09-Dec-27							-		+ + + +				++++	÷			
A2040	Bent 11 Shafts	20	0%	595 05-Jun-25	02-Jul-25	A2020, A2030	A2050, A2060, A					L -	Bent 11	Shafts								
A2050	FRP Bent 11 Columns & Cap	30	0%	595 03-Jul-25	14-Aug-25	A2040	A2070					-	📕 FRI	Bent 11	Columns &	Сар						
A2060	Bent 12 Shafts	20	0%	605 03-Jul-25	31-Jul-25	A2040	A2070, A2080					-	Bent	12 Shafts								
A2065	Jet Grouting Bent 12	15	0%	282 27-Oct-27	16-Nov-27	A1692	A2105															
A2070	FRP Bent 12 Columns & Cap	30	0%	595 15-Aug-25	26-Sep-25	A2050, A2060	A2090						+	FRP Bent	12 Column	ns⋒						
A2080	Bent 13 Shafts	10	0%	625 01-Aug-25	14-Aug-25	A2060	A2090, A2100					-	Ber	nt 13 Shafi	s							
A2090	FRP Bent 13 Columns & Cap	30	0%	595 29-Sep-25	07-Nov-25	A2080, A2070	A2110							FRP 🛱	ent 13 Col	umns & Ca	ıp					
A2100	Bent 14 Shafts	10	0%	645 15-Aug-25	28-Aug-25	A2080	A2120, A2110						÷I Be	enit 14 Sha	fts							
A2105	Jet Grouting Bent 14	15	0%	282 17-Nov-27	09-Dec-27	A2065	A2160															
A2110	FRP Bent 14 Columns & Cap	30	0%	595 10-Nov-25	23-Dec-25	A2090, A2100	A2130, A2530						111	Fi	RP Bent 14	Columns	& Çap					
A2120	Bent 15 Shafts	10	0%	645 29-Aug-25	12-Sep-25	A2100	A2130, A2520						н н а в	Bent 15 Sh	afts							

				17-Dec-19 13	3:01
2	028	2029		2030	
- M A M .	JASONC		SONDJ	FMAMJJA	SON
uting Bent 7	Pier 1	▼ 11-Jan-29; Scosir	cture		
l Backspan					
Shaft Cap RP Bent 9	l Pier;Walls I Bent 9 Mechan	i¢al			
	ect Bent 9 Basc FRP Bent 9 Bent 10 St Bent 10 St	ule Backspan Counterweight hafts nt 10 Perched Footing, FRP Bent 10 Joilu	Shaft Cap nns & Cap		
Bent 10 ct Girders S Form & R FRP West	cans 5 through 7 einforce Spans 5 Basquile Span Cf	through 7 fsite	10-Aug-29, Su	iperstructure	
Float Inlar	e Place West Ba Spans 5 through RP Sidewalk Spa FRP Barrier Sp West Baso	ascule Span h 7 (Incl Çure) ans 5 through West Ba pans 5 through West B Ile Testing	icule Iscule		
	FRP Ea	Form & Rein Form & Rein ast Bascule Span Offsi n and Place East Basc	ans 9 to 11, Inc force Spans 9 e ule Span ans 11 through	1 pver I-5 & I-84 to 11	
		File File File File File File File File	idewalk Spans P Barrier Span East Bascule	s (nic cure) s 11 through East B ns 11 through East Teisting	ascule Basoule
		▼ 02-May-:	9, Phase 1		
Dec-27; Bur	▼ 12-C	Oct-28; Substructure;			
auting Bent	12				
Grouting Be	nt 14				
<u></u>	1 : : : : : :		© (Dracle Corpora	ation

	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors	2024 2025	2026 20
		Duration	Complete	Float				MAMJJASONDJFMAMJJASONDJFMA	JJASONDJFMAMJ
A2130	FRP Bent 15 Columns & Cap	30	0%	710 24-Dec-25	05-Feb-26	A2110, A2120	A2150, A2140	FRP B	ent 15 Columns & Cap
A2140	Excavate & Shoring Bent 16	20	0%	710 06-Feb-26	05-Mar-26	A2130	A2150	Exc	vate & Shoring Bent 16
A2150	FRP Bent 16	20	0%	710 06-Mar-26	02-Apr-26	A2130, A2140	A2160	FI	≀P Bent 16
Couch Co	nnection	783	0%	72 15-Sep-25	12-Oct-28				+ + + + + + + + + + + + + + + + + + + +
A2515	Bent 10 Shafts	20	0%	72 03-Aug-28	30-Aug-28	A1820	A2516		
A2516	FRP Bent 10 Columns & Cap	30	0%	72 31-Aug-28	12-Oct-28	A2515	A2640		
A2520	Bent 11 Shafts	20	0%	645 15-Sep-25	10-Oct-25	A2040, A2120	A2530, A2540	Bent 11 Shafts	
A2530	FRP Bent 11 Columns & Cap	30	0%	595 24-Dec-25	05-Feb-26	A2520, A2110	A2550	FRP B	≥nt 11 Columns & Cap
A2540	Bent 12 Shafts	20	0%	655 13-Oct-25	07-Nov-25	A2520	A2550, A2560	→□ Bent 12 Shafts	
A2550	FRP Bent 12 Columns & Cap	30	0%	595 06-Feb-26	19-Mar-26	A2530, A2540	A2570		² Bent 12 Columns & Cap
A2560	Bent 13 Shafts	20	0%	665 10-Nov-25	09-Dec-25	A2540	A2570, A2580	Bent 13 Sha	fts
A2570	FRP Bent 13 Columns & Cap	30	0%	595 20-Mar-26	30-Apr-26	A2560, A2550	A2590		FRP Bent 13 Columns & Cap
A2580	Bent 14 Shafts	20	0%	675 10-Dec-25	08-Jan-26	A2560	A2600, A2590	₽ Bent 14 5	hafts
A2590	FRP Bent 14 Columns & Cap	30	0%	595 01-May-26	12-Jun-26	A2570, A2580	A2610	┥╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴╴	FRP Bent 14 Columns & Cap
A2600	Bent 15 Shafts	20	0%	685 09-lan-26	05-Feb-26	A2580	A2610	- Bent 1	∋ Shaffs
A2610	FRP Bent 15 Columns & Can	30	0%	595 15-lun-26	27-10-26	A2590 A2600	A2630 A2620		FRP Bent 15 Columns & Ca
Δ2620	Excavate & Shoring Bent 16	20	0%	595 28_hil_26	24-Aur-26	A2610	A2630		Fxcavate & Shoring Bent
Q3630	FRP Bent 16	20	0%	595 25-Aur 26	27-Sen 26	Δ2610 Δ2620	A2640	╶┨┲╴╅╌╅╌╅╌╅╌╅╌╅╌╅╌╅╌╅╌╅╌┽╌┽╌┽╌┽╌┽╌┽╌┽╌┽╌┽╴┽╴┽	
Suparatruatu		20	0%	389 10-Dec 27	02_May 20	A2010, A2020	712040		
Burneide	Connection	120	0%	614 10 Dec 27	13 lup 29				
AD160	Erret Circlem Spans 10 to 15	130	0%	014 10-Dec-27	13-JUIF20	A0150 A0105	40170		
A2160	Erect Girders Spans 12 to 15	10	0%	282 10-Dec-27	23-Dec-27	A2150, A2105	A2170		
A2170	Form & Reinforce Deck Spans 12 to 15	30	0%	282 27-Dec-27	07-Feb-28	A2160	A2180		
A2180	Pour Deck Spans 12 to 15 (Inci Cure)	35	0%	282 08-Feb-28	27-Mar-28	A2170	A2190		
A2190	FRP Sidewalk Spans 12 to 15	20	0%	282 28-Mar-28	24-Apr-28	A2180	A2200		
A2200	FRP Barner Spans 12 to 15	30	0%	282 25-Apr-28	06-Jun-28	A2190	A1990, A1020, A		
A2490	Miscellaneous/Striping, etc	5	0%	614 07-Jun-28	13-Jun-28	A2200			
Couch Co	nnection	140	0%	72 13-Oct-28	02-May-29				
A2640	Erect Girders Spans 11 to 15	10	0%	72 13-Oct-28	26-Oct-28	A2516, A2630	A2650		
A2650	Form & Reinforce Deck Spans 12 to 15	40	0%	72 27-Oct-28	26-Dec-28	A2640	A2660		
A2660	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	72 27-Dec-28	14-Feb-29	A2650	A2670		
A2670	FRP Sidewalk Spans 12 to 15	20	0%	72 15-Feb-29	14-Mar-29	A2660	A2680		
A2680	FRP Barrier Spans 12 to 15	30	0%	72 15-Mar-29	25-Apr-29	A2670	A2690		
A2690	Miscellaneous/Striping, etc	5	0%	72 26-Apr-29	02-May-29	A2680	A1030		
Phase 2		280	0%	0 03-Oct-29	29-Oct-30				
A2210	Dama Damaindar of Fast Annmash, South Half	30	0%	0 03-Oct-29	13-Nov-29	A1020 A1410	A0000 A0000 A		
A2210	Demo Remainder of East Approach, South Hair	30	0%	0 03-Oct-29	13-NOV-29	A1020, A1410	AZZZU, AZ3ZU, P		
Substructure		110	0%	0 14-NOV-29	16-Apr-30	40040	40000 40040		
A2220	Bent 11 Shatts	30	0%	0 14-Nov-29	25-Dec-29	A2210	A2230, A2240		
A2230	FKF Bent 11 Columns & Cap	40	0%	0 26-Dec-29	19-Feb-30	A2220	A2250		
A2240	Bent 12 Sharts	30	0%	0 26-Dec-29	U5-Feb-30	A2220	A2250, A2300		
A2250	FRP Bent 12 Columns & Cap	40	0%	0 20-Feb-30	16-Apr-30	A2230, A2240	A2340		
A2255	Jet Grouting Bent 12	15	0%	40 09-Jan-30	29-Jan-30	A2280	A2285		
A2260	Bent 13 Shatts	20	0%	0 14-Nov-29	11-Dec-29	A2210	A2270, A2280		
A2270	FRP Bent 13 Columns & Cap	30	0%	0 12-Dec-29	22-Jan-30	A2260	A2340, A2290		
A2280	Bent 14 Shafts	20	0%	10 12-Dec-29	08-Jan-30	A2260	A2300, A2290, A		
A2285	Jet Grouting Bent 14	15	0%	40 30-Jan-30	19-Feb-30	A2255	A2340		
A2290	FRP Bent 14 Columns & Cap	30	0%	0 23-Jan-30	05-Mar-30	A2280, A2270	A2340, A2310		
A2300	Bent 15 Shafts	20	0%	0 06-Feb-30	05-Mar-30	A2280, A2240	A2310		
A2310	FRP Bent 15 Columns & Cap	30	0%	0 06-Mar-30	16-Apr-30	A2300, A2290	A2340		
A2320	Excavate & Shoring Bent 16	20	0%	70 14-Nov-29	11-Dec-29	A2210	A2330		
A2330	FRP Bent 16	20	0%	70 12-Dec-29	08-Jan-30	A2320	A2340		
Superstructu	re	140	0%	0 17-Apr-30	29-Oct-30				
A2340	Erect Girders Spans 12 to 15	10	0%	0 17-Apr-30	30-Apr-30	A2330, A2285, J	A2350		
A2350	Form & Reinforce Deck Spans 12 to 15	40	0%	0 01-May-30	25-Jun-30	A2340	A2360	─ ↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓↓	
A2360	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	0 26-Jun-30	13-Aug-30	A2350	A2370	7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
A2370	FRP Sidewalk Spans 12 to 15	20	0%	0 14-Aug-30	10-Sep-30	A2360	A2380		
A2380	FRP Barrier Spans 12 to 15	30	0%	0 11-Sep-30	22-Oct-30	A2370	A2510	┨┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊┊	· ·
	NF 11 (01)	-	09/	0 23 Oct 30	20 Oct 30	A2380	A1035		*****
A2510	Miscellaneous/Striping, etc	5	070	0 20-000-00	23-001-30	A2000	711000		



APPENDIX G-8

Replacement with Couch Connection Schedule NO Temporary Bridge

	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors			2024				2025					2	202
		Duration	Complete	Float				MA	A M	J Jul	A S O N D	JFN	A M	J Jul	IAS	OND	JF	MA	MJ	l l
B NEPA Repla	acement w/Couch Couplet (No Detour	1130	0%	1 04-Mar-24	14-Aug-28				1 1											
neral/Mileston	es	1130	0%	1 04-Mar-24	14-Aug-28								+ + +	<u> </u>				÷	<u> </u>	÷
1000	Notice To Proceed	0	0%	3 04-Mar-24			A1050, A1090	Not	ice To I	roceed										
1010	Close Bridge to Traffic	0	0%	49 13-Mav-24		A1110	A1220, A1590, A	-		lose Bri	idge to Traffic									
1030	Open New Bridge to Traffic	7	0%	0 28-Feb-28	07-Mar-28*	A1990, A2480, J	A2440	-												
1040	Project Completion	0	0%	1	14-Aug-28*	A2430, A2450, J									++-			11'		
ouromont		100	0%	9 04-Mar-24	23-10-24	12100,12100,1				_	23-Jul-24 Produren	nent								
curement		100	070			1 1000								: 1				1 1		
1050		60	0%	3 04-Mar-24	24-May-24	A1000	A1060, A1070	-		Early Si	ubmittals									
1060	Procure Work Bridge Piling	30	0%	3 28-May-24	09-Jul-24	A1050	A1160, A1180	_			Procure Work Bridge	Piling								
1070	Procure Work Bridge Superstructure	40	0%	9 28-May-24	23-Jul-24	A1050	A1170, A1190				Procure Work Bridg	e Supersti	ructure				- <u> </u>	<u></u>	<u></u>	
nstruction		1130	0%	1 04-Mar-24	12-Aug-28															
1090	Mobilize to Site	10	0%	49 04-Mar-24	15-Mar-24	A1000	A1100	M M	obilize 1	c Site										
1100	Install Site Access/Erosion Control	20	0%	49 18-Mar-24	12-Apr-24	A1090	A1110, A1160	-	Instal	Site Ac	ccess/ <mark>E</mark> rosion Contro	I								
1110	Railroad Crossing (East Side)	20	0%	49 15-Apr-24	10-May-24	A1100	A1190, A1010, A	1 🖬		alroad (Crossing (East Side)									
emporary Works		1040	0%	1 10-Jul-24	12-Aug-28										++++			<u> </u>	<u> </u>	÷
Work Bridges		1040	0%	1 <u>10-Jul-24</u>	12-Aug-28			-					<u></u>		÷		· · · · · · · · · · · · · · · · · · ·		•	
A1160	Install West Work Bridge Pile to Pier 8	20	0%	3 10-Jul-24	01-Aua-24	A1100. A1060	A1170	-		Ļ	Install West Work	Bridae Pil	e to Pier8							
A1170	Install West Work Bridge Superstructure to Pier 8	30	0%	2 02-Auri-24	13-Sep-24	A1160, A1070	A1665, A1660	1		C	Install West	Work Brid	ge Subersti	tructime	to Pier 8					Ì
A1180	Install Fast Work Bridge Pile to Pier 9	40	0%	3 08-Oct-24	21-Aun-25	A1060 A1660	A1190 A2415	-			in order wordst		54 Supersu		Insta	all Fast W/	ork Brida	ie Pile to	Pier 0	, I
A1100	Install Fast Work Bridge Superstructure To Dier 0	100	0%	2 22_1 10 25	15-lan 26	Δ1180 Δ1070	Δ2416	-										tall Foot	Work	Briz
A1660	Install West Work Bridge Piling Around Dier 9	20	0%	3 14-Sen 24	07_0.4 24	Δ1620 Δ1600	A1665 A2/15 A	+	╟╌┼			st Work =	Sridae : Pilir~		nd Piar 8					
A1665		20	0 70	174 09 04 24	01 Nov 24	A1660 A1170	A1700	-					ridge Fill Q	Surpro		ound Dibr				
C001A	Install West Work Bridge Superstructure Around Pier 8	20	0%	1/4 U8-UCI-24	16.0 25	A1000, A1170	A1700	-				vvest VVC	nk bliage S	superst	aucture Aro		- L.	nder- D"		
A2415	Install East Work Bridge Pilling Around Pier 9	20	0%	21 22-Aug-25	10-Sep-25	A1010, A1630, A	A2410	-								iisiali East	yvork Br	age Pili	ig Arol	unc
A2416	Install East vvork Bridge Superstructure Around Pier 9	20	0%	2 16-Jan-26	12-Feb-26	A2415, A1190	A1/60	-										install E	ast Wo	ork
A2417	Remove West Work Bridge From Navigation Channel	10	0%	152 28-Jul-26	10-Aug-26	A2460	A1870	!	- 				4	·						
A2418	Remove East Work Bridge From Navigation Channel	10	0%	25 09-Aug-27	20-Aug-27	A2470, A2690	A1950	_						: 1						
A2420	Remove West Work Bridge Superstructure	30	0%	226 21-Jul-27	31-Aug-27	A1910	A2430													
A2430	Remove West Work Bridge Piling	20	0%	45 01-Sep-27	23-Sep-27	A2420	A1040													
A2440	Remove East Work Bridge Superstructure	40	0%	47 08-Mar-28	02-May-28	A1980, A1030	A2450							. 1						
A2450	Remove East Work Bridge Piling	30	0%	1 10-Jul-28	12-Aug-28	A2440	A1040													
Cofferdams		782	0%	25 10-Jul-24	07-Aug-27										++++					÷
A1195	Install Pier 7 Cofferdam (Incl Rings)	20	0%	59 02-Aug-24	24-Aug-24	A1220, A1620, J	A1635, A1225, A			- - 	Install Pier 7 Co	fferdarn (Incl Rings)							
A1200	Install Pier 8 Cofferdam	20	0%	59 10-Jul-24	01-Aug-24	A1600, A1620	A1205, A1195	1		r i	Install Pier 8 Coffe	rdam								
A1205	Install Pier 8 Coffer Rings & Dewater	40	0%	120 02-Aug-24	27-Sep-24	A1200	A1640				Install Pier	8 Coffer F	Rings & Dev	water						Ì
A1210	Install Pier 9 Cofferdam	20	0%	51 05-Sep-24	27-Sep-24	A1610, A1630.	A1215, A1225				rte Install Pier	9 Cofferd	am							
A1215	Install Pier 9 Coffer Rings & Dewater	40	0%	230 30-Sep-24	22-Nov-24	A1210	A1650, A1235		-∦	+++	Ins	all Pier 9	Coffer Ring	gs&lD⊧	ewater		·••••			·
A1216	Install Pier 10 Cofferdam (incl Rings)	20	0%	89 21-14-25	12-Aur-25	A1225	A2220	-						, , , , , , , , , , , , , , , , , , ,	Install	ll Pijer 10 C	offerdan	n (ind Pi	has)	
A1225	Install Cofferdam for Ex Pier A Removal	20	0%	69 28-San 24	10_11.05	A1610 A2000	Δ1670 Δ1216	-						٢		offenden	or EviDio	ar 4 Par	inval	
Δ1225	Remove Cofferdam for Ex Dier / Demovel	15	0%	55 10 14 26	27 1120	Δ1670 Δ121F	Δ10/0, A1210	-						7		meruarii 10	- LK Pie	η η ηein	ovai	
A2/55	Pemove Dier 7 Cofferdam	10	0%	55 20 14 20	07 Aure 06	A1600 A1025	A1840 A1960	-												
A2400	Pomovo Pier / Coffering	10	0%	55 28-JUI-26	07-Aug-26	A 1090, A1235	A 104U, A 186U		-H			 			l+		- 		<u></u>	
A2460		15	0%	00 10-Jul-26	27-JUI-26	A1720	A 1000, A2470, A	-						. []						
A2470	Remove Pier 9 Cotterdam	15	0%	3 10-Jul-27	27-Jul-27	A1780, A2460	A1920, A1940, A	-						: []						
A2690	Remove Pier 10 Cofferdam	10	0%	31 28-Jul-27	07-Aug-27	A1830, A2470	A2418													
ew Bridge		962	0%	0 13-May-24	25-Feb-28										T I I					
West Approach		575	0%	387 13-May-24	17-Aug-26															
Demolition		40	0%	237 13-May-24	09-Jul-24					•	9-Ju-24, Demolition									
A1220	Demolish Existing Bridge	40	0%	237 13-May-24	09-Jul-24	A1010	A1635, A2030, A				emolish Existing Brid	lge		: []						
Substructure		390	0%	237 10-Jul-24	22-Jan-26									┉┿┿	+++		- 22	2-Jan-26,	Subst	aluc
A1230	Excavate & Shore Bent 1 & Retaining Wall	60	0%	237 10-Jul-24	02-Oct-24	A1220	A1240	1		+	Excavate	& Shore E	Bent 1 & Re	etaihing	∦ Wall					
A1240	FRP Bent 1 & Retaining Wall	40	0%	237 03-Oct-24	27-Nov-24	A1230	A1250	1			III F	P Bent 1	& Retaining	g Wall						
A1250	Bent 2 Shafts	40	0%	237 02-Dec-24	28-Jan-25	A1240	A1260, A1270	1				🔲 Ben	t 2 Shafts		1			44		T1
A1260	RFP Bent 2 Columns & Cap	50	0%	237 29-Jan-25	08-Apr-25	A1250	A1280	1					RFP E	Bent 2	Columns 8	& Cap				
A1270	Bent 3 Shafts	40	0%	247 29-Jan-25	25-Mar-25	A1250	A1290, A1280						Bent 3	Shafts						
A1280	REP Bent 3 Columns & Can	50	0%	237 09-Apr-25	18-Jun-25	A1260 A1270	A1300	1							P Bent 3'C	Columns &	Can			
Δ1200	Bent 4 Shafts	40	0%	257 26_Mar 25	20_May 25	A1270	Δ1310 Δ1300	-				L	ال كنام		Shafte					
A1280	REP Bent 4 Columns & Con	40	0.00/	237 10 lun 25	2011/dy-20	Δ1280 Δ1200	Δ1320			+++						P Bent 4 C		8 020		÷
A1300	Port & Chaffe	50	0%	201 19-JUIF20	20-Aug-20	A1200, A1290	A1220 A1220	-								boffe		a ∪ap		
A1310	Denico Shalls	40	0%	207 21-May-25	17-Jul-25	A1290	A1330, A1320	1	TE E	111-1					pent 5 Sh	nans	11 E	1 I I	1 1	18



	Activity Name	Original	%	Total Start	Finish	Predecessors	Successors			2024				202	5					
		Duration	Complete	Float				MA	M	JJul	A S O N D	JF	MAI	M J J	ul A S	ΟΝ	DJ	FΝ	I A I	Λ.
A1320	RFP Bent 5 Columns & Cap	50	0%	237 29-Aug-25	07-Nov-25	A1300, A1310	A1340									F	(FP Ben	t 5 Col	umns &	Car
A1330	Bent 6 Shafts	40	0%	277 18-Jul-25	12-Sep-25	A1310	A1340								di internetta de la constante	Bent 6 S	hafts			
A1340	RFP Bent 6 Columns & Cap	50	0%	237 10-Nov-25	22-Jan-26	A1320, A1330	A1350											RFP	3ent 6 (olu
Superstructure	e	145	0%	387 23-Jan-26	17-Aug-26												: I 🕇			-
A1350	Set Girders Spans 1 to 5 (Steel Girders included with F	20	0%	237 23-Jan-26	19-Feb-26	A1340	A1360											s 🔁	et Girde	rs S
A1360	Form & Reinforce Spans 1 to Span 5	60	0%	237 20-Feb-26	14-May-26	A1350	A1370											-	÷	Fo
A1370	Pour Spans 1 to 5 (Incl Cure)	30	0%	237 15-May-26	26-Jun-26	A1360	A1380												4	
A1380	Pour Sidewalks Spans 1 to 5	15	0%	237 29-Jun-26	20-Jul-26	A1370	A1390												LL.	4
A1390	Pour Barrier/Ped Rail Spans 1 to 5	15	0%	237 21-Jul-26	10-Aug-26	A1380	A1910, A2480													
A2480	Miscellaneous/Striping, etc	5	0%	387 11-Aug-26	17-Aug-26	A1390	A1030													
liver Spans		962	0%	0 13-May-24	25-Feb-28			- 1	•											÷
Demolition		361	0%	187 13-May-24	13-Oct-25			- T								T 13-¢)ct-25, <mark>C</mark>	Jemoli	ion	
A1590	Shore West Counterweight For Span Demo	20	0%	49 13-May-24	10-Jun-24	A1010	A1620	┣	-	Shore	West Counterweig	ht For Sp	an Demo							
A1595	Shore East Counterweight For Span Demo	20	0%	231 10-Jul-24	06-Aug-24	A1620	A1630			-	Shore East Count	erweight	For Spar	n Demp						
A1600	Demo West Truss Deck & Lower Truss	30	0%	59 13-May-24	24-Jun-24	A1010	A1610, A1640, A] : 🕨	┉	Dem	o West Truss Deck	& Lowe	r Truss							
A1610	Demo East Truss Deck & Lower Truss	30	0%	251 25-Jun-24	06-Aug-24	A1600	A1210, A2415, A]			Demo East Truss	Deck & L	ower Tru	lss	11					
A1620	Demo West Bascule Span	20	0%	49 11-Jun-24	09-Jul-24	A1590	A1595, A1640, A	1	L ⊨ [mc West Bascule	Span								
A1630	Demo East Bascule Span	20	0%	231 07-Aug-24	04-Sep-24	A1595	A1650, A1210, A	1			📕 Demo East B	ascule Sp	oan							
A1635	Demo Ex Pier 1	20	0%	97 26-Aug-24	18-Sep-24	A1220, A1195	A1670, A1680	T : :		¦L	Demo Ex P	er 1					··· †· †			
A1640	Demo Ex Pier 2	80	0%	120 30-Sep-24	23-Jan-25	A1600, A1620, J	A1650, A1700	1			-	🗖 Den	no Ex Pie	er2						
A1650	Demo Ex Pier 3	80	0%	190 24-Jan-25	15-May-25	A1640, A1630,	A1760	1				┣━	; ;	Demo	Ex Pier 3					
A1670	Demo Ex Pier 4	60	0%	187 21-Jul-25	13-Oct-25	A1635, A2030, J	A1820, A1235							-	-	Dem	io Ex Pi	ier 4		-
Substructure		735	0%	2 19-Sep-24	11-Aug-27						-			+ + +			<u> </u>	 	÷÷	÷
A1680	Bent 7 Shafts	90	0%	325 19-Sep-24	28-Jan-25	A1635	A1690, A1685	-		- +	•	🔲 Bei	nt 7 Shaf	ts	11-1		-		1	1
A1685	FRP Bent 7 Shaft Cap	40	0%	325 29-Jan-25	25-Mar-25	A1680	A1690						FRP	Bent 7	Shaft Cap					
A1690	FRP Bent 7 Columns & Cap	60	0%	325 26-Mar-25	18-Jun-25	A1680, A1685	A1840, A2455						-	📥 (F	RP Bent 7	Columns	s & Cap	<u>+</u>		
A1700	Bent 8 Shafts	150	0%	120 24-Jan-25	25-Aug-25	A1640, A1665	A1710, A1760, A						1 1		Be	nt 8 Sha	afts		111	1
A1710	FRP Bent 8 Shaft Cap	30	0%	135 26-Aug-25	07-Oct-25	A1700	A1720, A1770									FRP I	Bent 8	Shaft C	ap	
A1720	FRP Bent 8 Pier Walls	80	0%	135 08-Oct-25	02-Feb-26	A1710	A1730, A1780, A											FRF	Bent 8	Pie
A1730	Install Bent 8 Mechanical	60	0%	135 03-Feb-26	27-Apr-26	A1720	A1740 A1790	-									L	1.:;: •		nst:
A1740	Erect Bent 8 Bascule Backspan	20	0%	135 28-Apr-26	26-Mav-26	A1730	A1750. A1800	1												
A1750	FRP Bent 8 Counterweight	40	0%	135 27-May-26	22-Jul-26	A1740	A1810, A1860	-											G	⊐;: ►
A1760	Bent 9 Shafts	150	0%	2 13-Feb-26	15-Sep-26	A1650, A1700	A1770	1									_ 	÷	1	-
A1770	FRP Bent 9 Shaft Cap	30	0%	2 16-Sen-26	27-Oct-26	A1760 A1710	A1780	- <u>+</u> +							+	·			· ! · · : } ·	
A1780	FRP Bent 9 Pier Walls	80	0%	2 28-Oct-26	22-Feb-27	A1770 A1720	A1790 A2470													
A1700		60	0%	2 23 Eeb 27	17 May 27	A1780 A1730	A1800	-												
A1800	Frect Bent 9 Bascule Backsnan	20	0%	2 18-May-27	15- lun-27	A1700, A1730	A1810	-												
A1810	EPD Bent 9 Counterweight	40	0%	2 16 lup 27	11 Aug 27	A1800 A1750	A1010	-												
Δ1820	Bent 10 Shafts	40 20	0%	0 10-1026	10_0ct 26	A1670 A1700	A1825	- <u>+</u>		 -					+	·			- <u>†</u> }-	
Δ1825	Bent 10 Perched Footing/Shaft Can	00	0%	93 12_0~+ 26	07-lap 27	A1820	A1830	-												
Δ1830	FRP Bent 10 Columns & Can	51	0%	93 08-lon 27	10_Mar 27	A1825	A1920 A2600	-												
Δ2210	let Grouting Bent 7/Pier 1	10	0%	265 01 Oct 25	25_Nov 25	Δ2220	A1820, A2090	-							-		let Cr	in tipe		Dier
Δ2220		40	0%	80 13 Aur 25	20-1 NOV-20 30-Sen 25	A1630 A1216	Δ2210	-										Zent 10		וטי
Superstructure		40	0%	0 10 Aug 26	25-Eeb 28	A1000, A1210	ruz 10													
	Frect Girders Spaps 5 through 7	30	0%	88 10-Aug-20	20-1 CD-20	A1600 A2455	A1850 A1860	┩ ┊ ∥:												
Δ1850	Form & Reinforce Space 5 through 7	10	0%	88 22_Can 26	16-Nov 26	A1840	A1880	-						1						
A 1000	FRP West Bascule Span Officite	40	0 %	00 22-30p-20	02 Nov 26	Δ1750 A245F	Δ1870													
Δ1870	Float In and Place West Bascule Span	50	0%	03 03 Nov 26	02-1404-20	Δ1860 Δ2400, J	Δ1880	-												
A1000	Dour Spans 5 through 7 (Ind Curs)	20	0 %	18 01 Mor 27*	00 Apr 27	A1870 A1950	A1800													
A 1000	EDD Sidewalk Spare 5 through Most Passula	30	0%	18 10 Apr 07	03-Api-27	A1880	A1000	-												
A 1090	EPD Barrier Spare 5 through West Bascule	20	0%	10 12-Apr-27	01-Way-21	A 1000	A1900	-												
A 1900	West Passula Tasting	30	0%	10 10-1V/ay-27	21-JUIF2/	A1000 A1000	A1040 A0400	- - -												
A1910	vvest Dascule lesting	20	U%	10 22-JUN-27	20-JUI-27	A1900, A1390	A 1940, A2420	-												
A1920	Erect Girders Spans 9 to 11, Inci over I-5, I-84, & RR	4	0%	0 31-Jul-27	04 Oct 07	A1830, A2470	A1930	- -	·			ļļļ				ļļļ			- <u>+</u>	
A1930	Form & Keinforce Spans 9 to 11	40	0%	0 09-Aug-27	04-Oct-27	A1920	A1960	-												
A1940	FRP East Bascule Span Offsite	30	0%	2 12-Aug-27	23-Sep-27	A1910, A1810, J	A1950													
A1950	Float in and Place East Bascule Span	5	0%	2 24-Sep-27	30-Sep-27	A1940, A2418	A1960	-												
A1960	Pour Spans 11 through 9 (Incl Cure)	30	0%	0 05-Oct-27	15-Nov-27	A1950, A1930	A1970													
A1970	FRP Sidewalk Spans 11 through East Bascule	20	0%	0 16-Nov-27	15-Dec-27	A1960	A1980						1.1	1 1						

																1	7-C)ec-	-19	12:	57	
	ſ					2	02	27									2	028				-
O N	D	JF	M	A	М	J	Γ.	Jul	A	S	0	Ν	D	J	F	M	A	М	J	Jul	А	S
ug-26,	Supe	erstruc	ture	h Di	vor 9																	
Spans 1 to 5 ewalks Barrier/	(Incl Spa Ped	Span Cure) ns 1 to Rail S	o 5 pans	1 to	5		2															
																₹ 2	5-Fe	b-28	, Riv	rer S	pan	5
									-	11-A	un-2	7 5	Subs	truct	ure							
nical scule E 1t 8 Co Sent 9 S	3acks unter Shaft	span weigh s	t																			
FF	₹P B	ent 9 :	Shaft FF	Cap	ent	P Ins	ie ta	۷۰ IE	/alls 3ent 9 ct Be	9 Me nt 9 FRP	echa) Ba ! Ber	nica scule ht 9 (e Ba Coui	icksp nterv	par veij	ght						
Ben	10 \$	Shafts Bei	nt 10	Perc	hed P Be	Fo	10	nç C	ı/Sha olum	ft C hs &	ap Ca	p										
Freict C	Forr Forr RP V	rs Spa n & Ro Vest E In and	ins 5 einfor Bascu d Plac	throu ce S le S ce W	igh i pan pan /est	s 5 Offe	th site	ou e	ugh 7 Spa	n						₹ 2	5-Fe	b-28	, Su	pers	truct	ur
		-		►	Pour	Sp RF		id Fl	5 threewall RP Ba We	ougl CSp arrie st B	n 7 (l ians r Sp ascu	ncl (5 th ans ule Te	Cure roug 5 thr estir) Ih W roug	esi F V	Bas	Bas	cule			0	
					 						FR	orm PEa pat I	Spa & F ast I n ar Pou	ans leinfo Baso nd P Ir Sp	a 10 orc aule lac	e Sp Spa e Ea s 11	anci ans ah O ast B throu	9 to ffsite ascu	1-5, 11 le S	1-84 pan	, α re)	r⊀f
											C			FRF	2	idew	älk S	Span	s 11	thro	ugh	E
															©	Ora	acle	Co	orpo	orat	ion	

				TUR	1			
	Activity Name	Original Duration Co	% omplete	Total Start Float	Finish	Predecessors	Successors	2024 2025 2 M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J
A1980	FRP Barrier Spans 11 through East Bascule	30	0%	0 16-Dec-27		A1970	A1990, A2440	┫╴╃╓╋╴╄┍╋┥╄╶╄╍╍┾╴╄╶╄╶╄╶╄╴╄╴╄╴╋╴╋╴╋╴╋╴╋╴╋╴╋╴╋╴╋╴╋╴╋╴
A1990	East Bascule Testing	20	0%	0 31-Jan-28	25-Feb-28	A1980, A2200	A1030	
East Approach		610	0%	352 13-May-24	06-Oct-26			
Demolition		95	0%	397 18-May-24	02-Oct-24			V 02-Oct-24, Demolition
A2000	Demo Superstructure over I-5 & I-84	8	0%	132 18-May-24	09-Jun-24	A1010	A2010, A1225	Demo Superstructure over I-5 & I-84
A2010	Demo Superstructure over RR Tracks	10	0%	458 10-Jun-24	21-Jun-24	A2000	A2020	Demo Superstructure over RR Tracks
A2020	Demo Substructure Bents 21 through 24	10	0%	458 24-Jun-24	08-Jul-24	A2010	A2040	Demo Substructure Bents 21 through 24
A2030	Demo Remainder of East Approach	60	0%	388 10-Jul-24	02-Oct-24	A1220	A1670, A2040	Demo Remainder of East/Approach
Substructure	• •	440	0%	337 13-May-24	05-Feb-26			▼ 05-Feb-26, Sub
Burnside	Connection	320	0%	337 31-Oct-24	05-Feb-26			▼ 05-Feb-26, Burr
A2040	Bent 11 Shafts	20	0%	377 31-Oct-24	27-Nov-24	A2020, A2030, J	A2050, A2060	Bent 11 Shafts
A2050	FRP Bent 11 Columns & Cap	40	0%	337 29-Jan-25	25-Mar-25	A2040, A2550	A2070	FRP Bent 11 Columns & Cap
A2060	Bent 12 Shafts	20	0%	397 02-Dec-24	30-Dec-24	A2040	A2070, A2080	Bent 1/2 Shafts
A2070	FRP Bent 12 Columns & Cap	40	0%	337 26-Mar-25	20-May-25	A2050, A2060	A2090	FRP Bent 12 Columns & Cap
A2080	Bent 13 Shafts	20	0%	417 31-Dec-24	28-Jan-25	A2060	A2090, A2100	Bent 13 Shafts
A2090	FRP Bent 13 Columns & Cap	40	0%	337 21-May-25	17-Jul-25	A2080, A2070	A2110	FRP Bent 13 Columns & Cap
A2100	Bent 14 Shafts	20	0%	437 29-Jan-25	25-Feb-25	A2080	A2120, A2110, A	► Bent 14 Shafts
A2110	FRP Bent 14 Columns & Cap	40	0%	337 18-Jul-25	12-Sep-25	A2090, A2100	A2130	FRP. Beht 14 Columns & Cap
A2120	Bent 15 Shafts	20	0%	457 26-Feb-25	25-Mar-25	A2100	A2130	Bent 15 Shafts
A2130	FRP Bent 15 Columns & Cap	40	0%	337 15-Sep-25	07-Nov-25	A2110, A2120	A2150, A2140	₩ FRP Bent 15 Column's & Ca
A2140	Excavate & Shoring Bent 16	20	0%	337 10-Nov-25	09-Dec-25	A2130	A2150	Excavate & Shoring Ber
A2150	FRP Bent 16	40	0%	337 10-Dec-25	05-Feb-26	A2130, A2140	A2160	
A2230	Jet Grouting Bent 12	20	0%	537 26-Feb-25	25-Mar-25	A2100	A2240	Jet Grouting Bent 12
A2240	Jet Grouting Bent 14	20	0%	537 26-Mar-25	22-Apr-25	A2230	A2160	Jet Grouting Bent 1/4
Couch Co	onnection	320	0%	422 13-May-24	14-Aug-25			▼ 14-Aug-25, Couch Connection
A2495	Bent 10 Shafts	20	0%	337 13-May-24	10-Jun-24	A1110	A2496, A2500	
A2496	FRP Bent 10 Columns & Cap	40	0%	337 11-Jun-24	06-Aug-24	A2495	A2510	FRP Bent 10 Columns & Cap
A2500	Bent 11 Shafts	20	0%	357 11-Jun-24	09-Jul-24	A2495	A2510, A2520	Benti 11 Shafts
A2510	FRP Bent 11 Columns & Cap	40	0%	337 07-Aug-24	02-Oct-24	A2500, A2496	A2530	FRP Bent 11 Columns & Cap
A2520	Bent 12 Shafts	20	0%	377 10-Jul-24	06-Aug-24	A2500	A2530, A2540	Bent 12 Shafts
A2530	FRP Bent 12 Columns & Cap	40	0%	337 03-Oct-24	27-Nov-24	A2510, A2520	A2550	FRP Bent;12 Columns;& Cap
A2540	Bent 13 Shafts	20	0%	377 07-Aua-24	04-Sep-24	A2520	A2550, A2560	Bent 13 Shafts
A2550	FRP Bent 13 Columns & Cap	40	0%	337 02-Dec-24	28-Jan-25	A2540, A2530	A2570, A2050	FRP Bent 13 Columns & Cap
A2560	Bent 14 Shafts	20	0%	377 05-Sep-24	02-Oct-24	A2540	A2580, A2570	Bent 14 Shafts
A2570	FRP Bent 14 Columns & Cap	40	0%	422 29-Jan-25	25-Mar-25	A2550, A2560	A2590	FRP Bent 14 Columns & Cap
A2580	Bent 15 Shafts	20	0%	377 03-Oct-24	30-Oct-24	A2560	A2590, A2040	► Bent 15 Shafts
A2590	FRP Bent 15 Columns & Cap	40	0%	422 26-Mar-25	20-May-25	A2570, A2580	A2610, A2600	FRP Bent 15 Columns & Cap
A2600	Excavate & Shoring Bent 16	20	0%	422 21-May-25	18-Jun-25	A2590	A2610	Exclavate & Shoring Bent 16
A2610	FRP Bent 16	40	0%	422 19-Jun-25	14-Aug-25	A2590, A2600	A2620	FRP Bent 16
Superstructu	ure	290	0%	352 15-Aug-25	06-Oct-26			
Burnside	Connection	170	0%	352 06-Feb-26	06-Oct-26			
A2160	Erect Girders Spans 12 to 15	20	0%	337 06-Feb-26	05-Mar-26	A2150, A2240	A2170	Erect Girder
A2170	Form & Reinforce Deck Spans 12 to 15	60	0%	337 06-Mar-26	29-May-26	A2160	A2180] ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;
A2180	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	337 01-Jun-26	20-Jul-26	A2170, A2640	A2190] : : : : : : : : : : : : : : : : : : :
A2190	FRP Sidewalk Spans 12 to 15	20	0%	337 21-Jul-26	17-Aug-26	A2180	A2200] : : : : : : : : : : : : : : : : : : :
A2200	FRP Barrier Spans 12 to 15	30	0%	337 18-Aug-26	29-Sep-26	A2190	A1990, A2490	
A2490	Miscellaneous/Striping, etc	5	0%	352 30-Sep-26	06-Oct-26	A2200	A1030] : : : : : : : : : : : : : : : : : : :
Couch Co	nnection	226	0%	416 15-Aug-25	07-Jul-26			
A2620	Erect Girders Spans 12 to 15	20	0%	422 15-Aug-25	12-Sep-25	A2610	A2630	Erect Girders Spans 12 to 15
A2630	Form & Reinforce Deck Spans 12 to 15	60	0%	422 15-Sep-25	09-Dec-25	A2620	A2640	Form & Reinforce Deck
A2640	Pour Deck Spans 12 to 15 (Incl Cure)	35	0%	366 02-Mar-26*	17-Apr-26	A2630	A2650, A2180	¦ ⊷ ;Powr D
A2650	FRP Sidewalk Spans 12 to 15	20	0%	416 20-Apr-26	15-May-26	A2640	A2660	1
A2660	FRP Barrier Spans 12 to 15	30	0%	416 18-May-26	29-Jun-26	A2650	A2670	1::::::::::::::::::::::::::::::::::::::
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Actual Work Critical Remaining Work VIII Summary	Page 3 of 3	TASK filter: All Activities
Remaining Work Milestone		

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							20	27									2	028				_
Ν	D	J	F	М	Α	М	J	Jul	Α	S	0	Ν	D	J	F	М	А	М	J	Jul	А	S
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6-0	ct-2	6, S	upe	stru	cture	-																
6-0	ct-2	5, B	ums	ide (Conr	necti	pn															
Dec	k Sp	ans	12	to 1	5																	
Spa	ns 1:	2 to	15	Incl	Cure	₽)																
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APPENDIX G-9 Replacement Long-span Alternative (Narrowed) Schedule (1A-4A)

	EARTHQUAKE					1A: E	QRB NEPA Base	cule With East Arch	
	BURNSIDE BRIDGE								
D	Activity Name	Original Duration	Percent Tota Complete	I Float Start	Finish	Predecessors	Successors		2027 JASONDJFMAMJJ
A: EQRB NEPA B	ascule With East Arch	1180	0%	0 03-Mar-25	17-Oct-29				
General/Milestone	28	1180	0%	0 03-Mar-25	17-Oct-29				
A1000	Notice To Proceed	0	0%	0 03-Mar-25			A1050, A1090	Notice To Proceed. 03-Mar-25	
A1010	Close Bridge to Traffic	0	0%	17 12-May-25		A1110	A1220, A1590, A1	Gose Bridge to Traffic; 12-May-25	
A1030	Open New Bridge to Traffic	7	0%	0 09-Oct-29	17-Oct-29*	A1990, A2480,	A1040		
A1040	Project Completion	0	0%	0	17-Oct-29*	A2430, A2450,			
Procurement		560	0%	272 03-Mar-25	13-May-27				▼ 13-May
A1050	Early Submittals	60	0%	0 03-Mar-25	23-May-25	A1000	A1060, A1070, A1	Early Submittals	
A1060	Procure Work Bridge Piling	30	0%	0 27-May-25	08-Jul-25	A1050	A1160, A1180	Procure Work Bridge Piling	
A1070	Procure Work Bridge Superstructure	40	0%	23 27-May-25	22-Jul-25	A1050	A1170, A1190	Procure Work Bridge Superstructure	
A1080	Procure Structural Steel (Incl East Arch)	500	0%	272 27-May-25	13-May-27	A1050	A1840		Procure
A1130	Procure West Girder Steel	220	0%	552 27-May-25	07-Apr-26	A1050	A1840	Produre	Nest Girder Steel
Construction		1173	0%	7 03-Mar-25	08-Oct-29				
A1090	Mobilize to Site	10	0%	17 03-Mar-25	14-Mar-25	A1000	A1100	Mabilize o Site	
A1100	Install Site Access/Erosion Control	20	0%	17 17-Mar-25	11-Apr-25	A1090	A1110, A1160, A11	Install Site Access/Erosion Control	
A1110	Railroad Crossing (East Side)	20	0%	17 14-Apr-25	09-May-25	A1100	A1190, A1010	Failroad Crossing (East Side)	
A1120	River Dredging/Riprap Removal	40	0%	4 01-Jul-25	20-Aug-25	A1100	A1660, A2416	River Dredging/Riprap Removal	
Temporary Works		1073	0%	17 09-Jul-25	24-Sep-29				
Work Bridges		1073	0%	17 09-Jul-25	24-Sep-29				
🛑 A1160	Install West Work Bridge Pile to Pier 7	20	0%	0 09-Jul-25	01-Aug-25	A1100, A1060	A1170, A1180, A1(Install West Work Bridge Pile to Pier 7	
🔲 A1170	Install West Work Bridge Superstructure to Pier 7	30	0%	0 25-Aug-25	07-Oct-25	A1160, A1070, J	A1665	► Install West Work Bridge Supe	structure to Pier 7
😑 A1180	Install East Work Bridge Pile to Pier 8	39	0%	12 25-Aug-25	14-Oct-25	A1060, A1160, J	A1190, A2415	Install East Work Bridge Pile t	p Pier 8
🔲 A1190	Install East Work Bridge Superstructure To Pier 8	100	0%	100 14-Oct-25	09-Mar-26	A1180, A1070, J	A2416		Nork Bridge Superstructure To Pier 8
A1660	Install West Work Bridge Piling Around Pier 7	20	0%	0 01-Aug-25	25-Aug-25	A1620, A1600,	A1665, A2415, A1	hstall West Work Bridge Piling Ardu	nd Pier'7
A1665	Install West Work Bridge Superstructure Around Pier 7	20	0%	0 07-Oct-25	04-Nov-25	A1660, A1170	A1700	Install West Work Bridge S	iperstructure Around Pier 7
A2415	Install East Work Bridge Piling Around Pier 8	20	0%	14 14-Oct-25	13-Jul-26	A1610, A1630,	A2416		Install East Work Bridge Piling Around Pier 8
A2416	Install East Work Bridge Superstructure Around Pier 8	20	0%	12 13-Jul-26	10-Aug-26	A2415, A1190, J	A1760, A2530		Install East Work Bridge Superstructure A
A2420	Remove West Work Bridge Superstructure	30	0%	164 21-Dec-28	02-Feb-29	A1910	A2430		
a A2430	Remove West Work Bridge Piling	20	0%	68 02-Jul-29	27-Jul-29	A2420	A1040		
A2440	Remove East Work Bridge Superstructure	40	0%	14 26-Jun-29	20-Aug-29	A1960	A2450	_ ,_,_,_,_,_,,,,,,,,,,,,,,,,,,,,,,	
A2450	Remove East Work Bridge Piling	30	0%	17 21-Aug-29	24-Sep-29	A2440	A1040		
lowers	lastall Cast Truck Dilan la Mater	531	0%	85 10-Aug-26	12-Sep-28	40446	40540		
A2530	Install East Tower 1 Pring in Water	30	0%	132 10-Aug-20	14-Sep-20	A2410	A2540		
A2540	Install East Tower? On Land	30	0%	260 13 Jap 27	20-00-20 24 Eeb 27	A2030	A1920		
A2550	Pemove East Land Tower	30	0%	200 13-Jair-27	12 Sep 28	A1020	A1920 A1931		
Δ2500	Remove East Water Tower	15	0%	41 22-Aug-28	07-Sen-28	A1920	Δ1931		
New Bridge		1123	0%	0 12-May-25	08-Oct-29	711020			
West Approach		882	0%	241 12-May-25	30-Oct-28				
Demolition		40	0%	222 12-May-25	08-Jul-25			V 08-Jul-25 Demolition	
A1220	Demolish Existing Bridge	40	0%	222 12-May-25	08-Jul-25	A1010	A1635, A2030, A1	Demolish Existing Bridge	
Approach/Infill	5 5	136	0%	716 12-May-25	20-Nov-25			20-Nov-25, Apprdach/Infi	
🔲 A2780	Place Infill Walls PRM	40	0%	466 12-May-25	08-Jul-25	A1010	A2790	Place Infil Walls PRM	
A2790	Demo Girders/Sidewalk & Shore In Front of PRM	1	0%	466 09-Jul-25	09-Jul-25	A2780	A2800	Demo Girders/\$idewalk & Shore In Front	IF PRM
🔲 A2800	Demo Remainder of Existing Span 1	10	0%	466 10-Jul-25	23-Jul-25	A2790	A2810, A1230	Demo Remainder of Existing Span 1	
🔲 A2810	Construct Abutment Walls	20	0%	466 19-Sep-25	16-Oct-25	A2800, A1230	A2820	Construct Abutment Walls	
🚍 A2820	Backfill Abutment	10	0%	466 17-Oct-25	30-Oct-25	A2810	A2830, A1240	Backfill Abutment	
🔲 A2830	FRP Approach Slab	10	0%	716 31-Oct-25	13-Nov-25	A2820	A2840	FRP Approach Slab	
🔲 A2840	FRP Sidewalk	5	0%	716 14-Nov-25	20-Nov-25	A2830	A1350	L+1 FRP Sidewalk	
Substructure		335	0%	466 24-Jul-25	16-Nov-26				▼ 16-Nov-26, Substructure
🔲 A1230	Bent 1 Shafts	40	0%	466 24-Jul-25	18-Sep-25	A1220, A2800	A1240, A2810	Bent 1 Shafts	
A1240	RFP Bent 1 Columns & Cap	50	0%	466 31-Oct-25	14-Jan-26	A1230, A2820	A1250	RFP Bent 1 Colum	ns & Cap
			- 4 /	100 15 1 00				and a literature of the second second second second second second second second second second second second se	



							1A: E	EQRB NEPA Base	cule \	Nith	East	t Arc	h										
	Activity Name	Original Duration	Percent Complete	Total Fl	oat Start	Finish	Predecessors	Successors			2025	5					2026					2027	
A1260	REP Bent 2 Columns & Can	50	0%	4	.81 12-Mar-26	20-May-26	A1250	A1280	/				slo		J F M F ►		BEPBen	t 2 Colut	ND mns & r	J F I	MAN	V J .	A
A1270	Bent 3 Shafts	40	0%	4	66 12-Mar-26	06-May-26	A1250	A1280, A1310	-						┊┊┟ _┿ ┌╴		Bent 3 Sha	ufts		, up			
A1280	RFP Bent 3 Columns & Cap	50	0%	4	81 21-May-26	31-Jul-26	A1260, A1270	A1341						++				RFP Bel	nt 3 Coll	umns & C) ap		+
A1310	Bent 4 Shafts	40	0%	4	66 07-May-26	02-Jul-26	A1270	A1341, A1330	-								Ben	ıt 4 Shaf	its				
= A1330	Excavate & Shore Bent 4 Shaft Can	15	0%	4	66 06-Jul-26	24-Jul-26	A1310	A1340										vicaviate	& Shor	e Bent 4	Shaft C	an	
A1340	FRP Bent 4 Shaft Cap	20	0%	4	66 27-Jul-26	21-Aug-26	A1330	A1341									, ⊈ ⊢	FRPE	3ent 4 S	haft Cap			
A1341	RFP Bent 4 Columns & Cap	60	0%	4	66 24-Aug-26	16-Nov-26	A1310, A1280,	A1350											🔳 RF	P Bent 4	Column	ns & Car	, i
Superstructure	e	496	0%	2	41 17-Nov-26	30-Oct-28				· · · · ·										·			
A1350	Set Girders Spans 1 to 4	20	0%	4	66 17-Nov-26	16-Dec-26	A1341, A2840	A1360											-	Set Girc	lers Spa	ans 1 to	4
A1360	Form & Reinforce Spans 1 to Span 4	60	0%	4	66 17-Dec-26	12-Mar-27	A1350	A1370													I Form	& Reinf	orce
A1370	Pour Spans 1 to 4 (Incl Cure)	30	0%	4	66 15-Mar-27	23-Apr-27	A1360	A1380														Pour Sp	ans 1
A1380	Pour Sidewalks Spans 1 to 4	15	0%		66 26-Apr-27	14-May-27	A1370	A1390															Sidev
A1390	Pour Barrier/Ped Rail Spans 1 to 4	15	0%	4	66 17-May-27	07_lun_27	A1380	A1910 A2480		H		·				{				+			utR
Δ1840	Set Girders from Bent 4 to Bent 5	40	0%	4	10 06_lan_28	01-Mar_22	A1720 A1080	A1850 A1860															
Δ1850	Form & Reinforce Deck From Rent / to Rent 5	90 20	0.0	4	10 02_Mar 29	22_ lun 22	A1840	A1880 A1851	-														
A1050	Pour Dock From Port 4 to Port 5	40	0%		10 22 4 20 29	10 Aug 20	A1950	A1000, A1001 A2	-														
A 1851	Pour Sidourelke Port 4 to 5	40	0%	2	110 23-Jui F28	10-Aug-20	A1050	A1000, A1090, A2	-														
A 1001	Place Partier/Ded Deil Part 4 to 5	20	0%	2	41 21-Aug-28	02 Oct 28	A1851	A1071		· · · · ·										÷			+
A1071	Macellaneeur/Ctrining etc	10	0%	2	41 19-Sep-20	02-00-20	A1001	A2400	-														
A2460	Miscellaneous/Sulping, etc	20	0%	2	41 03-00-28	30-001-20	A1390, A1651, .	A1030				1		i i				<u> </u>					i
River Spans		047	0%		0 12-Way-25	00-001-29																	
Demolition		347	0%		28 12-Way-25	22-Sep-26	A1010	44000					. 11					- 22	-Sep-20	s, Demoi	luon		
A1590	Shore West Counterweight For Span Demo	20	0%		17 12-Way-25	09-Jun-25	A1010	A1620		- r÷	j șn	ore v	/est u	bunterwe	lignt For Sp	an pen	no			+			+
A1595	Shore East Counterweight For Span Demo	20	0%	2	211 09-Jul-25	05-Aug-25	A1620	A1630	_			_ s	nore	ast Col	nterweight i	For Spa	in Demo						
A1600	Demo West Truss Deck & Lower Truss	30	0%		27 12-May-25	23-Jun-25	A1010	A1610, A1640, A1	_	T		Jemo	West	Iruss De	ck & Lowei	r Inuss							
A1610	Demo East Iruss Deck & Lower Iruss	30	0%	2	31 24-Jun-25	05-Aug-25	A1600	A2415	_		Ŀ		emol	ast Irus	S Deck & D	ower Ir	luss						
A1620	Demo West Bascule Span	20	0%		17 10-Jun-25	08-Jul-25	A1590	A1595, A1640, A1				Dem	io Wes	t Bascu	le Span								
A1630	Demo East Bascule Span	20	0%	2	211 06-Aug-25	03-Sep-25	A1595	A1650, A2415, A1		4		┝	Den	no East	Bascule Sp	an				ļļļ.			
A1635	Demo Ex Pier 1 To Top of Seawall	20	0%	1	09 09-Jul-25	01-Aug-25	A1220	A1670					emo E	* Pier 1	To Top of S	Seawall							
A1640	Demo Ex Pier 2 Wire Saw	80	0%		29 09-Jul-25	15-Oct-25	A1600, A1620	A1650, A1701				; ;		Demo	Ex Pier 2 W	√ire Sav	N						
🔲 A1650	Demo Ex Pier 3 Wire Saw	80	0%		29 15-Oct-25	22-Sep-26	A1640, A1630	A1950, A1761						1 1			: : :	De De	emo Ex	Pier 3 W	ire Saw		
A1670	Demo Ex Pier 4 Wire Saw	60	0%		58 02-Oct-25	19-Aug-26	A1635, A2030	A1820					i†¶	1 1				Demo	Ex Pier	4 Wire S	Saw		
	<u></u>	782	0%	1	20 15-Oct-25	13-Nov-28												1					
🔲 A1700	Bent 5 Shafts	180	0%		0 04-Nov-25	26-Jul-27	A1665	A1710					 			-							B
😑 A1701	Install Shafts for Bent 5 Strut Support (Assume 4)	60	0%	1	20 15-Oct-25	22-Jul-26	A1640	A1702								=	i Ir	stall Sha	afts for E	3ent 5 \$t	rut Supp	oort (Ass	ume
A1702	FRP Bent 5 Strut	40	0%	2	16 22-Jul-26	17-Sep-26	A1701	A1710										FR'	P Bent !	5 Strut			
🔲 A1710	FRP Bent 5 Perched Footing (Build In Place)	40	0%		0 26-Jul-27	10-Sep-27	A1700, A1702	A1720, A1770															÷,
🔲 A1720	FRP Bent 5 Pier Walls	80	0%		0 10-Sep-27	05-Jan-28	A1710	A1730, A1780, A1															14
🔲 A1730	Install Bent 5 Mechanical	80	0%		95 06-Jan-28	26-Apr-28	A1720	A1740, A1790								1							
🔲 A1740	Erect Bent 5 Bascule Backspan	20	0%		95 27-Apr-28	24-May-28	A1730	A1750, A1800															
🔲 A1750	FRP Bent 5 Counterweight	40	0%		95 25-May-28	21-Jul-28	A1740	A1810, A1860															i.
🚍 A1760	Bent 6 Shafts	180	0%		14 10-Aug-26	08-Oct-27	A2416	A1770, A2600									┊┊╠╋	+	₩	<u> </u>	<u> </u>		÷
🔲 A1761	Install Shafts for Bent 6 Strut Support (Assume 4)	60	0%		53 22-Sep-26	19-Dec-26	A1650	A1762										-		Install S	hafts for	r Bent 6	Stru
🔲 A1762	FRP Bent 6 Strut	40	0%	1	79 21-Dec-26	16-Feb-27	A1761	A1770								[]]					-RP Ber	nt 6 Stru	
🔲 A1770	FRP Bent 6 Perched Footing (Build in Place)	40	0%		14 09-Oct-27	09-Dec-27	A1760, A1710,	A1780															
🔲 A1780	FRP Bent 6 Pier Walls	80	0%		0 06-Jan-28	26-Apr-28	A1770, A1720	A1790, A1920															
🔲 A1790	Install Bent 6 Mechanical	80	0%	1	20 27-Apr-28	18-Aug-28	A1780, A1730	A1800															
🔲 A1800	Erect Bent 6 Bascule Backspan	20	0%	1	20 21-Aug-28	18-Sep-28	A1790, A1740	A1810															
🔲 🔲 A1810	FRP Bent 6 Counterweight	40	0%	1	20 19-Sep-28	13-Nov-28	A1800, A1750	A1940, A1950		111	11-		111	Ţ		[1	T	[Ť
	e	311	0%		0 24-Jul-28	08-Oct-29																	
🔲 A1860	FRP West Bascule Span Offsite	30	0%		95 24-Jul-28	01-Sep-28	A1750, A1840	A1870															
🔲 A1870	Float In and Place West Bascule Span	5	0%		95 05-Sep-28	11-Sep-28	A1860	A1880															
🔲 A1880	Pour West Bascule Closure (Incl Cure)	15	0%		95 12-Sep-28	02-Oct-28	A1870, A1850.	A1890, A1900															
A1890	FRP Sidewalk West Bascule	15	0%		95 03-Oct-28	23-Oct-28	A1880, A1851	A1900		1	-		1	÷		j	····			;			
A1900	FRP Barrier West Bascule	20	0%		95 24-Oct-28	20-Nov-28	A1890, A1880	A1910															
	· · · · · · · · · · · · · · · · · · ·												<u>. </u>										
Actual Level of Actual Work	Effort Remaining Work Critical Remaining Work	♦ Milestor	ne Iry			1		Page 2	of 4	<u>1;</u>	<u>+ :</u>	<u>;</u>	<u>+ : </u>	. :	<u> </u>		<u> ; ;</u>	TAS	SK filte	ər: All /	Activiti	e	 S



	EARTHQUAKE						1A: E	QRB NEPA Base	ule W	/ith E	East	Arch	۱													
	READY																									
	BURNSIDE BRIDGE																									
	Activity Name	Original Duration	Percent Complete	Total Floa	at Start	Finish	Predecessors	Successors		м	2025							2026	8				EM		202	7
A1910	West Bascule Testing	20	0%	9	5 21-Nov-28	20-Dec-28	A1900, A1390	A1940, A2420					3101				<u>^ !!!</u>	1		30					1 3	-
A1940	FRP East Bascule Span Offsite	30	0%	9	5 21-Dec-28	02-Feb-29	A1910, A1810	A1950																		
🔲 A1950	Float In and Place East Bascule Span	5	0%	9	5 05-Feb-29	09-Feb-29	A1940, A1810,	A1960																		
🛑 A1960	Pour East Bascule Closure (Incl Cure)	15	0%	1	4 05-Jun-29	25-Jun-29	A1950, A1930,	A1970, A2440, A1																1		
🔲 A1970	FRP Sidewalk East Bascule	15	0%		0 24-Jul-29	13-Aug-29	A1960, A1933	A1980															i İ			
🔲 A1980	FRP Barrier East Bascule	20	0%		0 14-Aug-29	10-Sep-29	A1970, A1960	A1990																		
🛑 A1990	East Bascule Testing	20	0%		0 11-Sep-29	08-Oct-29	A1980, A2200	A1030																		
East Approach		1083	0%	3	5 17-May-25	20-Aug-29										· +				;	·			+		·
Demolition		95	0%	61	3 17-May-25	01-Oct-25		40040			£		• 0'	I-Oct-2	5, Der	nolition	n									
A2000	Demo Superstructure over I-5 & I-64	8	0%	17	4 17-May-25	08-Jun-25	A1010	A2010					perstru	icture o	over 1-5	હા-84 ⊤ વ										
A2010	Demo Substructure Bents 21 through 24	10	0%	42	4 09-JUN-25	20-Jun-25	A2000	A2020, A1815					Subat	nucture	Benta	21 1120	UKŞ roumb	24								
Δ2020	Demo Remainder of East Approach		0%	10	-+ 20-JUIF20	01-00-20	Δ1220	A1670 A2000			╘╧═			amb	berns	4 UN	Edet		ach							
		463	0%	31	0 04-Sen-25	01-14-27		A1070, A2000			· · · · · ·						_as(<i>F</i>	piua				- <u> -</u> ;	<u></u>	<u></u>	<u></u>	01
A1815	Jet Grouting Bent 7	40	0%	37	3 04-Sep-25	29-Oct-25	A1630, A2010	A1820				╘╺╣		¦ Jet G	routin	Bent	7			.					Ī	
A1820	Bent 7 Shafts	100	0%	17	0 19-Aua-26	13-Jan-27	A1670, A1815	A1825, A2550											⁻╠╼┏			<u> </u>	Bent 7	Shafts	3	
A1825	Bent 7 Shaft Cap	40	0%	17	0 13-Jan-27	10-Mar-27	A1820	A1830														F	——————————————————————————————————————	Bent 7	Shaft	Car
A1830	FRP Bent 7 Columns & Cap	80	0%	17	0 10-Mar-27	01-Jul-27	A1825	A1920												:			: 두			FR
A2080	Bent 8 Shafts	40	0%	61	3 02-Oct-25	26-Nov-25	A2030, A2020	A2120, A2090				(-	Be	ent 8 S	hafts					4			+		
A2090	FRP Bent 8 Columns & Cap	50	0%	61	3 01-Dec-25	10-Feb-26	A2080	A2130						┣╘		FRP	Bent	8 Colu	imins &	. Cap						
a2120	Bent 9 Shafts	40	0%	62	3 01-Dec-25	27-Jan-26	A2080	A2130						┕╼┢━		3ent 9	Shaf	i\$								
A2130	FRP Bent 9 Columns & Cap	50	0%	61	3 11-Feb-26	21-Apr-26	A2120, A2090	A2160							. L ÷ ∎	÷	📕 🛛 FF	∛P Ber	nt 9 C	olumne	s & Ca	яр				
Superstructure		848	0%	3	5 22-Apr-26	20-Aug-29											-		÷	<u> </u>	÷ †		<u> </u>		÷ †	÷
A1920	Set Arch Steel From Bent 6 to Bent 7 (East Arch)	120	0%		0 03-Mar-28	21-Aug-28	A1830, A1780,	A2580, A2590, A2																		
A1930	Form & Reinforce Deck From Bent 6 to Bent 7	100	0%		0 22-Aug-28	15-Jan-29	A1920	A1960, A1931																		
A1931	Pour Deck From Bent 7 to Bent 6	100	0%		0 16-Jan-29	04-Jun-29	A1930, A2580,	A1960, A1932																		
A1932	FRP Sidewalk Span 6	20	0%		0 05-Jun-29	02-Jul-29	A1931	A1933												:						
A1933	FRP Parapets & Ped Barrier Span 6	15	0%		0 03-Jul-29	23-Jul-29	A1932	A2490, A1970										ļļ.					(¦		
A2160	Erect Girders Spans 8 to 9	50	0%	61	3 22-Apr-26	01-Jul-26	A2130	A2170									-		Erect	Girder	s Spa	ıns 8 tç	9 כ			
A2170	Form & Reinforce Deck Spans 8 to 9	60	0%	61	3 02-Jul-26	25-Sep-26	A2160	A2180										-			orm &	، Reinfo	orce D∉	eck Sp	ains 8	to 9
A2180	Pour Deck Spans 8 to 9 (Incl Cure)	90	0%	61	3 28-Sep-26	04-Feb-27	A2170	A2190												;	1 1	1	Pou	r Deck	Spans	38¦te
A2190	FRP Sidewalk Spans 8 to 9	20	0%	61	3 05-Feb-27	04-Mar-27	A2180	A2200																	Jewaii	(Sp
A2200	FRP Barrier Spans 8 to 9	30	0%	61	3 05-Mar-27	15-Apr-27	A2190	A1990, A2490		-		-						ł							<₽ Bar	ner
Esplanado Pod Pamp		20	0%	10	1 00 Oct 27	20-Aug-29	A2200, A1933	A1030																		
South		335	0%	10	5 09-Oct-27	05-Feb-29																				
		122	0%	27	3 09-Oct-27	03-Apr-28																				
A2600	Install Drilled Shafts	40	0%	10	5 09-Oct-27	09-Dec-27	A1760	A2610, A2620, A2																		
A2610	Install Abutment/Esplanade Tie-In	10	0%	34	3 09-Dec-27	23-Dec-27	A2600	A2640		1		(<u> </u> -				+		1				+i	[}			
🔲 A2620	Install Pier Columns	20	0%	27	3 09-Dec-27	10-Jan-28	A2600	A2630																		
🔲 A2630	Install Pier Caps	60	0%	27	3 10-Jan-28	03-Apr-28	A2620	A2640																		
La Superstructure		115	0%	17	5 22-Aug-28	05-Feb-29																	: :			
🔲 A2640	Erect Precast Girders	20	0%	17	5 22-Aug-28	19-Sep-28	A2630, A2610,	A2650																		
🔲 A2650	Form Reinforce Ramp Bridge Deck	60	0%	17	5 20-Sep-28	14-Dec-28	A2640	A2660																		
A 2660	Pour Ramp Bridge Deck	5	0%	17	5 15-Dec-28	21-Dec-28	A2650	A2670																		
A2670	Install Fencing/Railing	20	0%	17	5 22-Dec-28	22-Jan-29	A2660	A2680												.			: :			
🔲 A2680	Complete Tie-Ins/Install Joints	10	0%	17	5 23-Jan-29	05-Feb-29	A2670	A1030																		
North		364	0%	10	4 10-Dec-27	16-May-29						ļļ.				. <u></u>		ļ					į	ļ		
		249	0%	10	4 10-Dec-27	04-Dec-28																				
A2690	Install Drilled Shafts	40	0%	10	5 10-Dec-27	09-Aug-28	A2600	A2710, A2700																		
A2700	Install Pier Columns	20	0%	10	4 09-Aug-28	07-Sep-28	A2690	A2720																		
	Install Abutment/Esplanade Tie-In	10	0%	17	4 09-Aug-28	23-Aug-28	A2690	A2730																		
A2710	Install Pier Caps	60	0%	10	4 07-Sep-28	04-Dec-28	A2700	A2730		i. l		<u></u>				i		į			J.L.L		į	ļ		
A2710			0.01		1 01 0 00	40.14 00				1																



			EARTHQUAKE READY						1A: E	QRB NEPA Bas	cule V	Vith E	East	Arch													
Activity I	C		Activity Name	Original Duration	Percent Complete	Total Floa	at Start	Finish	Predecessors	Successors	MA	2 A M -	2025 J J	AS	6 O M	V D	JF	MA	2 M	2026 JJJ	AS	O N	DJF	= M A	2 \ M .	027 JJJ	A S
		🔲 A2730	Erect Precast Girders	20	0%	104	4 04-Dec-28	03-Jan-29	A2720, A2710	A2740																	
		🔲 A2740	Form Reinforce Ramp Bridge Deck	60	0%	104	4 03-Jan-29	28-Mar-29	A2730	A2750																	
		a A2750	Pour Ramp Bridge Deck	5	0%	104	4 28-Mar-29	04-Apr-29	A2740	A2760																	
		🔲 A2760	Install Fencing/Railing	20	0%	104	4 04-Apr-29	02-May-29	A2750	A2770																	
		🔲 A2770	Complete Tie-Ins/Install Joints	10	0%	104	4 02-May-29	16-May-29	A2760	A1030																	

Actual Level of Effort Remaining Work Milestone	Page 4 of 4	TASK filter: All Activities
Actual Work Critical Remaining Work summary		

		29-Jun-21 12:51
	2028	2020
ONDJ	F M A M J Jul A	SONDJFMAMJJASC Erect Precast Girders
		Form Reinforce Ramp
		Instali Fencing/Rail ←☐ Complete Tie-Ins
		© Oracle Corporation



EQRB Master 2A: EQRB NEPA Lift With East Arch

)	Activity Name	Original Duration	% Complete	Float	rt	-inish	Predecessors	Successors		2025	A C			MALM	2026				MALA	2	202
	ift With East Arch	1129	0%	0 03-	Mar-25 ()8-Aua-29				JJu	AS				JJu	A 5 0	ND	JF	M A		11
		1120	0%	0 021	Mor 25																
General/Mileston		1129	0%	0 03-1		Jo-Aug-29															
A1000	Notice To Proceed	0	0%	1 03-1	Mar-25			A1050, A1090	Notice To I	Procee	d										
A1010		0	0%	18 12-1	May-25	00 M	A1110	A1220, A1590, A	- I I I I I I I I I I I I I I I I I I I	iose Br	iage to	Iratric									
A1030	Open New Bridge to Traffic	/	0%	1 16-1	May-29 2	25-May-29*	A2480, A2490, J	A1040							·			}			
A1040	Project Completion	0	0%	0		18-Aug-29*	A2430, A2450, 1														
rocurement		500	0%	207 03-1	VIAI-20	13-IVIAy-27)-IVI
A1050	Early Submittals	60	0%	1 03-1	Mar-25 2	23-May-25	A1000	A1060, A1070, A		Early \$	ubmitta	ls									
A1060	Procure Work Bridge Piling	30	0%	1 27-1	May-25 (08-Jul-25	A1050	A1160, A1180		┍┛╴╎	rooure	Work Brid	ge Piling								
A1070	Procure Work Bridge Superstructure	40	0%	148 27-1	May-25 2	22-Jul-25	A1050	A1170, A1190			Procure	e Work Bri	dge Supe	erstructure				; ; ; ; ; ;		<u></u>	!
A1080	Procure Structural Steel (Incl East Arch)	500	0%	267 27-1	May-25 1	13-May-27	A1050	A1840		: :										Pro Pro	00
A1130	Procure West Girder Steel	220	0%	547 27-1	May-25 (07-Apr-26	A1050	A1840		: :				Proc	ure West	Girder Stee	el			. <u></u>	
onstruction		1129	0%	0 03-1	Mar-25 ()8-Aug-29															-
A1090	Mobilize to Site	10	0%	18 03-	Mar-25 1	14-Mar-25	A1000	A1100	Mebilize	t <mark>o</mark> Site											
A1100	Install Site Access/Erosion Control	20	0%	18 17-	Mar-25 1	11-Apr-25	A1090	A1110, A1160, A	Instal	I Site A	ccess/E	rosion Co	ntrol								
A1110	Railroad Crossing (East Side)	20	0%	18 14-/	Apr-25 (09-May-25	A1100	A1190, A1010	F R	ailroad	Crossin	g (East Si	de)								-
A1120	River Dredging/Riprap Removal	40	0%	5 01-	Jul-25 2	20-Aug-25	A1100	A1660, A2416		┢═╡	Riv	er Dredgir	ng/Riprap	Removal							
Temporary Works		1039	0%	0 09~	Jul-25 (08-Aug-29				-							_	 		+ +	-
Work Bridges		1039	0%	0 09-	Jul-25 (08-Aug-29															-
A1160	Install West Work Bridge Pile to Pier 7	20	0%	1 09-	Jul-25 (01-Aug-25	A1100, A1060	A1170, A1180, A		╘╴═	Instal	West Wo	rk Bridge	Pile to Pie	r7						
A1170	Install West Work Bridge Superstructure to Pier 7	30	0%	173 25-/	Aug-25 (07-Oct-25	A1160, A1070, /	A1665			-	Install \	Nest Wor	k Bridge S	uperstruct	ure to Pier	7				
A1180	Install East Work Bridge Pile to Pier 8	39	0%	1 25-/	Aug-25 1	14-Oct-25	A1060, A1160, /	A1190, A2415			╾	Install	East Wo	k Bridge P	ile to Pier	8					
A1190	Install East Work Bridge Superstructure To Pier 8	100	0%	89 14-0	Oct-25 (09-Mar-26	A1180, A1070, /	A2416			1			I ⊲t nstall E	ast Work	Bridge Sup	erstruct	ure To P	ier 8		
A1660	Install West Work Bridge Piling Around Pier 7	20	0%	1 01-/	Aug-25 2	25-Aug-25	A1620, A1600, J	A1665, A2415, A		- - i	n s	tall West	Work Brid	ge Piling A	round Pier	7					
A1665	Install West Work Bridge Superstructure Around Pier 7	20	0%	173 07-0	Oct-25 (04-Nov-25	A1660, A1170	A1700			- 74	💻 Inst	all West V	Vork Bridg	e Supersti	ucture Arou	Ind Pier	7			
A2415	Install East Work Bridge Piling Around Pier 8	20	0%	1 14-0	Oct-25 1	13-Jul-26	A1610, A1630, J	A2416						!	in in	stall East V	Nork Br	idge Pili	ing Arou	und Pie	3
A2416	Install East Work Bridge Superstructure Around Pier 8	20	0%	1 13-	Jul-26 1	10-Aug-26	A2415, A1190, /	A1760, A2500								Install Ea	ist Wor	k Bridge	Supers	structur	re
A2420	Remove West Work Bridge Superstructure	30	0%	51 23-	Mar-29 (03-May-29	A1910	A2430													
A2430	Remove West Work Bridge Piling	20	0%	10 02-	Jul-29 2	27-Jul-29	A2420	A1040													
A2440	Remove East Work Bridge Superstructure	40	0%	31 23-	Mar-29 1	17-May-29	A1910	A2450													
A2450	Remove East Work Bridge Piling	30	0%	0 02-	Jul-29 (08-Aug-29	A2440	A1040													
Towers		509	0%	76 10-/	Aug-26 1	11-Aug-28											_			<u> </u>	•
A2500	Install West Tower 1 On Land	30	0%	213 10-/	Aug-26 2	22-Sep-26	A1220, A2416	A2510, A2550, A							-	ins'	tall We:	st Tower	1 On L	and	
A2510	Install West Tower 2 Piling In Water	30	0%	48 22-	Sep-26 ()2-Jul-27	A2500	A2520, A2530													ć
A2520	Install West Tower 2 Remainder In Water	30	0%	41 02-	Jul-27 1	16-Aug-27	A2510	A2540, A1840												i iF	•
A2530	Install East Tower 1 Piling In Water	30	0%	53 02-	Jul-27 1	10-Aug-27	A2510	A2540	 			-								÷	•
A2540	Install East Tower 1 Remainder In Water	30	0%	41 16-/	Aug-27 2	28-Sep-27	A2530, A2520	A1920													
A2550	Install East Tower 2 On Land	30	0%	268 22-	Sep-26 (03-Nov-26	A2500	A1920									Insta	ll East Tr	ower2	OnLar	r
A2560	Remove West Land Tower	15	0%	76 21-	Jul-28 1	11-Aug-28	A1840, A2570	A1851												1	'
A2570	Remove West Water Tower	15	0%	83 01-	Jul-28 2	- 21-Jul-28	A1840	A1851, A2560	1												
A2580	Remove East Land Tower	15	0%	106 17-/	Apr-28 (05-May-28	A1920	A1931	1 1			-									
A2590	Remove East Water Tower	15	0%	65 01-	Jul-28 2	21-Jul-28	A1920	A1931	1 : :												
New Bridge		1019	0%	1 12-	May-25 1	16-May-29											_		i i i i i i i i i i i i i i i i i i i	÷	•
West Approach		916	0%	104 12-1	May-25 2	20-Dec-28							- i i i					<u> </u>		<u> </u>	
Demolition		40	0%	222 12-1	May-25 ()8-Jul-25				.	8-Jul-2	5. Demoliti	on								
A1220	Demolish Existing Bridge	40	0%	222 12-	May-25 ()8-Jul-25	A1010	A1635, A2030, A			Demolis	h Existing I	Bridge						;	· · · · · ·	
Approach/Infill		136	0%	716 12-	Mav-25 2	20-Nov-25				FR -		2	0-Nov-25	Approach	/infill						
A2780	Place Infill Walls PRM	40	0%	466 12-1	May-25 ()8-Jul-25	A1010	A2790	┓┊╠╸	Hi F	lace In	ill Walls P	RM	1							
A2790	Demo Girders/Sidewalk & Shore In Front of PRM	1	0%	466 09-	Jul-25 (09-Jul-25	A2780	A2800	-	H.)emo G	inders/Side	ewalk & S	horė In Fro	nt of PRM	,					
A2800	Demo Remainder of Existing Span 1	10	0%	466 10-	Jul-25	23-Jul-25	A2790	A2810, A1230		ļ ⊈ aĭ	Demo	Remainde	r of Existi	ng Span 1							
A2810	Construct Abutment Walls	20	0%	466 19-9	Sep-25	16-Oct-25	A2800, A1230	A2820		$ \uparrow P $		Const	ruct Ahutn	nent Walls	· ·					·	÷
A2820	Backfill Abutment	10	0%	466 17-0	Oct-25	30-Oct-25	A2810	A2830 A1240				Rac	kfill Abuto	ient							
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EQRB Master 2A: EQRB NEPA Lift With East Arch

Activity ID Activity Name Original % Duration Complete Total Start inish redecessors Successors 2025 2026 Float M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A S A2830 FRP Approach Slab 0% 716 31-Oct-25 13-Nov-25 A2820 A2840 FRP Approach Sla 10 FRP Sidewalk A2840 A1350 FRP Sidewall 5 0% 716 14-Nov-25 20-Nov-25 A2830 Tie-Nov-26, Substructure 0% 466 Bent 1 Shafts Substructur Bent 1 Shafts 466 24-Jul-25 18-Sep-25 A1220, A2800 A1240, A2810 A1230 40 0% RFP Bent 1 Columns & Cap 0% 466 31-Oct-25 14-Jan-26 RFP Bent 1 Columns & Cap A1240 50 A1230, A2820 A1250 A1250 Bent 2 Shafts 40 0% 466 15-Jan-26 11-Mar-26 A1240 A1260, A1270 💻 Bent 2 \$hafts A1260 RFP Bent 2 Columns & Cap 50 0% 481 12-Mar-26 20-May-26 A1250 A1280 RFP Bent 2 Columns & Cap A1270 Bent 3 Shafts 40 0% 466 12-Mar-26 06-May-26 A1250 A1280 A1310 Bent 3 Shafts RFP Bent 3 Columns & Cap A1280 RFP Bent 3 Columns & Cap 50 0% 481 21-Mav-26 31-Jul-26 A1260, A1270 A1341 Bent 4 Shafts A1310 Bent 4 Shafts 40 0% 466 07-May-26 02-Jul-26 A1270 A1341, A1330 Excavate & Shore Bent 4 Shaft Cap A1330 Excavate & Shore Bent 4 Shaft Cap 15 0% 466 06-Jul-26 24-Jul-26 A1310 A1340 FRP Bent 4 Shaft Cap A1340 FRP Bent 4 Shaft Cap 0% A1330 A1341 20 466 27-Jul-26 21-Aug-26 RFP Bent 4 Columns & Cap A1310, A1280, J RFP Bent 4 Columns & Cap A1341 60 0% 16-Nov-26 A1350 466 24-Aug-26 Superstructur 0% 104 17-Nov-26 20-Dec-28 A1350 Set Girders Spans 1 to 4 466 17-Nov-26 A1341, A2840 A1360 Set Girders Spans 1 to 4 20 0% 16-Dec-26 A1360 Form & Reinforce Spans 1 to Span 4 60 0% 466 17-Dec-26 12-Mar-27 A1350 A1370 💻 Form & Reinforce Spar A1370 Pour Spans 1 to 4 (Incl Cure) 30 0% 466 15-Mar-27 23-Apr-27 A1360 A1380 Pour Spans 1 to 4 Pour Sidewalk A1380 Pour Sidewalks Spans 1 to 4 15 0% 14-May-27 A1370 A1390 466 26-Apr-27 🛏 Pour Barrier A1390 Pour Barrier/Ped Rail Spans 1 to 4 15 0% 466 17-May-27 07-Jun-27 A1380 A1910, A2480 A1840 Set Girder Steel from Bent 4 to Bent 5 40 0% 171 30-Sep-27 24-Nov-27 A1720, A2500, A1850, A1860, A A1850 Form & Reinforce Deck From Bent 4 to Bent 5 80 0% 176 29-Nov-27 21-Mar-28 A1840 A1880, A1851 A1851 Pour Deck From Bent 4 to Bent 5 40 0% 76 11-Aug-28 09-Oct-28 A1850, A2560, J A1880, A1890, A A1861 Pour Sidewalks Bent 4 to 5 20 0% 104 09-Oct-28 06-Nov-28 A1851 A1871 Place Barrier/Ped Rail Bent 4 to 5 10 A1871 0% 104 06-Nov-28 20-Nov-28 A1861 A2480 A2480 20 0% A1390 A1851 A1030 Miscellaneous/Striping, etc 104 20-Nov-28 20-Dec-28 **River Spans** 981 0% 31 22-Mar-29 22-Seb-26. Demolition Demolitio 347 0% 243 12-May-25 22-Sep-26 Shore West Counterweight For Span Demo A1590 Shore West Counterweight For Span Demo 18 12-May-25 09-Jun-25 A1010 A1620 20 0% + Shore East Counterweight For Span Dem A1595 20 0% 30 09-Jul-25 A1620 A1630 Shore East Counterweight For Span Demo 05-Aug-25 Demo West Truss Deck & Lower Truss A1600 Demo West Truss Deck & Lower Truss 30 0% 28 12-May-25 23-Jun-25 A1010 A1610, A1640, A Demo West Truss Deck & Lower Truss A1610 Demo East Truss Deck & Lower Truss 30 0% 50 24-Jun-25 05-Aug-25 A1600 A2415 A1620 Demo West Bascule Span 20 0% 18 10-Jun-25 A1590 A1595, A1640, A Demo West Bascule Span 08-Jul-25 - Demo East Bascule Span A1630 Demo East Bascule Span 20 0% 30 06-Aug-25 A1595 A1650, A2415, A 03-Sep-25 A1635 Demo Ex Pier 1 To Top of Seawall 20 0% 109 09-Jul-25 A1220 A1670 🗕 🗖 Demo Ex Pier 1 To Top of Seawall 01-Aug-25 Demo Ex Pier 2 Wire Saw A1640 80 0% 85 09-Jul-25 15-Oct-25 A1600, A1620 A1650 Demo Ex Pier 2 Wire Saw A1650 Demo Ex Pier 3 Wire Saw 80 0% 85 15-Oct-25 22-Sep-26 A1640, A1630 A1710 Demo Ex Pier 3 Wire Saw A1670 0% A1820 Demo Ex Pier 4 Wire Saw 60 58 02-Oct-25 19-Aug-26 A1635, A2030 Demo Ex Pier 4 Wire Saw 783 0% 05-Dec-28 Substructur 31 04-Nov-24 A1700 Bent 5 Shafts 38 04-Nov-25 26-Jul-27 A1665 A1710 180 0% A1710 FRP Bent 5 Perched Footing (Float In) 20 0% 38 26-Jul-27 18-Aug-27 A1700, A1650 A1720, A1770 0% A1720 FRP Bent 5 Shaft Cap 30 31 18-Aug-27 29-Sep-27 A1710 A1730, A1780, J A1730 120 0% A1720 A1740, A1790 FRP Bent 5 Towers (2 ea) 31 30-Sep-27 21-Mar-28 A1740 Install Bent 5 Mechanical 60 0% 91 22-Mar-28 14-Jun-28 A1730 A1800 A1760 Bent 6 Shafts 180 0% 1 10-Aug-26 08-Oct-27 A2416 A1770, A2600 0% A1760, A1710 A1770 FRP Bent 6 Perched Footing (Float In) 20 19 09-Oct-27 06-Nov-27 A1780 A1780 30 0% 21 08-Nov-27 A1770, A1720 A1790, A1920 FRP Bent 6 Shaft Cap 21-Dec-27 08-Sep-28 A1790 120 0% 31 22-Mar-28 A1780, A1730 FRP Bent 6 Towers (2 ea) A1800 A1800 Install Bent 6 Mechanical 60 0% 31 11-Sep-28 05-Dec-28 A1790, A1740 A1870 A1860 FRP Lift Span Offsite 120 0% 171 29-Nov-27 16-May-28 A1840 A1870 A1870 Float In and Place Lift Spar 5 0% 31 06-Dec-28 12-Dec-28 A1860, A1800 A1880 A1880 0% A1890, A1900 Pour Lift Span (Incl Cure) 15 31 13-Dec-28 04-Jan-29 A1870, A1850, J A1890 FRP Sidewalk Lift Span 15 0% 31 05-Jan-29 25-Jan-29 A1880, A1851 A1900 TASK filter: All Activities Remaining Level of Effort Remaining Work • Milestone Page 2 of 4 Actual Work Critical Remaining Work VIII Summary

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EQRB Master 2A: EQRB NEPA Lift With East Arch

	Activity Name	Original Duration	mplete	Total	Start	Finish	Predecessors	Successors	2025					2026					202
41000	EDD Barrier Lift Span		00/	24	26 Jan 20	22 Eab 20	A1800 A1880	A1010	M A M J Jul		SONC	JFM	AM	JJul	ASO	ND	JF	MA	N J J
A1900	Lift Span Testing	20	0%	31	20-Jair-29	22-Feb-29	A1090, A1000	A 1910											
Ammach		994	0%	21	17-May-25	17-Apr-29	A1300, A1330	772420,772440,7											
Demolition		95	0%	510	17-May-25	01_Oct_25						5 Demolitio	n						
A2000	Demo Superstructure over L5 & L84	8	0%	146	17-May-25	08- Jun-25	A1010	A2010	Den		erstructure o	or 1.5 & 1.8/	4						
A2000	Demo Superstructure over RB Tracks	10	0%	356	09-lun-25	20-Jun-25	A2000	A2020 A1815		mo S	nerstructure	over RR Tra	rks		·				
A2020	Demo Substructure Bents 21 through 24	10	0%	571	23-Jun-25	07-Jul-25	A2010	A2080		Demo	Substructure	Bents 21 thr	ough 24						
A2030	Demo Remainder of East Approach	60	0%	222	09-Jul-25	01-Oct-25	A1220	A1670, A2080			Demo R	emainder of	EastAc	proach					
Substructure		463	0%	207	04-Sep-25	01-Jul-27				1					_	_		Ļ.	
A1815	Jet Grouting Bent 7	40	0%	305	04-Sep-25	29-Oct-25	A1630, A2010	A1820			Jet C	Frouting Bent	7						
A1820	Bent 7 Shafts	100	0%	102	19-Aug-26	13-Jan-27	A1670, A1815	A1825		1		+===;¥=+===	********		···;···;		Ber	nt 7 Shr	nafts
A1825	Bent 7 Shaft Cap	40	0%	102	13-Jan-27	10-Mar-27	A1820	A1830								- i 🖬	-	🗐 Ber	nt 7 Shaft (
A1830	FRP Bent 7 Columns & Cap	80	0%	102	10-Mar-27	01-Jul-27	A1825	A1920									Ģ	ř 📩	
A2080	Bent 8 Shafts	40	0%	510	02-Oct-25	26-Nov-25	A2030, A2020	A2120, A2090			► E	ent 8 Shafts							
A2090	FRP Bent 8 Columns & Cap	50	0%	510	01-Dec-25	10-Feb-26	A2080	A2130				FRF	? Beint 8	Columns	& Cap				
A2120	Bent 9 Shafts	40	0%	520	01-Dec-25	27-Jan-26	A2080	A2130		1	╶┊╴╎┟╾┢	Bent 9	9 Shafts				/	1	
A2130	FRP Bent 9 Columns & Cap	50	0%	510	11-Feb-26	21-Apr-26	A2120, A2090	A2160					FF	P Bent 9	Columns &	Cap			
Superstructure		759	0%	21	22-Apr-26	17-Apr-29							-			<u> </u>	÷	÷	
A1920	Set Arch Steel From Bent 6 to Bent 7 (East Arch)	120	0%	21	26-Oct-27	14-Apr-28	A1830, A1780,	A2580, A2590, A											
A1930	Form & Reinforce Deck From Bent 6 to Bent 7	100	0%	21	17-Apr-28	06-Sep-28	A1920	A1931											
A1931	Pour Deck From Bent 7 to Bent 6	100	0%	21	07-Sep-28	30-Jan-29	A1930, A2580, J	A1932											
A1932	FRP Sidewalk Span 6	20	0%	21	31-Jan-29	27-Feb-29	A1931	A1933											
A1933	FRP Parapets & Ped Barrier Span 6	15	0%	21	28-Feb-29	20-Mar-29	A1932	A2490											
A2160	Erect Girders Spans 8 to 9	50	0%	510	22-Apr-26	01-Jul-26	A2130	A2170					-	Ere	ect Girders {	Spans 8	to 9		
A2170	Form & Reinforce Deck Spans 8 to 9	60	0%	510	02-Jul-26	25-Sep-26	A2160	A2180							For	m & Rei	inforce	Deck S	Spans 8 to
A2180	Pour Deck Spans 8 to 9 (Incl Cure)	90	0%	510	28-Sep-26	04-Feb-27	A2170	A2190				+++					i i	our De	eck Spans
A2190	FRP Sidewalk Spans 8 to 9	20	0%	510	05-Feb-27	04-Mar-27	A2180	A2200										FRF	P Sidewalk
A2200	FRP Barrier Spans 8 to 9	30	0%	510	05-Mar-27	15-Apr-27	A2190	A2490											FRP Barr
A2490	Miscellaneous/Striping, etc	20	0%	21	21-Mar-29	17-Apr-29	A2200, A1933	A1030											
planade Ped Rar	nps	406	0%	1	09-Oct-27	16-May-29													
South		246	0%	161	09-Oct-27	27-Sep-28				1		1	[]]					[]]	
Substructure		122	0%	170	09-Oct-27	03-Apr-28													
A2600	Install Drilled Shafts	40	0%	1	09-Oct-27	09-Dec-27	A1760	A2610, A2620, A											
A2610	Install Abutment/Esplanade Tie-In	10	0%	240	09-Dec-27	23-Dec-27	A2600	A2640											
A2620	Install Pier Columns	20	0%	170	09-Dec-27	10-Jan-28	A2600	A2630											
A2630	Install Pier Caps	60	0%	170	10-Jan-28	03-Apr-28	A2620	A2640											
Superstructur	re	115	0%	161	17-Apr-28	27-Sep-28													
A2640	Erect Precast Girders	20	0%	161	17-Apr-28	12-May-28	A2630, A2610, J	A2650											
A2650	Form Reinforce Ramp Bridge Deck	60	0%	161	15-May-28	08-Aug-28	A2640	A2660											
A2660	Pour Ramp Bridge Deck	5	0%	161	09-Aug-28	15-Aug-28	A2650	A2670		ļ		<u> </u>	<u></u>					ļ.	
A2670	Install Fencing/Railing	20	0%	161	16-Aug-28	13-Sep-28	A2660	A2680											
A2680	Complete Tie-Ins/Install Joints	10	0%	161	14-Sep-28	27-Sep-28	A2670	A1030											
North		364	0%	1	10-Dec-27	16-May-29													
Substructure		249	0%	1	10-Dec-27	04-Dec-28													
A2690	Install Drilled Shafts	40	0%	1	10-Dec-27	09-Aug-28	A2600	A2710, A2700		Į		Į	ļļ	ļ				<u></u>	
A2700	Install Pier Columns	20	0%	1	09-Aug-28	07-Sep-28	A2690	A2720											
A2710	Install Abutment/Esplanade Tie-In	10	0%	71	09-Aug-28	23-Aug-28	A2690	A2730											
A2720	Install Pier Caps	60	0%	1	07-Sep-28	04-Dec-28	A2700	A2730											
Superstructur	re	115	0%	1	04-Dec-28	16-May-29													
A2730	Erect Precast Girders	20	0%	1	04-Dec-28	03-Jan-29	A2720, A2710	A2740		Į		Į	ļ	ļ				<u> </u>	
A2740	Form Reinforce Ramp Bridge Deck	60	0%	1	03-Jan-29	28-Mar-29	A2730	A2750											
10750	Pour Ramp Bridge Deck	5	0%	1	28-Mar-29	04-Apr-29	A2740	A2760											
A2750															1 N N N N N N N N N N N N N N N N N N N				





EARTHQUAKE READY		2A: EQF	RB NEPA Lift With East Arch	02-Jun-21 13:25
Activity ID Activity Name	Original % Total St	art Finish Predecessors Suc	cessors 2025 2026	2027 2028 2029
	Duration Complete Float		M A M J Jul A S O N D J F M A M J Jul A	S O N D J F M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A
Remaining Level of Effort Remaining Work Actual Work	♦ Milestone♥ Summary		Page 4 of 4	TASK filter: All Activities © Oracle Corporation

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	Activity Name	Planned Duration	Percent Complete	Total Floa	at Start	Finish	Predecessors	Successors	
	Pasculo Mith East Cable Stay	1129	. 0%		0 03-Mar-25	08-Aug-29			
	ascule with East Cable Stay	1120	0%		0 02 Mar 25	08 Aug 20			
General/Willeston		1129	0 %			00-Aug-29		44050 44000	
A1000	Notice To Proceed	0	0%		0 03-Mar-25			A1050, A1090	Notice To Proceed, 03-Mar-25
A1010	Close Bridge to Traffic	0	0%	1	7 12-Way-25	10. hm 20*	A1110	A1220, A1590, A1	Goşe Bridge to¦ Iraţtic, 12-lviay-25
A1030	Open New Bridge to Tranic Project Completion	7	0%		0 04-Jun-29	12-Jun-29"	A1990, A2480,	A1040	
		560	0%	20	0 2 03_Mar_25	13-May-27	A2430, A2430,		
rocurement		000	070	20.	2 00-1161-20	00 M 05	44000	A4000 A4070 A4	
A1050	Early Submittals	60	0%		0 03-Mar-25	23-May-25	A1000	A1060, A1070, A1	
A1000	Procure Work Bridge Superstructure	30	0%	2	0 27-11/1ay-25	22 Jul 25	A1050	A1100, A1100	
A1070	Procure Structural Steel (Moyable & East Cable Stay)	500	0%	12	2 27-May-25	13_May_27	A1050	A1170, A1190	
A1130	Progure West Girder Steel	220	0%	48	2 27-May-25	07-Apr-26	A1050	A1840	Procine West Girder Steel
onstruction		1129	0%		0 03-Mar-25	08-Aug-29	711000	711010	
A1090	Mobilize to Site	10	0%	1	7 03 Mar 25	14 Mar 25	A1000	A1100	Muhiliza ta Sita
A1100	Install Site Access/Erosion Control	01	0%	1	7 17_Mar_25	11_Apr_25	A1090	Δ1110 Δ1160 Δ11	
A1110	Railroad Crossing (East Side)	20	0%	1	7 14-Anr-25	09-May-25	A1100	A1190, A1010	H Railfoad Crossing (East Side)
A1120	River Dredging/Riprap Removal	40	0%		4 01-Jul-25	20-Aug-25	A1100	A1660 A2416	Biver Dredding/Rintrap Reimoval
Temporary Works		1039	0%		0 09-Jul-25	08-Aug-29		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Work Bridges		1039	0%		0 09-Jul-25	08-Aug-29			
A1160	Install West Work Bridge Pile to Pier 7	20	0%		0 09-Jul-25	01-Aug-25	A1100, A1060	A1170, A1180, A1((Install West Work Bridge Pile to Pier 7
A1170	Install West Work Bridge Superstructure to Pier 7	30	0%		0 25-Aug-25	07-Oct-25	A1160, A1070,	A1665	Install West Work Bridge Superstructure to Pier 7
A1180	Install East Work Bridge Pile to Pier 8	39	0%	1:	2 25-Aug-25	14-Oct-25	A1060, A1160, J	A1190, A2415	Install East Work Bridge Pile to Pier 8
A1190	Install East Work Bridge Superstructure To Pier 8	100	0%	10	2 14-Oct-25	09-Mar-26	A1180, A1070,	A2416	Tinstall East Work Bridge Superstructure To Pier 8
🔲 A1660	Install West Work Bridge Piling Around Pier 7	20	0%		0 01-Aug-25	25-Aug-25	A1620, A1600,	A1665, A2415, A1	nstall West Work Bridge Piling Around Pier 7
🔲 A1665	Install West Work Bridge Superstructure Around Pier 7	20	0%		0 07-Oct-25	04-Nov-25	A1660, A1170	A1700	Install West Work Bridge Superstructure Around Pier 7
🔲 A2415	Install East Work Bridge Piling Around Pier 8	20	0%	1	6 14-Oct-25	13-Jul-26	A1610, A1630,	A2416	Install East Work Bridge Piling Aro
🛑 A2416	Install East Work Bridge Superstructure Around Pier 8	20	0%	1.	4 13-Jul-26	10-Aug-26	A2415, A1190, J	A1760	Install East Work Bridge Super
A2420	Remove West Work Bridge Superstructure	30	0%	10	5 08-Jan-29	16-Feb-29	A1910	A2430	
🔲 A2430	Remove West Work Bridge Piling	20	0%	1	0 02-Jul-29	27-Jul-29	A2420	A1040	
🔲 A2440	Remove East Work Bridge Superstructure	40	0%	3	5 19-Mar-29	11-May-29	A1960	A2450	
a2450	Remove East Work Bridge Piling	30	0%		0 02-Jul-29	08-Aug-29	A2440	A1040	
New Bridge		1032	0%		0 12-May-25	01-Jun-29			
WestApproach		922	0%	11	0 12-May-25	28-Dec-28			
Demolition		40	0%	17:	2 12-May-25	08-Jul-25			08-Jul-25, Demokition
A1220	Demolish Existing Bridge	40	0%	17	2 12-May-25	08-Jul-25	A1010	A1635, A2030, A1	
Approach/Infill		125	0%	69	2 12-May-25	05-N0V-25	44040	40700	
A2780	Place Inili Vvalis PRIVI	40	0%	60	6 00 HH 25	08-Jul-25	A1010	A2790	
A2790	Demo Remainder of Evicting Span 1	10	0%	60	6 10 Jul 25	23 Jul 25	A2700	A2810	
A2810	Construct Abutment Walls	20	0%	65	7 04-Sen-25	01-Oct-25	A2800 A1230	A2820	
A2820	Backfill Abutment	10	0%	65	7 02-Oct-25	15-Oct-25	A2810	A2830 A1240	Backfill Abultment
A2830	FRP Approach Slab	10	0%	69	2 16-Oct-25	29-Oct-25	A2820	A2840	FRP Approach Slab
A2840	FRP Sidewalk	5	0%	69	2 30-Oct-25	05-Nov-25	A2830	A1350	Fill FRP Sidewalk
Substructure		195	0%	58	2 09-Jul-25	14-Apr-26			▼ 14-Apr-26, Substructure
🔲 A1230	Bent 1 Shafts	40	0%	17:	2 09-Jul-25	03-Sep-25	A1220	A1240, A1250, A2	Bent 1 Shafts
A1240	RFP Bent 1 Columns & Cap	50	0%	65	7 16-Oct-25	29-Dec-25	A1230, A2820	A1350	FFP ₿ent 1 Çolumns & Çap
A1250	Bent 2 Shafts	40	0%	17	2 04-Sep-25	29-Oct-25	A1220, A1230	A1260, A1270	Beint 2 Shafts
🔲 A1260	RFP Bent 2 Columns & Cap	50	0%	59	7 30-Oct-25	13-Jan-26	A1250	A1280	RFP Bent 2 Columns & Cap
🔲 A1270	Bent 3 Shafts	40	0%	17	2 30-Oct-25	29-Dec-25	A1250	A1280, A1671	Bent \$ Shafts
🔲 A1280	RFP Bent 3 Columns & Cap	50	0%	59	7 14-Jan-26	24-Mar-26	A1260, A1270	A1350	RFP Bent 3 Columns & Cap
🔲 A1671	Bent 4 Shafts	40	0%	17	2 30-Dec-25	24-Feb-26	A1050, A1270	A1672, A1820	Bent 4 Shafts
🔲 A1672	Excavate and Shore for Bent 4 Shaft Cap	15	0%	47	7 25-Feb-26	17-Mar-26	A1671	A1673	Excavate and Shore for Bent 4 Shaft Cap
	FRP Bent 4 Shaft Can	20	0%	47	7 18-Mar-26	14-Apr-26	A1672	A1840	FRP Bent 4 Shaft Cap



EARTHQUAKE		
READY		
BURNSIDE BRIDGE		
Activity Name	Planned	Percer

3A: EQRB NEPA Bascule With East Cable Stay

	BURNSIDE BRIDGE	<u> </u>																									
	Activity Name	Planned Duration	Percent Complete	Total Float	Start	Finish	Predecessors	Successors			202	5 	<u> </u>						2	2026							M
		702	0%	110	25-Mar-26	28-Dec-28					11		3						IVI J		AS			JI		A	IVI
A1350	Set Girders Spans 1 to 2	10	0%	597	25-Mar-26	07-Apr-26	A1280, A2840,	A1360									-	- -	¦ Set Giro	ders S	pans 1	to 2					
A1360	Form & Reinforce Spans 1 to 2	40	0%	597	08-Apr-26	03-Jun-26	A1350	A1370			++				<u>.</u>		;-C	₽.;		Form	& Reinf	force :	Spans	:1 to 2	2		
A1370	Pour Spans 1 to 2 (Incl Cure)	10	0%	597	04-lun-26	17-Jun-26	A1360	A1380	-												r Shans	1 to	2 (Inc	Cure		i i	
Δ1380	Pour Sidewalks Spans 1 to 2	15	0%	597	18-lun-26	09- Jul-26	A1370	A1390														- walk	re Sna	ine 1 tr	2		
Δ1390	Pour Barrier/Ped Rail Spans 1 to 2	15	0%	507	10-00120	30- Jul-26	A1380	A1910 A2480												╔╧╓╏	Pour	Ramie	vr/Þed	RailS	in ane	1 to	2
A1840	Fred Circlere from Bent 3 to Bent 5	40	0%	007	02 Mar 28	26 Apr 28	A1130 A1720	A1860 A1851	-												- purp	Janici			pans	102	7
A1851	Form & Painforce Deck Space 3 to 5	80	0%	0	27 Apr 28	18 Aug 28	A1840	A1855							÷							r			-+		
A1051	Pour Dock Spore 2 to 5	20	070	0	21-Apr-20	10-Aug-20	A1040	A1961	-																		
A1000	Pour Sidouniko Snore 2 to 5	20	070	0	10 Cap 20	16 Oct 20	A1051	A1800 A2480 A1	-													1					
A1001	Pour Sidewaiks Sparis 5 to 5	20	0%	110	17 Oct 20	20 Nov 29	A1000	A1090, A2400, A1																			
A10/1		20	070	110	20 Nov 29	29-1404-20	A1200 A1961	A1020	-																		
Biyor Snorro	Miscellar eous/Stripling, etc	1022	0%	110	10 Mov 25	20-Det-20	A1390, A1601,	A1030														<u></u>				<u></u>	
River Sparis		247	0%	001	12-May-25	01-Jul F29																22.6			adition		
	Chara Wash Counterry inter Ear On an Dama	347	0%	201	12-IVIAy-25	22-Sep-20	44040	44000														22-5	sep-zo), Den ¦		ť i	
A1590	Shore West Counterweight For Span Demo	20	0%	17	12-May-25	09-Jun-25	A1010	A1620		l r			estu	ounte	wei	gni i	or Sp	an De	emo								
A1595	Shore East Counterweight For Span Demo	20	0%	213	09-Jul-25	05-Aug-25	A1620	A1630					nore	East	cour	terw	eighti	⊢or S	pan;De	emo						1	
A1600		30	0%	27	12-May-25	23-Jun-25	A1010	A1610, A1640, A1				Jemo i	vvest	Inuse	s Dec	жă	Lower	rirus	5								
A1610	Demo East Truss Deck & Lower Truss	30	0%	233	24-Jun-25	05-Aug-25	A1600	A2415			Ŀ		emo	⊨ast	Iruse	s Dec	ж&L	.ower	iruss ¦								
A1620	Demo West Bascule Span	20	0%	17	10-Jun-25	08-Jul-25	A1590	A1595, A1640, A1			1	Dem	o We	st¦Ba	ișcule	Sp	an										
A1630	Demo East Bascule Span	20	0%	213	06-Aug-25	03-Sep-25	A1595	A1650, A2415, A1				+	De	mo E	ast E	asd	ule Sp	pain					÷.				
A1635	Demo Ex Pier 1 To Top of Seawall	20	0%	205	09-Jul-25	01-Aug-25	A1220	A1670					emo	Ex Pi	er 1	To To	p of S	Seaw	all								
A1640	Demo Ex Pier 2 Wire Saw	80	0%	46	09-Jul-25	15-Oct-25	A1600, A1620	A1650, A1701				-+		De	mo E	ΣP	er 2 V	Vire S	aw	44						Ļį.	
A1650	Demo Ex Pier 3 Wire Saw	80	0%	46	15-Oct-25	22-Sep-26	A1640, A1630	A1950, A1761						:	:		:	: :		: :	-	Dem	10¦Ex	Pier:3	Wire S	Saw	
A1670	Demo Ex Pier 4 Wire Saw	60	0%	155	02-Oct-25	19-Aug-26	A1635, A2030	A1920							;	: 1				: :	Den	no Ex	x Pier	4 Wire	3 Saw	↓	
Substructure		782	0%	35	15-Oct-25	13-Nov-28									1								-				l
A1700	Bent 5 Shafts	180	0%	0	04-Nov-25	26-Jul-27	A1665	A1710							i.		÷	1 1									4
A1701	Install Bent 5 Strut Support Shafts (Assume 4)	60	0%	120	15-Oct-25	22-Jul-26	A1640	A1702						;	÷			()			install F	3ent 5	5 Ştru	Supp	ort Sha	afts (/
A1702	FRP Bent 5 Strut	40	0%	216	22-Jul-26	17-Sep-26	A1701	A1710													-	FRP	Bent !	5 Strut			-
A1710	FRP Bent 5 Perched Footing (Build In Place)	40	0%	0	26-Jul-27	10-Sep-27	A1700, A1702	A1720, A1770																			
🔲 A1720	FRP Bent 5 Pier Walls	80	0%	0	10-Sep-27	05-Jan-28	A1710	A1730, A1780, A1																			
🔲 A1730	Install Bent 5 Mechanical	80	0%	10	06-Jan-28	26-Apr-28	A1720	A1740, A1790																			
A1740	Erect Bent 5 Bascule Backspan	20	0%	10	27-Apr-28	24-May-28	A1730	A1750, A1800			1				ļ											ļ	
🔲 A1750	FRP Bent 5 Counterweight	40	0%	10	25-May-28	21-Jul-28	A1740	A1810, A1860																			
👝 A1760	Bent 6 Shafts	180	0%	16	10-Aug-26	08-Oct-27	A2416	A1770, A2600													-	—	;	: :			
A1761	Install Bent 6 Strut Support Shafts (Assume 4)	60	0%	79	22-Sep-26	19-Dec-26	A1650	A1762														_	_	Instal	I Bent	6 St	.r
🔲 A1762	FRP Bent 6 Strut	40	0%	200	21-Dec-26	16-Feb-27	A1761	A1770																	[FRF	P Ber	n
🔲 A1770	FRP Bent 6 Perched Footing (Float In)	20	0%	34	09-Oct-27	06-Nov-27	A1760, A1710,	A1780							<u> </u>												
🔲 A1780	FRP Bent 6 Pier Walls	80	0%	35	06-Jan-28	26-Apr-28	A1770, A1720	A1790, A1920														. 1					
🔲 A1790	Install Bent 6 Mechanical	80	0%	35	27-Apr-28	18-Aug-28	A1780, A1730	A1800																			
🔲 A1800	Erect Bent 6 Bascule Backspan	20	0%	35	21-Aug-28	18-Sep-28	A1790, A1740	A1810														. 1					
🔲 A1810	FRP Bent 6 Counterweight	40	0%	35	19-Sep-28	13-Nov-28	A1800, A1750	A1940, A1950																		1	
Superstructure		220	0%	0	24-Jul-28	01-Jun-29									<u> </u>												_
🔲 A1860	FRP West Bascule Span Offsite	30	0%	10	24-Jul-28	01-Sep-28	A1750, A1840,	A1870												1		: İ				1	
🔲 A1870	Float In and Place West Bascule Span	5	0%	10	05-Sep-28	11-Sep-28	A1860	A1880																			
🔲 A1880	Pour West Bascule Closure (Incl Cure)	15	0%	10	12-Sep-28	02-Oct-28	A1870	A1890, A1900																			
🔲 A1890	FRP Sidewalk West Bascule	15	0%	0	17-Oct-28	06-Nov-28	A1880, A1861	A1900																			
🔲 A1900	FRP Barrier West Bascule	20	0%	0	07-Nov-28	06-Dec-28	A1890, A1880	A1910																		1	
🔲 A1910	West Bascule Testing	20	0%	0	07-Dec-28	05-Jan-29	A1900, A1390	A1940, A2420			T				1					TT				1			
🔲 A1940	FRP East Bascule Span Offsite	30	0%	0	08-Jan-29	16-Feb-29	A1910, A1810	A1950														: 1					
	Float In and Place East Bascule Span	5	0%	0	19-Feb-29	23-Feb-29	A1940, A1810,	A1960																			
🔲 A1950		15	0%	0	26-Feb-29	16-Mar-29	A1950	A1970, A2440, A1	1													: İ.				I İ	
A1950A1960	Pour East Bascule Closure (Incl Cure)					00 4 00	A1060	A1980	1 🗄	11 I	11		1.1							1 1					1 1	: I.	
A1950A1960A1970	Pour East Bascule Closure (Incl Cure) FRP Sidewalk East Bascule	15	0%	0	19-Mar-29	06-Apr-29	AI900			1: 1:		1			1	1			1	1 1			1		1 1	1 1	
 A1950 A1960 A1970 A1980 	Pour East Bascule Closure (Incl Cure) FRP Sidewalk East Bascule FRP Barrier East Bascule	15	0% 0%	0	19-Mar-29 09-Apr-29	06-Apr-29 04-May-29	A1900 A1970, A1960	A1990			-																
 A1950 A1960 A1970 A1980 A1990 	Pour East Bascule Closure (Incl Cure) FRP Sidewalk East Bascule FRP Barrier East Bascule East Bascule Testing	15 20 20	0% 0% 0%	0	19-Mar-29 09-Apr-29 07-May-29	06-Apr-29 04-May-29 01-Jun-29	A1970, A1960 A1980, A2200	A1990 A1030																			•••



	READY BURNSIDE BRIDGE									
	Activity Name	Planned Duration	Percent Complete	Total Flo	oat Start	Finish	Predecessors	Successors		AM
East Approach		927	0%	1(00 17-May-25	12-Jan-29				
Demolition		95	0%	7(02 17-May-25	01-Oct-25			▼ 01-Oct-25, Demolition	
🛑 A2000	Demo Superstructure over I-5 & I-84	8	0%	12	24 17-May-25	08-Jun-25	A1010	A2010	Demo Superstructure over I 5 & I-84	
a A2010	Demo Superstructure over RR Tracks	10	0%	30	03 09-Jun-25	20-Jun-25	A2000	A2020, A1815	Demo Superstructure over RR Tracks	:
A2020	Demo Substructure Bents 21 through 24	10	0%	76	63 23-Jun-25	07-Jul-25	A2010	A2120	Demo Substructure Bents 21 through 24	
a A2030	Demo Remainder of East Approach	60	0%	23	32 09-Jul-25	01-Oct-25	A1220	A1670, A2080, A1	Demo Remainder of East Approach	
Substructure		360	0%	50	02 02-Oct-25	04-Mar-27				4-Mar-
🔲 A1815	Jet Grouting Bent 7	40	0%	23	32 02-Oct-25	26-Nov-25	A1630, A2010,	A1820	→; Jet Grbuting Bent:7	
🔲 A1820	Bent 7 Shafts	60	0%	17	72 25-Feb-26	19-May-26	A1815, A1671	A1825	Bept 7 Shafts	
🔲 A1825	Excavate and Shore for Bent 7 Shaft Cap	30	0%	17	72 20-May-26	01-Jul-26	A1820	A1830	Excavate and Shore for Bent 7 S	shaft Cr
🔲 A1830	FRP Bent 7 Shaft Cap	30	0%	17	72 02-Jul-26	13-Aug-26	A1825	A1920, A2040	FRP Bent 7, Shaft Cap	
🔲 A2040	FRP Bent 7 Tower	140	0%	17	72 14-Aug-26	04-Mar-27	A1830	A1920		RP Be
🔲 A2080	Bent 8 Shafts	40	0%	65	52 02-Oct-25	26-Nov-25	A2030	A2120, A2090	Bent 8 Shafts	
A2090	FRP Bent 8 Columns & Cap	50	0%	65	52 01-Dec-25	10-Feb-26	A2080	A2130	FRP Bent 8 Columns & Cap	
🔲 A2120	Bent 9 Shafts	40	0%	66	62 01-Dec-25	27-Jan-26	A2080, A2020	A2130	Bent 9 Shafts	.
🔲 A2130	FRP Bent 9 Columns & Cap	50	0%	65	52 11-Feb-26	21-Apr-26	A2120, A2090	A2150, A2140	FRP Bent 9 Columns & Cap	
🛑 A2140	Excavate & Shoring Bent 9	30	0%	65	52 22-Apr-26	03-Jun-26	A2130	A2150	Excavate & Shoring Bent 9	
🛑 A2150	FRP Bent 9	40	0%	65	52 04-Jun-26	30-Jul-26	A2130, A2140	A2160	FRP Bent 9	
Superstructure		622	0%	1(00 31-Jul-26	12-Jan-29				
🔲 A1920	Set Steel/Cables/Precast Slabs From Bent 6 to Bent 8 (East Ca	260	0%	10	00 16-Jun-27	22-Jun-28	A1830, A2040,	A2640, A1931		
🔲 A1931	Pour Overlay From Bent 8 to Bent 6	60	0%	10	00 23-Jun-28	18-Sep-28	A1920	A2490, A1932		
🔲 A1932	Pour Sidewalks Spans 3 to 5	20	0%	10	00 19-Sep-28	16-Oct-28	A1931	A1933		
🔲 A1933	Pour Overlay Spans 3 to 5	40	0%	10	00 17-Oct-28	13-Dec-28	A1932	A2490		j
🔲 A2160	Erect Girders Span 9	5	0%	65	52 31-Jul-26	06-Aug-26	A2150	A2170	└ ─ □ ∉rect Girders Span 9	
🔲 A2170	Form & Reinforce Deck Span 9	20	0%	65	52 07-Aug-26	03-Sep-26	A2160	A2180	Form & Reinforce Deck S	3pah 9
🔲 A2180	Pour Deck Span 9 (Incl Cure)	5	0%	65	52 04-Sep-26	11-Sep-26	A2170	A2190	Pour Deck \$pan 9 (Incl	Cure)
🛑 A2190	FRP Sidewalk Span 9	10	0%	65	52 14-Sep-26	25-Sep-26	A2180	A2200	FRP Sidewalk Span 9	1
🔲 A2200	FRP Barrier Span 9	10	0%	65	52 28-Sep-26	09-Oct-26	A2190	A1990, A2490	FRP Batrier Span 9	
🔲 A2490	Miscellaneous/Striping, etc	20	0%	10	00 14-Dec-28	12-Jan-29	A2200, A1931,	A1030		
Esplanade Ped Ram	nps	406	0%		13 09-Oct-27	16-May-29				
E South		294	0%	12	25 09-Oct-27	06-Dec-28				.
Substructure		122	0%	16	62 09-Oct-27	03-Apr-28				
🚍 A2600	Install Drilled Shafts	40	0%		16 09-Oct-27	09-Dec-27	A1760	A2610, A2620, A2		
📄 A2610	Install Abutment/Esplanade Tie-In	10	0%	23	32 09-Dec-27	23-Dec-27	A2600	A2640		
A2620	Install Pier Columns	20	0%	16	62 09-Dec-27	10-Jan-28	A2600	A2630		
🔲 A2630	Install Pier Caps	60	0%	16	62 10-Jan-28	03-Apr-28	A2620	A2640		i İ
Length Superstructure	9	115	0%	12	25 23-Jun-28	06-Dec-28				
A2640	Erect Precast Girders	20	0%	1(05 23-Jun-28	21-Jul-28	A2630, A2610,	A2650, A2730		
A2650	Form Reinforce Ramp Bridge Deck	60	0%	12	25 24-Jul-28	16-Oct-28	A2640	A2660		
A2660	Pour Ramp Bridge Deck	5	0%	12	25 17-Oct-28	23-Oct-28	A2650	A2670		
A2670	Install Fencing/Railing	20	0%	12	25 24-Oct-28	20-Nov-28	A2660	A2680		
📄 A2680	Complete Tie-Ins/Install Joints	10	0%	12	25 21-Nov-28	06-Dec-28	A2670	A1030		
North		364	0%		13 10-Dec-27	16-May-29				
Substructure		249	0%		13 10-Dec-27	04-Dec-28				
A2690	Install Drilled Shafts	40	0%		16 10-Dec-27	09-Aug-28	A2600	A2710, A2700		; }
A2700	Install Pier Columns	20	0%		13 09-Aug-28	07-Sep-28	A2690	A2720		
A2710	Install Abutment/Esplanade Tie-In	10	0%	8	83 09-Aug-28	23-Aug-28	A2690	A2730		
🖨 A2720	Install Pier Caps	60	0%		13 07-Sep-28	04-Dec-28	A2700	A2730		
Superstructure	9	115	0%		13 04-Dec-28	16-May-29				
A2730	Erect Precast Girders	20	0%		13 04-Dec-28	03-Jan-29	A2720, A2710,	A2740		
A2740	Form Reinforce Ramp Bridge Deck	60	0%		13 03-Jan-29	28-Mar-29	A2730	A2750		
A2750	Pour Ramp Bridge Deck	5	0%		13 28-Mar-29	04-Apr-29	A2740	A2760		
A2760	Install Fencing/Railing	20	0%		13 04-Apr-29	02-May-29	A2750	A2770		
A2770	Complete Tie-Ins/Install Joints	10	0%		13 02-May-29	16-May-29	A2760	A1030		. 1





EQRB Master 4A: EQRB NEPA Lift With East Cable Stay

A: EQRB NEPA Lift Wi General/Milestones A1000 Notic A1010 Clos A1030 Ope A1030 Ope A1040 Projot Procurement A1050 Early A1060 Proce A1070 Proce A1080 Proce A1130 Proce A1100 Insta A1100 Railr A1100 Railr A1100 Insta A1110 Railr A1110 Insta A1110 Insta A1160 Insta A1160 Insta A1160 Insta A1160 Insta A1180 Insta A1180 Insta A1180 Insta A1180 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta<	/ith East Cable Stay tice To Proceed use Bridge to Traffic en New Bridge to Traffic opject Completion rly Submittals occure Work Bridge Piling occure Work Bridge Superstructure occure Work Bridge Superstructure occure Work Bridge Superstructure bilize to Site tall Site Access/Erosion Control itroad Crossing (East Side) er Dredging/Riprap Removal tall West Work Bridge Pile to Pier 7 tall West Work Bridge Pile to Pier 8	 1129 1129 1129 1129 00 07 00 560 60 300 40 500 380 1129 100 200 400 1039 200 300 	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 03-Mar-25 0 03-Mar-25 1 03-Mar-25 18 12-May-26 1 22-Jun-29 0 03-Mar-25 1 03-Mar-25 1 03-Mar-25 1 03-Mar-25 27 27-May-26 217 27-May-25 217 27-May-26 218 03-Mar-25 18 03-Mar-25 18 14-Apr-25 18 14-Apr-25 18 14-Apr-25 19 0-Jul-25 0 09-Jul-25 0 09-Jul-25	08-Aug-29 08-Aug-29 08-Aug-29 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 08-Aug-29* 13-May-27 22-Jul-25 13-May-27 20-Nov-26 08-Aug-29 14-Mar-25 11-Apr-25 09-May-25 20-Aug-25 20-Aug-25	A 1110 A 2480, A2490, , A 2430, A2450, , A 2430, A2450, , A 1050 A 1050 A 1050 A 1050 A 1050 A 1050 A 1050 A 1000 A 1000 A 1100 A 1100	A1050, A1090 A1220, A1590, A A1040 A1040 A1060, A1070, A A1160, A1180 A1170, A1190 A1860, A1920 A1840 A1100 A1110, A1160, A A1100 A1110, A1160, A	Notice To Proceed	rraffic	Piling	re		Procure West	▼ 13- Girder Stee
General/Milestones A1000 Notic A1010 Clos A1030 Ope A1040 Proje Procurement A1050 Early A1060 Proc A1070 Proc A1080 Proc A1130 Proc A1090 Mob A1100 Insta A1110 Rain A1120 Rive Uork Bridges Insta A1160 Insta A1160 Insta A1160 Insta A1160 Insta A1160 Insta A1180 Insta A1190 Insta A1180 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta A1190 Insta	tice To Proceed Ise Bridge to Traffic en New Bridge to Traffic ject Completion rly Submittals scure Work Bridge Piling scure Work Bridge Superstructure scure Structural Steel (Movable & East Cable Stay) scure West Girder Steel bilize to Site tall Site Access/Erosion Control ilroad Crossing (East Side) er Dredging/Riprap Removal tall West Work Bridge Pile to Pier 7 tall West Work Bridge Pile to Pier 8 Iso Pier 8	1129 0 0 7 0 560 60 30 40 500 380 1129 10 20 40 1039 1039 200 300 301	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0 03-Mar-25 1 03-Mar-25 1 12-May-26 1 22-Jun-29 0 0 137 03-Mar-25 1 03-Mar-25 1 03-Mar-25 1 03-Mar-25 1 03-Mar-25 137 27-May-26 137 27-May-25 137 27-May-25 137 27-May-25 137 27-May-25 138 13-Mar-25 18 13-Mar-25 18 14-Apr-25 18 14-Apr-25 18 14-Apr-25 18 14-Apr-25 19 0-Ju-25 0 09-Ju-25 0 09-Ju-25	08-Aug-29 02-Jul-29* 08-Aug-29* 13-May-27 23-May-25 08-Jul-25 22-Jul-25 13-May-27 20-Nov-26 08-Aug-29 14-Mar-25 11-Apr-25 09-May-25 20-Aug-25 08-Aug-29	A1110 A2480, A2490, , A2430, A2450, , A2430, A2450, , A1000 A1050 A1050 A1050 A1050 A1050 A1050 A1090 A1100 A1100	 A1050, A1090 A1220, A1590, A A1040 A1060, A1070, A A1160, A1180 A1160, A1180 A1170, A1190 A1860, A1920 A1840 A1100 A1110, A1160, A A1190, A1010 	Notice To: Proceed Close Bridge to: Close Bridge to: Early Submittel Procure Procure Machilize to Site The Install Site Access/En Kalifoad/Crossing	fraffic <u>s</u> Vork Bridge F Work Bridge osion Contol	Piling 9 Superstructur	re		Procure West	- 13- Girder Stee
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A1190 Insta		39	0%	12 25-Aug-25	14-Oct-25	A1060, A1160, /	A1190, A2415		Install Eas	st Work Bridge	e Pile to Pier 8			
A1660 Insta	tall East Work Bridge Superstructure To Pier 8	100	0%	116 14-Oct-25	09-Mar-26	A1180, A1070, /	A2416			■ Instal	ll East Work Br	idge Superstr	ucture To Pier	8
A1000 IIIsid	tall West Work Bridge Piling Around Pier 7	20	0%	1 01-Aug-25	25-Aug-25	A1620, A1600, J	A1665, A2415, A	- 🖬 🐂 st	all West Wor	rk Bridge Piling	g Around Pier 7			
A1665 Insta	tall West Work Bridge Superstructure Around Pier 7	20	0%	1 07-Oct-25	04-Nov-25	A1660, A1170	A1700		📕 Install V	Nest Work Bri	dge Superstruc	ture Around P	ier7	
A2415 Insta	tall East Work Bridge Piling Around Pier 8	20	0%	33 14-Oct-25	13-Jul-26	A1610, A1630, J	A2416				Inst	all East Work	Bridge Piling	Around Pie
A2416 Insta	tall East Work Bridge Superstructure Around Pier 8	20	0%	28 13-Jul-26	10-Aug-26	A2415, A1190, /	A1760				┆┕╤━━	Install East W	ork Bridge Su	uperstructur
A2420 Rem	move West Work Bridge Superstructure	30	0%	51 23-Mar-29	03-May-29	A1910	A2430							
A2430 Rem	move West Work Bridge Piling	20	0%	10 02-Jul-29	27-Jul-29	A2420	A1040							
A2440 Rem	move East Work Bridge Superstructure	40	0%	31 23-Mar-29	17-May-29	A1910	A2450							
A2450 Rem	move East Work Bridge Piling	30	0%	0 02-Jul-29	08-Aug-29	A2440	A1040							
New Bridge		1046	0%	1 12-May-25	21-Jun-29									
West Approach		816	0%	231 12-May-25	27-Jul-28									++++
Demolition		40	0%	187 12-May-25	08-Jul-25			08-Jul-25,	Demolition					
A1220 Dem	molish Existing Bridge	40	0%	187 12-May-25	08-Jul-25	A1010	A1635, A2030, A	Demolish	Existing Bride	ge				
Approach/Infill		125	0%	777 12-May-25	05-Nov-25				💙 05-Nov	/-25, Approac	h/Infill			
A2780 Plac	ice Infill Walls PRM	40	0%	771 12-May-25	08-Jul-25	A1010	A2790	Place Infil	Walls PRM					
A2790 Dem	mo Girders/Sidewalk & Shore In Front of PRM	1	0%	771 09-Jul-25	09-Jul-25	A2780	A2800	🗕 🛃 Demo Gir	ders/Sidewal	lk & Shore In	Front of PRM			
A2800 Dem	mo Remainder of Existing Span 1	10	0%	771 10-Jul-25	23-Jul-25	A2790	A2810	🗕 🕨 Demo F	emainder of	Existing Span	h1			
A2810 Cons	nstruct Abutment Walls	20	0%	742 04-Sep-25	01-Oct-25	A2800, A1230	A2820		Construct At	butment Walls	5			
A2820 Back	ckfill Abutment	10	0%	742 02-Oct-25	15-Oct-25	A2810	A2830, A1240		Backfill Ab	putment				
A2830 FRP	P Approach Slab	10	0%	777 16-Oct-25	29-Oct-25	A2820	A2840]	🔲 🕞 FRP App	proach Slab				
A2840 FRP	P Sidewalk	5	0%	777 30-Oct-25	05-Nov-25	A2830	A1350		📕 FRP Si	idewalk				
Substructure		195	0%	667 09-Jul-25	14-Apr-26						14-Apr-26, Sub	structure		
A1230 Bent	nt 1 Shafts	40	0%	187 09-Jul-25	03-Sep-25	A1220	A1240, A1250, A	 	nt 1 Shafts					
A1240 RFP	P Bent 1 Columns & Cap	50	0%	742 16-Oct-25	29-Dec-25	A1230, A2820	A1350			RFP Bent 1 C	olumns & Cap			
A1250 Bent	nt 2 Shafts	40	0%	187 04-Sep-25	29-Oct-25	A1220, A1230	A1260, A1270	┨┊║┊┆║┊└ ┝ ━	Bent 2 S	Shafts				
A1260 RFP	P Bent 2 Columns & Cap	50	0%	682 30-Oct-25	13-Jan-26	A1250	A1280			RFP Bent 2	Columns & Ca	p		
A1270 Bent	nt 3 Shafts	40	0%	187 30-Oct-25	29-Dec-25	A1250	A1280, A1671	│		Bent 3 Shafts				
A1280 RFP	P Bent 3 Columns & Cap	50	0%	682 14-Jan-26	24-Mar-26	A1260, A1270	A1350		∣∶ ┌┖⊷เ	RFI	P Bent 3 Colun	nns & Cap		
A1671 Bent	nt 4 Shafts	40	0%	187 30-Dec-25	24-Feb-26	A1050, A1270	A1672, A1820			Bent 4	Shafts			
A1672 Exca	cavate and Shore for Bent 4 Shaft Cap	15	0%	372 25-Feb-26	17-Mar-26	A1671	A1673			Exc	avate and Shoi	re for Bent 4	Shaft Cap	





EQRB Master 4A: EQRB NEPA Lift With East Cable Stay

		Duration Comple	e Float			540000013	
A1673	FRP Bent 4 Shaft Cap	20 0	% 372 18	-Mar-26 14-	Apr-26 A1672	A1840	FRP Bent 4 Shaft Cap
Superstructure		596 0	% 231 25	-Mar-26 27-	Jul-28		
A1350	Set Girders Spans 1 to 2	10 0	% 682 25	-Mar-26 07-	Apr-26 A1280, A2840, J	A1360	Set Girders Spans 1 to 2
A1360	Form & Reinforce Spans 1 to 2	40 0	682 08	-Apr-26 03-	Jun-26 A1350	A1370	Form & Reinforce Spans 1 to 2
A1370	Pour Spans 1 to 2 (Incl Cure)	10 0	682 04	-Jun-26 17-	Jun-26 A1360	A1380	Pour Spans 1 to 2 (Incl Cure)
A1380	Pour Sidewalks Spans 1 to 2	15 0	% 682 18	-Jun-26 09-	Jul-26 A1370	A1390	Pour Sidewalks Spans 1 to 2
A1390	Pour Barrier/Ped Rail Spans 1 to 2	15 0	% 682 10	-Jul-26 30-	Jul-26 A1380	A1910, A2480	Pour Barrier/Ped Rail Spans 1 t
A1840	Erect Girders from Bent 3 to Bent 5	40 0	% 1 30	-Sep-27 24-	Nov-27 A1130, A1720, J	A1860, A1851, A	
A1851	Form & Reinforce Deck Spans 3 to 5	80 0	% 216 29	I-Nov-27 21-	Mar-28 A1840	A1880, A1890, A	
A1861	Pour Deck Spans 3 to 5	20 0	% 231 22	-Mar-28 18-	Apr-28 A1851	A1862	
A1862	Pour Sidewalks Spans 3 to 5	20 0	% 231 19	-Apr-28 16-	May-28 A1861	A1871	
A1871	Pour Barrier/Ped Rail Spans 3 to 5	30 0	% 231 17	'-May-28 28-	Jun-28 A1862	A2480	
A2480	Miscellaneous/Striping, etc	20 0	% 231 29	-Jun-28 27-	Jul-28 A1390, A1851, J	A1030	
River Spans		981 0	% 31 12	-May-25 22-	Mar-29		
Demolition		347 0	% 281 12	-May-25 22-	Sep-26		▼ 22-Sep-26, Demolition
A1590	Shore West Counterweight For Span Demo	20 0	% 18 12	-May-25 09-	Jun-25 A1010	A1620	Shore West Counterweight For Span Demo
A1595	Shore East Counterweight For Span Demo	20 0	% 227 09	-Jul-25 05-	Aug-25 A1620	A1630	Shore East Counterweight For Span Demo
A1600	Demo West Truss Deck & Lower Truss	30 0	% 28 12	-May-25 23-	Jun-25 A1010	A1610, A1640, A	Demo West Truss Deck & Lower Truss
A1610	Demo East Truss Deck & Lower Truss	30 0	% 247 24	-Jun-25 05-	Aug-25 A1600	A2415	Demp East Truss Deck & Lower Truss
A1620	Demo West Bascule Span	20 0	% 18 10	-Jun-25 08-	Jul-25 A1590	A1595, A1640, A	Demo West Bascule Span
A1630	Demo East Bascule Span	20 0	% 227 06	-Aug-25 03-	Sep-25 A1595	A1650, A2415, A	Demo East Basque Span
A1635	Demo Ex Pier 1 To Top of Seawall	20 0	% 205 09	- Jul-25 01-	Aug-25 A1220	A1670	➡
A1640	Demo Ex Pier 2 Wire Saw	80 0	% 125 09	-Jul-25 15-	Oct-25 A1600, A1620	A1650	Demo Ex Pier 2 Wire Saw
A1650	Demo Ex Pier 3 Wire Saw	80 0	% 125 15	-Oct-25 22-	Sep-26 A1640, A1630	A1770	Demo:Ex Pier:3 Wire Sa
A1670	Demo Ex Pier 4 Wire Saw	60 0	% 155 02	-Oct-25 19-	Aug-26 A1635. A2030	A1920	► Demo Ex Pier 4 Wire Saw
Substructure		783 0	% 31 04	-Nov-25 05-	Dec-28		
A1700	Bent 5 Shafts	180 0	% 1 04	-Nov-25 26-	Jul-27 A1665	A1710	┓┊║┊║┊┊║┊ <mark>┝_╘┉┿╍┝┥┟┊╴┊╶┊╽</mark> ┾ ┊┊╺┊╸┊╸┊
A1710	FRP Bent 5 Perched Footing (Float In)	20 0	% 1 26	i-Jul-27 18-	Aug-27 A1700	A1720, A1770	
A1720	FRP Bent 5 Shaft Cap	30 0	% 1 18	-Aug-27 29-	Sep-27 A1710	A1730, A1780, A	
A1730	FRP Bent 5 Towers (2 ea)	120 0	% 31 30	-Sep-27 21-	Mar-28 A1720	A1740, A1790	
A1740	Install Bent 5 Mechanical	60 0	% 91 22	-Mar-28 14-	Jun-28 A1730	A1800	
A1760	Bent 6 Shafts	180 0	% 34 10	-Aug-26 08-	Oct-27 A2416	A1770, A2600	┨┊╠┊╠┇┇╢┇┇┇┇┇┇┇┇┇┇┇ <mark>┟_┿┍╧╧╧╧╧╧╧╧╧</mark> ╧
A1770	FRP Bent 6 Perched Footing (Float In)	20 0	% 34 09	-Oct-27 06-	Nov-27 A1760, A1710.	A1780	
A1780	FRP Bent 6 Shaft Cap	30 0	% 94 08	-Nov-27 21-	Dec-27 A1770. A1720	A1790, A1920	╂╴┇╴╠╴╶┆╴╢╷╴╴╕┨╴╬╴╴╎╴╴╬╴╴╢╴╎╴╎╴╎╴╵╎╴╎╴╵╵╴╵╴╵╴╵╴╵╴╵╴╵
A1790	FRP Bent 6 Towers (2 ea)	120 0	% 31 22	-Mar-28 08-	Sep-28 A1780. A1730	A1800	
A1800	Install Bent 6 Mechanical	60 0	% 31 11	-Sep-28 05-	Dec-28 A1790 A1740	A1870	
Superstructure	· · · · · · · · · · · · · · · · · · ·	.335 0	% 31 29	-Nov-27 22-	Mar-29		
A1860	FRP Lift Span Offsite	30 0	% 261 20	-Nov-27 11_	Jan-28 A1840 A1080	A1870	
A1870	Float In and Place Lift Span	5 0	% <u>31</u> 06	-Dec-28 12-	Dec-28 A1860 A1800	A1880	┨╴┊╴╠╴╴┊┨┊╴╴┊╴┊┠╶┊╴╴┊╴╴┊╴╴┇╴╴┇╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊╴╴┊
A1880	Pour Lift Span (Incl Cure)	15 0	% 31 13	-Dec-28 04-	Jan-29 A1870. A1851	A1890, A1900	
	FRP Sidewalk Lift Span	15 0	% 31 05	Jan-29 25-	Jan-29 A1880 A1851	A1900	
A1890		10 0	% <u>31</u> 26	-lan-29 22-	Feb-29 A1890 A1880	A1910	
A1890	FRP Barrier Lift Span	20 0		22-			
A1890 A1900 A1910	FRP Barrier Lift Span	20 0	% <u>31</u> 23	-Feb-29 22-	Mar-29 A1900 A1390	A747() A744() A	
A1890 A1900 A1910 East Ammach	FRP Barrier Lift Span Lift Span Testing	20 0 20 0	% 31 23	-Feb-29 22-	Mar-29 A1900, A1390	A2420, A2440, A	
A1890 A1900 A1910 East Approach	FRP Barrier Lift Span Lift Span Testing	20 0 20 0 1041 0 95 0	% 31 23 % 31 1 17 % 717 1 1	-Feb-29 22- -May-25 21-	Mar-29 A1900, A1390 Jun-29 Oct-25	A2420, A2440, A	01.0d-25 Demolition
A1890 A1900 A1910 East Approach Demolition	FRP Barrier Lift Span Lift Span Testing	20 00 20 00 1041 00 95 00	% 31 23 % 1 17 % 717 17 % 130 130	-Feb-29 22- -May-25 21- -May-25 01- -May-25 02	Mar-29 A1900, A1390 Jun-29 Oct-25 A1010	A2420, A2440, A	01-Oct-25, Demolition
A1890 A1900 A1910 East Approach Demolition A2000	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over PD Tracks	20 00 20 00 1041 00 95 00 8 00	31 23 % 31 23 % 1 17 % 717 17 % 130 17 % 218 0	-Feb-29 22- -May-25 21- -May-25 01- -May-25 08- 0.1 m 25 20	Mar-29 A1900, A1390 Jun-29 Oct-25 Oct-25 A1010 Jun-25 A1010	A2420, A2440, A A2010 A2020, A1915	01-Oct-25, Demolition Demo Superstructure over I-5 & I-84
A1890 A1900 A1910 East Approach Demolition A2000 A2010	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RT Tracks Demo Suberstructure Dearts 24 through 24	20 00 20 00 1041 00 95 00 8 00 10 00	% 31 23 % 31 23 % 1 17 % 717 17 % 130 17 % 318 05 % 770 270	-Feb-29 22- -May-25 21- -May-25 01- -May-25 08- -Jun-25 20-	Mar-29 A1900, A1390 Jun-29 Oct-25 Jun-25 A1010 Jun-25 A2000	A2420, A2440, A A2010 A2020, A1815 A2120	01-Oct-25, Demolition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks
A1890 A1900 A1910 East Approach Demolition A2000 A2010 A2020 A2020	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Assess	20 00 20 00 1041 00 95 00 8 00 10 00 10 00	% 31 2 % 31 2 % 1 17 % 717 17 % 130 17 % 318 05 % 778 23	Feb-29 22- -May-25 21- -May-25 01- -May-25 08- I-Jun-25 20- I-Jun-25 07- I-Jun-25 07-	Mar-29 A1900, A1390 Jun-29 Oct-25 A1010 Jun-25 A2000 Jun-25 A2010 Oct 25 A1020	A2420, A2440, A A2010 A2020, A1815 A2120	01-Oct-25, Demolition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24
A1890 A1900 A1910 East Approach Demolition A2000 A2010 A2020 A2030	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach	20 00 20 00 1041 00 95 00 8 00 10 00 10 00 60 00	31 23 31 23 31 23 31 17 31 17 31 130 318 05 3778 23 30 778 23 30 547 05	Feb-29 22- -Way-25 21- -Way-25 01- -May-25 08- -Jun-25 20- -Jun-25 07- -Jun-25 07- -Jun-25 07-	Mar-29 A1900, A1390 Jur-29 Oct-25 Jur-25 A1010 Jur-25 A2000 Jul-25 A2010 Oct-25 A1220	A2420, A2440, A A2010 A2020, A1815 A2120 A1670, A2080, A	01-Oct-25, Demolition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach
A1890 A1900 A1910 East Approach Demolition A2000 A2010 A2010 A2020 A2030 Substructure	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach	20 00 20 00 1041 00 95 00 8 00 10 00 10 00 60 00 360 00	% 31 2: % 31 2: % 1 17 % 717 17 % 130 17 % 318 05 % 778 2: % 247 05 % 517 02	Feb-29 22- -Way-25 21- -Way-25 01- -May-25 08- -Jun-25 07- -Jul-25 01- -Jul-25 01- -Jul-25 07- -Jul-25 07-	Mar-29 A1900, A1390 Jun-29 Oct-25 A1010 Jun-25 A2000 Jul-25 A2010 Oct-25 A1220 Mar-27 A1220	A2420, A2440, A A2010 A2020, A1815 A2120 A1670, A2080, A	01-Oct-25, Demoliition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach
A1890 A1900 A1910 East Approach Demolition A2000 A2010 A2010 A2020 A2030 Substructure A1815 A2020	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach Jet Grouting Bent 7 Bart 7 Shofte	20 0 20 0 1041 0 95 0 8 0 10 0 60 0 360 0 40 0	31 21 % 31 23 % 1 17 % 717 17 % 130 17 % 318 05 % 247 05 % 517 02 % 247 02 % 247 02 % 247 02	Feb-29 22- -Way-25 21- -Way-25 01- -May-25 08- -Jun-25 07- -Jul-25 01- -Oct-25 04- -Oct-25 26-	Mar-29 A1900, A1390 Jun-29 Oct-25 Jun-25 A1010 Jun-25 A2000 Jul-25 A2010 Oct-25 A1220 Mar-27 Nov-25 A1630, A2010, Jun-25	A2420, A2440, A A2010 A2020, A1815 A2120 A1670, A2080, A A1820 A1820 A1825	01-Oct-25, Demoliition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach United States of East Approach Other States of East Approach Other States of East Approach
A1890 A1900 A1910 East Approach Demolition A2000 A2010 A2010 A2020 A2030 Substructure A1815 A1820 A2025	FRP Barrier Lift Span Lift Span Testing Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach Jet Grouting Bent 7 Bent 7 Shafts Exercise and Chara for Device Control of the provide Control of the provide Control of the provide Control of Control of the provide Control of Control o	20 0 20 0 1041 0 95 0 8 0 10 0 10 0 60 0 360 0 40 0 60 0	31 21 % 31 22 % 1 17 % 717 17 % 130 17 % 130 17 % 318 05 % 247 05 % 247 02 % 247 02 % 247 02 % 247 02 % 247 02 % 247 02 % 247 02 % 247 02	Feb-29 22- -May-25 21- -May-25 01- -May-25 08- -Jun-25 07- -Jul-25 01- -Oct-25 04- -Oct-25 26- -Feb-26 19-	Mar-29 A1900, A1390 Jun-29 Oct-25 A1010 Jun-25 A2000 Jul-25 A2010 Oct-25 A1220 Mar-27 A1630, A2010, J May-26 A1815, A1671	A2420, A2440, A A2010 A2020, A1815 A2120 A1670, A2080, A A1820 A1825 A4820	01-Oct-25, Demoliition Demo Superstructure over I-5 & I-84 Demo Superstructure over RR Tracks Demo Substructure Bents 21 through 24 Demo Remainder of East Approach User Consultation Demo Remainder of East Approach Demo Substructure Bents 7 Shafts





EQRB Master 4A: EQRB NEPA Lift With East Cable Stay

Activity ID Activity Name Original % Duration Complete Total Start inish edecessors Successors 2025 2026 2027 Float M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A S O N D J F M A M J Jul A A1830 FRP Bent 7 Shaft Cap 0% 187 02-Jul-26 A1920, A2040 FRP Bent 7; Shaft Cap 30 13-Aug-26 A1825 A2040 187 14-Aug-26 A1920 FRP Bent 7 Tower FRP Bent 7 Tower 140 0% 04-Mar-27 A1830 A2080 667 02-Oct-25 A2120, A2090 Bent 8 Shafts 40 0% 26-Nov-25 A2030 Bent 8 Shafts A2090 10-Feb-26 A2080 A2130 FRP Bent 8 Columns & Cap FRP Bent 8 Columns & Cap 50 0% 667 01-Dec-25 Bent 9 Shafts A2120 Bent 9 Shafts 40 0% 677 01-Dec-25 27-Jan-26 A2080, A2020 A2130 🔲 : FRP Bent 9 Columns & Cap A2130 FRP Bent 9 Columns & Cap 50 0% 667 11-Feb-26 21-Apr-26 A2120, A2090 A2150, A2140 Excavate & Shoring Bent 9 A2140 Excavate & Shoring Bent 9 30 0% 667 22-Apr-26 03-Jun-26 A2130 A2150 FRP Bent 9 A2150 FRP Bent 9 40 0% 667 04-Jun-26 30-10-26 A2130 A2140 A2160 Superstruct 21-Jun-2 31-Jul-26 A1920 Set Steel/Cables/Precast Slabs From Bent 6 to Bent 8 (East Ca A1830, A2040, A2640, A1931 260 0% 1 29-Nov-27 05-Dec-28 A1931 A2490, A1932 Pour Overlay From Bent 8 to Bent 6 60 0% 1 06-Dec-28 01-Mar-29 A1920 A1932 Pour Sidewalks Spans 3 to 5 20 0% 1 02-Mar-29 29-Mar-29 A1931 A1933 A1933 40 0% Pour Overlay Spans 3 to 5 1 30-Mar-29 A1932 A2490 24-May-29 Erect Girders Span 9 A2160 Erect Girders Span 9 5 0% 667 31-Jul-26 06-Aug-26 A2150 A2170 Form & Reinforce Deck Span 9 A2170 Form & Reinforce Deck Span 9 20 0% 667 07-Aug-26 03-Sep-26 A2160 A2180 A2180 Pour Deck Span 9 (Incl Cure) 5 0% 667 04-Sep-26 11-Sep-26 A2170 A2190 A2190 FRP Sidewalk Span 9 10 0% 667 14-Sep-26 25-Sep-26 A2180 A2200 FRP Sidewalk Span 9 FRP Barrier Span 9 A2200 FRP Barrier Span 9 10 0% 667 28-Sep-26 09-Oct-26 A2190 A2490 A2490 Miscellaneous/Striping, etc 20 0% 1 25-May-29 21-Jun-29 A2200, A1931. A1030 Esplanade Ped 14-Jun-29 6 09-Oct-27 South 7 14 Substructure 122 0% 177 09-Oct-27 03-Apr-28 A2600 Install Drilled Shafts 40 0% 35 09-Oct-27 09-Dec-27 A1760 A2610, A2620, A A2610 Install Abutment/Esplanade Tie-In 10 0% 247 09-Dec-27 23-Dec-27 A2600 A2640 20 A2630 A2620 Install Pier Columns 0% 177 09-Dec-27 10-Jan-28 A2600 A2630 Install Pier Caps 60 0% 177 10-Jan-28 03-Apr-28 A2620 A2640 Superstructure 115 0% 17-May-29 26 06-Dec-28 A2640 20 0% 6 06-Dec-28 04-Jan-29 A2630, A2610, J A2650, A2730 Erect Precast Girders A2650 Form Reinforce Ramp Bridge Deck 60 0% 26 05-Jan-29 29-Mar-29 A2640 A2660 A2660 Pour Ramp Bridge Deck 5 0% 26 30-Mar-29 05-Apr-29 A2650 A2670 A2670 Install Fencing/Railing 20 0% 26 06-Apr-29 03-May-29 A2660 A2680 A2680 Complete Tie-Ins/Install Joints 10 0% 26 04-May-29 17-May-29 A2670 A1030 14-Jun-2 Substructure 249 0% 28 10-Dec-27 04-Dec-28 A2690 Install Drilled Shafts 40 0% 35 10-Dec-27 09-Aug-28 A2600 A2710, A2700 A2700 Install Pier Columns 20 0% 28 09-Aug-28 07-Sep-28 A2690 A2720 0% A2690 A2710 Install Abutment/Esplanade Tie-In 10 98 09-Aug-28 23-Aug-28 A2730 28 07-Sep-28 A2720 60 0% A2700 A2730 Install Pier Caps 04-Dec-28 Superstructure 115 0% 14-Jun-29 6 05-Jan-29 A2730 Erect Precast Girders 20 0% 6 05-Jan-29 01-Feb-29 A2720, A2710, A2740 0% A2740 Form Reinforce Ramp Bridge Deck 60 6 02-Feb-29 26-Apr-29 A2730 A2750 A2750 Pour Ramp Bridge Deck 0% A2740 A2760 5 6 27-Apr-29 03-May-29 0% A2760 Install Fencing/Railing 20 6 04-May-29 31-May-29 A2750 A2770 A2770 Complete Tie-Ins/Install Joints 10 0% 6 01-Jun-29 14-Jun-29 A2760 A1030

Remaining Level of Effort Actual Work

Remaining Work • Critical Remaining Work VIII Summary

Milestone

Page 3 of 3





Appendix H. Summary of Bridge Alternative Comparisons

Anticipated Construction Impact Comparison Chart

Note: Not All Impacts Shown; Only Those That Vary By Alternative

	Alternative							
		Replacement In-Kind						
		With Conventional Span	Replacement In-Kind with	Replacement with Couch				
Anticipated Impact	Enhanced Retrofit	Approaches	Long Span Approaches	Connection				
Construction Duration (with Temporary Diversion Bridge)	5 yrs	6.5 yrs	6.5 yrs	6.5 yrs				
Construction Duration (no Temporary Diversion Bridge)	3.5 yrs	4.5 yrs	4.5 yrs	4.5 yrs				
		Yes - for Ground		Yes - for Ground				
Cofferdam Required at Ex Pier 1/Bent 7	Yes	Improvements	No	Improvements				
Cofferdam Required at Bent 10	N/A	Yes	No	Yes				
Relocation of City Sewer Pipes Required at Ex Pier 1	Yes	No	No	No				
		Potentially - to		Potentially - to				
		accommodate ground		accommodate ground				
Removal and Replacement of Harbor Wall Required	Yes	improvements	No	improvements				
New Pier Built In Waterfront Park	N/A	Yes	No	Yes				
	Pier 1, Pier 4, Bent 22,	Bents 7, 10, 11, 12, and						
Piers Requiring Ground Improvements	Bent 24/25, Bent 26	13	Bent 9	Bents 7, 10, 11, 12, and 13				
			Weeknights Possible if Ex.					
I-5 and I-84 Ramp Closures	Weekends Required	Weekends Required	Deck used as false deck	Weekends Required				
Esplanade Closures	26 Months	30 Months	18 Months	30 Months				
		Intermittent Closures	Intermittent Closures During	Intermittent Closures During				
	Closed for Duration of	During Demolition and	Demolition and Girder	Demolition and Girder				
Burnside Skate Park Impacts/Closures	Project and Rebuilt	Girder Erection	Erection	Erection				
Business and Resident Access Affected On Couch St	No	No	No	Yes				
TriMet LRT Cumulative Closure Duration (no Temp Diversion Bridge)	8 Weeks	5 Weeks	5 Weeks	5 Weeks				



Appendix I. East Approach Temporary Bridge Tie-In and Construction Sequence

Possible Construction Sequence for East Approach Temporary Bridge Tie-In





Google

I-2







Google

8) Erect temporary steel girders parallel with existing main girders in existing spans 27 and 28

9) Form, reinforce, and pour temporary deck (or use precast slabs) and butt up to existing deck (compression joint)

10) Construct remainder of temporary bridge to the west



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13) Chip off concrete on cross beams under deck over 2nd Ave to expose steel to be cut/torched

14) Install temporary bents on either side of 2nd Ave for temporary shoring

15) Using hydraulic jacks, install temporary shoring beam along centerline of bridge to allow demolition of north half



16) Place sand and/or timbers over 2nd Ave and timbers over the skate park for protection

17) Using excavator with bucket attachment, pull north parapet in span 26 back onto deck and load into trucks (entering & leaving from east approach).





18) Sawcut longitudinal cut through deck just north of temporary support beam to allow clean separation.

19) Using processing attachment, break sidewalk and deck into small (less than 6") pieces and drop to sand bed on 2nd below. Break only span 26.





20) Using chipping gun, chip away concrete encasement on structural steel transverse floor beams at north end and just north of temporary support beam to expose steel.

21) Using crane from 2nd Ave and picking strap, attach to furthest sidewalk cantilever beam, cut cantilever beams near main girder from manlift on 2nd Ave, and lower cantilever beam onto truck for disposal.





22) Add temporary bracing to top flange of north existing main girder such as prestressing strand or stiffening truss to ensure main girder is stable.

23) Using crane and picking strap, attach to furthest floorbeam, cut floorbeam near north end at main girder and just north of temporary support beam from manlift and lift floorbeam onto truck for disposal.

24) Repeat removing all floorbeams (only main beam left standing).





25) Using a crane on 2nd Ave, cut and lift out north main girder and load on truck.

26) Sawcut Span 27 (over skate park) deck, sidewalk, and north parapet into manageable sizes to be lifted off in pieces





27) Using a crane on 2nd Ave, lift out deck, sidewalk, and parapet pieces one by one and load on truck.

28) Repeat steps 17 through 25 for span 27 except that in lieu of demolishing to temporary support beam, demolition would occur to just north of existing center main girder

NE 2nd Ave.-€ SE/NE 3rd Ave. -त्वव्यव्यक्तित्वयसहस्वत्वय्यक्तित्वयसहस्वत्वयन्त्रियस्व Exp Ехр Ехр CL. ſП 25.9'± . Vert. Clr. $L \pm \Delta$ + Vert. Ber CBent 30 Bent 32 4 Min. Bent 28 Bent 26 Bent 27 J Min. Bent 29 Bent 31 Bent 33 Approximate existing ground @ (c)©2









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36) Repeat steps 19 through 27 to remove remainder of existing deck over 2nd Ave and skate park

37) Demolish remainder of structure to east abutment

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Appendix J. Girder Erection over Burnside Skatepark with No Detour Bridge

Possible Construction Sequence for East Approach with No **Temporary Detour Bridge** Temporary bent **Approximate limits** of skatepark ATTING NO. AND Investments **Demolish Existing** Bridge OMFRE 16 10 u New permanent pier 1111 00 **Construction Sequence** American Madical Response 1) Demolish Existing Bridge 2) Construct substructure for permanent Bridge and temporary pier for erecting over skatepark Autodesk Google

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Construction Sequence

3) Set up one crane at permanent Bent 9 and one crane in the old parking lot. Each crane radius must be large enough to reach from the south end (where the truck will be located) to the north end where the first girder will be placed

4) Truck pre-spliced girder across 2nd Ave and into parking lot adjacent to skatepark

5) Erect girder from Bent 9 to temporary splice, starting at north end and finishing at the south end



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Appendix K. Span 1 Elimination and Portland Rescue Mission Access

Span 1 Elimination & MSE Wall Construction Sequence

Approximate existing abutment location Bensor

Infill wall sections

Construction Sequence1) Construct infill walls along PRM fascia column line

PRM Entryway

R

53 23 24 23 2 3 4 4 5



2) Station movable scaffold below deck ready to be brought into place against PRM entryway (see next sheet for example of movable scaffold)

3) Demolish span 1 and remainder of west approach





Example of movable scaffold



Temporary scaffold in place for ingress

Construction Sequence

4) Install drilled shafts for new abutment

5) Install columns (or column blockouts) for new abutment

6) Begin constructing MSE wall. Remove scaffold at beginning of each shift for aggregate and strap placement. Return scaffold to entryway at the end of each shift until work is complete





7) Once MSE wall has been built to final grade, install temporary sidewalk connecting existing sidewalk to entryway

8) Replace desired length of permanent sidewalk, leaving only the entryway untouched



9) Demolish entryway concrete. If necessary, use steel plate or like for access to building overnight

10) Using high-early concrete, pour back entryway to PRM

11) Remove temporary sidewalk



