The project includes the reconstruction of a freeway interchange including bridge structures and ramps. This will be a multi-year multi-stage project to reconstruct the northbound lanes, ramps, and bridge structure the first year followed by the southbound lanes, ramps, and bridge structure the following year.

The contract includes interim completion dates for opening the ramps to traffic along with an interim date for completion of work before winter shutdown. These interim and final completion dates are as follows:

* Stage 2A – Open NB Ramps to Traffic: July 14, 2023
* Stage 2B – Open NB Lanes in Stage 3 Configuration: November 15, 2023
* Stage 4A – Open SB Ramps to Traffic: June 7, 2024
* Stage 4B – Project Completion: November 15, 2024

Utility conflicts exist in the areas of the SE and SW ramps. These utility conflicts must the relocated prior to ramp reconstruction. These utilities are scheduled to be relocated by May 1,2023.

Several months have past and the project schedule update was submitted on Friday, September 1, 2023, at 4:56 p.m. The data date of this update is August 1, 2023. Utilize the update schedule review topics discussed to identify changes, potential issues, and provide review comments on this update. Review all progress from the start of the project for this exercise.

Schedule Update Review Comments / Issues

* Update schedule is submitted one month after the data date.
* Additional activities have been added to the schedule for construction of the ramps.
* Stage 2A completion date was two weeks after the contract completion date.
* Stage 2B is scheduled to be completed after the contract completion date.
* Actual durations for Common Excavation, Select Crush, and Base Course activities were significantly longer than the original durations in the Stage 2A roadwork STA 240 to STA 255 segment.
* Comment Excavation in the Stage 2A roadwork STA 272 to STA 302 segment finishes after Storm Sewer, Select Crush, and Base Course activities.
* MSE Wall Panel activities for both abutments have started but the remaining duration is longer than the original duration.
* South Abutment activity has a significant gap between the start of the activity and the finish of the activity, which identifies out-of-sequence progress.
* MSE Wall Panel activity on the south abutment seems to be delaying the completion of the south Abutment activity (out-of-sequence progress).
* Bridge pier Stems and Cap activities have actual dates after the data date.