

EXHIBIT 2-B

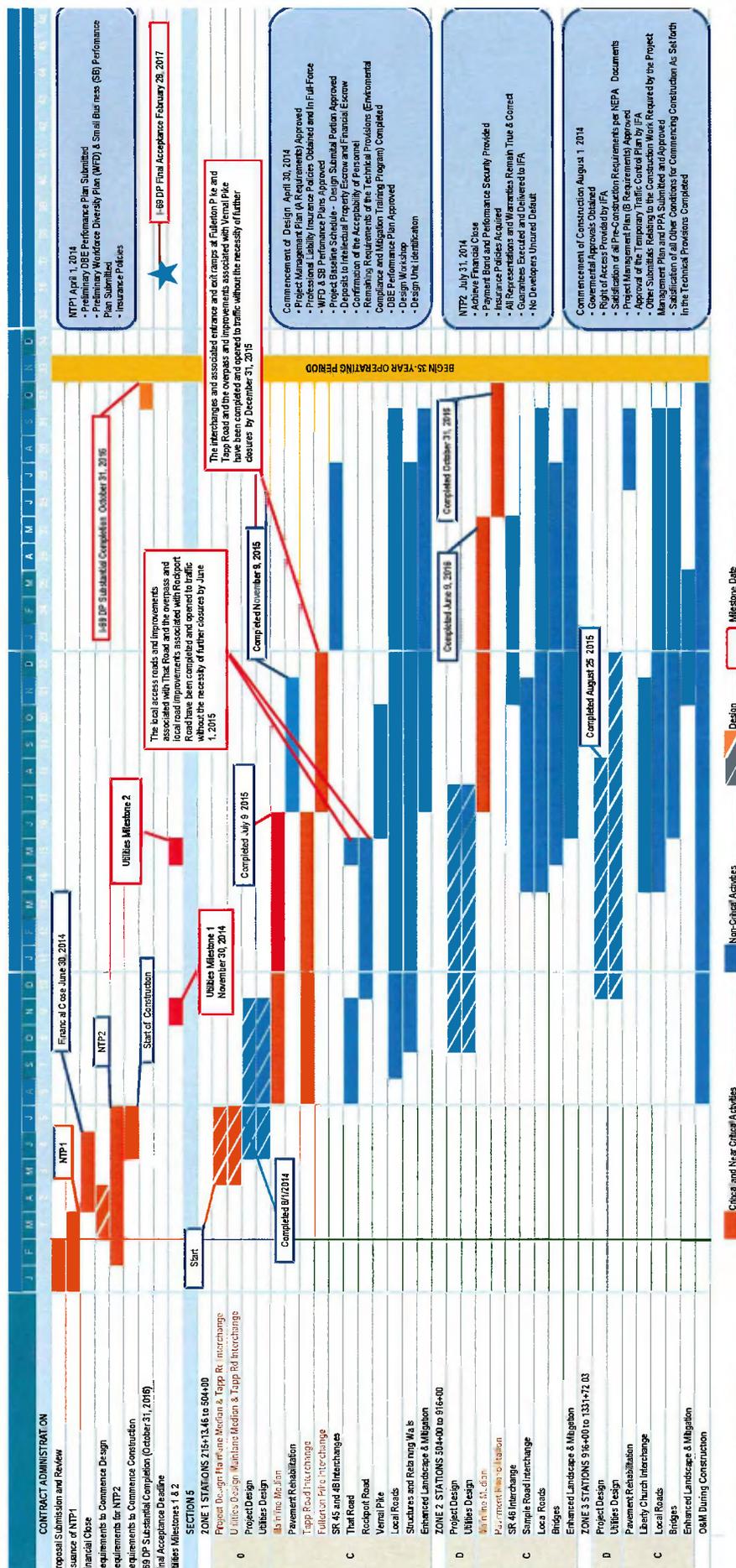
PRELIMINARY PROJECT BASELINE SCHEDULE

## **4.1.2 Preliminary Baseline Schedule**

### *Design and Construction Baseline Schedule*

The I-69 DP Team has developed a Preliminary Baseline Schedule through an iterative process. Alternative Work Breakdown Structures (WBS) were developed and reviewed to create a preliminary outline that would accurately reflect the entire project scope and provide a sensible and accurate tool for planning the project through completion.

The IFA has provided a detailed outline of requirements that will meet the expectations of all local stakeholders. Our schedule incorporates critical requirements to essentially provide a summary checklist for IFA and I-69 DP Team as we meet each of the requirements for obtaining Commencement of Design Work, NTP 1, Financial Close, NTP2, Commencement of Construction, Substantial Completion, and Final Acceptance. These significant deadlines are shown on *Figure 4.1-15* and listed on *Form N*.



**Design**

• Mainline widening from station 215+13.46 to 340+00 There is a key provision to be satisfied immediately following NTP1 which is included as part of our Design Review Plan and Project Management Plan (PMP). With the approval of the PMP and Design Work authorized to commence on April 30 2014, early design efforts will focus on performing the collection of engineering studies required to confirm the design criteria for the mainline median and bridge construction. The design schedule was developed using this philosophy, specifically for early release packages. I-69 DP Team has gone through an iterative process to leverage non-critical portions of the design schedule against the construction sequencing. This process will continue through the development of the final baseline schedule and our coordination efforts with IFA.

**Early Release for Construction Packages** will enable I-69 DP to meet IFA's commitments to the City of Bloomington

- Utilities (especially those affecting That Road and Rockport Road and Bridge)
- That Road
- Rockport Road, Bridge and Walls

- Commencement of Design: April 30, 2014
  - Project Management Plan (A Requirements) Approved
  - Professional Liability Insurance Policies Obtained and in Full Force
  - WFD & SB Performance Plans Approved
  - Project Baseline Schedule - Design Start/End Dates Approved
  - Design of Interchange, Roadway, and Local Road
  - Design of Interchange, Roadway, and Local Road
  - Remaining Requirements of the Technical Provisions (Environmental Compliance and Mitigation Training Program) Completed
  - DBE Performance Plan Approved
  - Design Unit Identification
- NTP2: July 31, 2014
  - Address Financial Close
  - Payment Bond and Performance Security Provided
  - Insurance Policies Acquired
  - All Representations and Warranties Remain True & Correct
  - Guarantees Executed and Delivered to IFA
  - No Developers Unsettled Disput
- Commencement of Construction August 1, 2014
  - Governmental Approvals Obtained
  - Right of Access Provided by IFA
  - Project Management Plan (B Requirements) Approved
  - Satisfaction of all Pre-Construction Requirements per NEPA Documents
  - Other Submittals Related to the Construction Work Required by the Project Management Plan and PPA Submitted and Approved
  - Satisfaction of all Other Conditions for Commencing Construction As Set Forth in the Technical Provisions Completed

The interchange and associated entrance and exit ramps at Fullerton Pike and Tapp Road and the overpass and improvements associated with Vernal Pike and Fullerton Pike will be opened to traffic, without the necessity of further closures by December 31, 2015

The local access roads and improvements associated with That Road and the overpass and local road improvements associated with Rockport Road have been completed and opened to traffic without the necessity of further closure by June 1, 2015

Completed August 25, 2015

Completed June 8, 2015

Completed October 31, 2015

Completed November 8, 2015

Completed July 9, 2015

Utilities Milestone 1 November 30, 2014

Utilities Milestone 2

Finance & Close June 30, 2014

NTP1

NTP2

Start of Construction

Start

Completed 8/7/2014

Completed 6/1/2014

Completed 5/1/2014

Completed 4/1/2014

Completed 3/1/2014

Completed 2/1/2014

Completed 1/1/2014

Completed 12/1/2013

Completed 11/1/2013

Completed 10/1/2013

Completed 9/1/2013

Completed 8/1/2013

Completed 7/1/2013

Completed 6/1/2013

Completed 5/1/2013

Completed 4/1/2013

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#### Construction

Starting construction on August 1, 2014 requires obtaining design approvals for the Temporary Traffic Control Plan, early Design Units for Maintenance of Traffic (MOT), Erosion Control Plans and the accompanying approvals for the environmental permit submittals.

Other significant requirements include approval of the Quality Plan for construction operations. Work on these items will begin at NTP 1 and we expect to have them submitted and approved before reaching the required design submittal approvals.

The I-69 DP Team is committed to the Milestones and/or Limitations of Work specified in the PPA documents including:

- Commencement of bridge construction, roadway construction, building demolition and utility relocation in the Bloomington area (Considered South of Sample Road Interchange). This shall be initiated in 2014 and continue until complete
- Local access roads and improvements associated with That Road will be completed by June 1, 2015
- Overpass and local road improvements associated with Rockport Road will be completed by June 1, 2015
- Interchanges and associated entrance and exit ramps at Fullerton Pike and Tapp Road will be completed by December 31, 2015
- Interchanges and associated entrance and exit ramps at Vernal Pike will be complete by December 31, 2015
- Practical non-working days according to the standard specifications.
- Restrictions on environmental conditions including:
  - No work within stream jurisdictional, from April 1 to June 30 affecting the foundation work of the structures on waterways
  - Indiana bat work restriction from April 1 until August 15 that affects the work of clearing the right of way and earthworks in general
- Optimization of production equipment to make a realistic schedule that exactly matches the availability of labor equipment, also trying to optimize the cost of the work.

All of these aspects have been merged into the schedule achieving a balanced program to achieve substantial completion of work on October 31, 2016 as stipulated by the IFA with the maximum guarantees of compliance.

#### Scheduled Activities

Based on the information discussed above we have assumed a five month window from the time that the IFA provides notification that the I-69 DP is the Preferred Proposer until the beginning of the construction. With this assumption, the start of construction will be August 1, 2014, and our deadline for substantial construction completion is October 31, 2016. The I-69 DP Team target milestone dates are provided in [Figure 4.1-15](#) in the following section. Detailed schedule discussion, along with the Primavera P6 Schedule, is provided in [Appendix H-2](#).

Lag has been used as needed within the Contract Administration section of the Schedule to provide an appropriate depiction of the anticipated critical items and to account for a portion of the restrictions set forth within the PPA and Technical Proposal. Extensive lag use has been made within the O&M portion of the schedule to cycle recurring activities appropriately without the use of constraints.

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

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

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

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

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



## Section 5

### I-69 Development Partners

- Pavement Rehabilitation: Station 504+00 to 916+00

Use of a five-day production week provides schedule float in case there are delays due to external circumstances that occur during the Project duration.

