

**Written Narrative of Schedule  
(Baseline)  
Bench Boulevard – Hilltop/Pemberton  
Knife River – Billings**

General and Overview

The project is divided into four Zones (A-D) of greatly varying size. In general, we plan to work the south portion (A and B) first, then the north portion (C and D). Work will often need to happen in multiple Zones concurrently in order to meet project timelines. Each of the Zones contains the same basic sequence of activities as shown on the CPM schedule. The keys to our schedule are maintaining forward progress on the large overall volume of work and careful sequencing/timing of the Zones.

The critical path of the project starts in general pre-construction activities then flows almost exclusively through Zone A work. Zone A is the single largest Zone and consequently has the longest duration activities. At least one other Zone has small total float and could become critical if problems arise.

Over the winter, Knife River (KRC) will work on submittals, schedule, and the DEQ SWPPP. Survey staking data will be prepared by our survey subcontractor. Precast pipe, manholes, inlets, and box culverts will begin production.

In February we will do mobilization and preparatory activities before work begins, especially things that don't affect the road PTW. This would include survey control checking, GPS model preparations, establishing laydown yard(s), tree removal, utility potholing, and receiving materials like pipe and manholes.

Project Work

Work will start in early March so as to have irrigation work completed by early April. Work will start in Zone B with the first box culvert and general road work, and Zone A will start soon after. Zone D's box culvert structure and related irrigation piping will also happen in the first month of work.

KRC will set up traffic control appropriate for safety and traffic mobility in each Zone. Removals and demolition will begin, including asphalt, flatwork, topsoil, fences, and signs. Next will be unclassified excavation for cuts and fills to rough in the road template. Ramps will be built where needed for access to residential and commercial approaches. Several different traffic control plans will be used, each one allowing KRC and our subs to build subgrade, install utilities, gravel, and move through concrete and all other downstream activities.

Once all private utility relocations are complete in each Zone and KRC has completed the rough road template, pipe subcontractor COP will begin utilities. Utilities include the new storm drain system, together with water and sewer service modifications.

At the first opportunity for productive work, KRC will fall in behind COP's completed areas to finish subgrade and begin gravel installation. At the same time a separate

dedicated crew for flatwork prep (sometimes two crews) will be necessary to keep concrete work progressing on sidewalk and driveways.

All Zones have extensive concrete work – flatwork represents the most significant category of work on the whole job. Concrete work will need to progress continuously, working through each area with curb, sidewalk, ADA ramps, and drive approaches.

As soon as curb is cured and gravel final checks passed, we will pave each Zone. Zones will be paved individually. In addition, side streets and driveways will likely be paved separate from mainline work.

Each of the Zones has intensive subcontract work in the boulevards and right-of-way areas once curb and sidewalk are established. This work can be performed behind the curb while other mainline work continues. The electrical package installed in the boulevard area includes conduit, boxes, services, light poles, signals, and beacons. Continuing boulevard/right-of-way work involves new fencing, new signs, mailboxes, and landscaping. Finally, restoration and seeding of disturbances will be performed in either the late spring or early fall season in accordance with the specifications.