

Gabriel Goodman

Mako Contracting, LLC

1526 Holly Rd

Corpus Christi, Tx 78417

gg@makocontracting.com

(361) 561-6256

October 7, 2024

Clarissa Johnson

City of Corpus Christi- Finance & Procurement

1201 Leopard St, 1st Floor

Corpus Christi, Tx 78401

clarissaj@cctexas.com

Dear Mrs. Johnson,

Mako Contracting, LLC is pleased to submit a proposal for "RFP 5619 Design Build Industrial Park Roadway Improvements." It is our intent to provide a high quality Design Build Project experience to the City of Corpus Christi. Gabriel Goodman will be the sole person authorized to obligate the construction contract for the Mako/Pape Dawson Team. The Mako/Pape Dawson Team acknowledges receipt of all addendums to this RFP, specifically Addendums 1, 2, 3, & the memo to respondents dated 9-6-2024.

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Preliminary Engineering

The preliminary engineering for the industrial park area has been presented in drawings by Hanson, Inc as part of the documentation provided by the city to the respondents of the RFQ. We have reviewed the documents provided as well as several other available resources we found applicable to the project. The document review was the first step in determining the city's desired scope of work for the project. The next step in our preliminary engineering process was to define project constraints, then progress into conceptual design of the various improvements. Our preliminary engineering approach is broken down by category below and further detailed in our strip maps.

Conceptual Design General Scope:

 All improvements are based on the Performance Specification Guidelines for the subject project and Infrastructure Design Manual (IDM) unless noted otherwise in these documents.

Pavement

- o Includes full depth pavement repair for all pavement within the defined scope.
- o Includes removal and replacement of all curb and gutter
- Includes removal and replacement of driveways as required to make tie ins to existing facilities.
- Geometry designed to Local Street Standard
- The Geotechnical report previously prepared by Terracon for the area was reviewed and found non-compliant with the performance specifications provided by the City for this project.
- An amendment to Terracon's Geotechnical report was performed and provided to the Mako design build team. This report provides pavement recommendations for 5 pavement sections to address the requested performance specifications.
 - The strip maps detail two of these sections.
- An alternative to keep/utilize the existing concrete pavement was discussed and eliminated due to cost.
- The geometry will be designed to the Local Street Standard and AASHTO standards as applicable.

Signage and Pavement Markings

- MUTCD and City of Corpus Christi standards will be utilized for all proposed pavement markings, signage, and traffic buttons.
- All sign bases will be replaced with triangular slip bases within the right of way where triangular sign bases do not already exist.

• Traffic Control

- Traffic Control will be full-closure of streets where work is occurring to allow for the expedited construction schedule.
- Will utilize flaggers, temporary buttons, and or temporary signs during construction to provide guidance to travelers.

Water

- Water mains upsized to 10" to meet minimum fire flow requirements for commercial/light industrial development.
- o Layout to approximately match Hanson's recommendations.



Wastewater

- Wastewater mains sized to 8" minimum
- Mains to be installed as an offset main, shown in pavement for the purposes of this response, but may be relocated to greenspace if practical.
- Mains will be designed to the city's criteria (IDM), unless the system is constrained at each end, in which case, the mains will be designed to the maximum practical slope.
 In the case that mains cannot meet the city's slopes, we will coordinate our approach with city personnel and meet TCEQ slopes if possible.

Gas

- To be designed and installed by city with contractor responsible for trenching and backfill
- o Assumes removal and replacement in place, or equivalent installation.
- Hanson's exhibits utilized to identify quantities.

Stormwater

- Multiple Stormwater approaches were reviewed and discussed. Due to the configuration of the RFQ, the most cost-effective option was selected.
 - Redirecting the flow to Rodd Field was recommended earlier in the pursuit; however, it was not selected due to the weight of cost on the RFQ scoring criteria
- Downstream improvements are required in the future to lower downstream tailwater elevations.
 - The design includes mains which are larger than downstream mains in two locations. The final drainage design will review whether a restrictor plate is required or if the increase in storage and size of downstream mains will eliminate downstream impacts effectively.
- The sizes of the stormwater mains were determined using software tools commonly used for storm sewer design and are based on typical hydraulic gradient slopes and flow rates for systems in the City of Corpus Christi.
- Future CCTV or other review may allow the elimination of certain mains from the project scope.
- Final design will address the 5-year, 25-year, and 100-year design storms and include tailwater assumptions.

Other

- Fences identified for removal and replacement in Hanson's strip maps are included in the project scope.
- Numerous Performance Specifications that are listed in the RFQ and memo to respondents are not specifically identified above. Those performance specifications were considered in the preliminary design and will be considered as the project progresses to final design.
- Public involvement is included as the standard two public meetings and associated exhibits.
- A third public exhibit deliverable may be provided upon request once all planned improvements are accepted and permitted.

Documents Review included, but not limited to:

- RFQ related strip maps produced by Hanson Inc and provided by the City.
- Terracon's 2022 Geotechnical Report for Industrial Park Area Streets.
- Amendment to Terracon's 2022 Geotechnical Report for Industrial Park Area Streets (Attached)



- City of Corpus Christi GIS viewer
- City of Corpus Christi Infrastructure Design Manual
- City of Corpus Christi "Green Books" maps
- Rodd Field Road Yorktown to Adler plan documents
- Yorktown Boulevard Cimmaron to Rodd Field Road plan documents
- City of Corpus Christi Stormwater Master Plan

The project as described has been preliminarily engineered and reviewed, including our efforts performing alternative analysis and refinements, conflict review, and QA/QC on each utility design individually.



Project Approach

The project approach includes the following elements which are critical to the cost and/or schedule of the project:

- **Phased approach**, multiple phases may be performed simultaneously, subject to revision by the design team as the project progresses.
 - o Phase 1 -
 - Surveying, subsurface utility explorations, CCTV and design of Doberman Street improvements (utilities and street reconstruction) commences
 - Plan submission and approval for Doberman Street
 - o Phase 2 -
 - Construction commences on Doberman Street
 - Surveying, subsurface utility explorations, CCTV substantially complete for full project scope
 - Design of Pyrenees Street improvements (utilities and street reconstruction) Commences
 - Plan submission and approval for Pyrenees Street
 - o Phase 3
 - Construction commences on Pyrenees Street
 - Design of Bay Drive improvements (utilities and street reconstruction) commences
 - Plan submission and approval for Bay Drive
 - o Phase 4
 - Construction commences on Bay Drive
 - Any remaining Accessible designs completed
 - Phase 5
 - Doberman Street construction completed
 - Pyrenees Street construction completed
 - Bay Drive construction completed
 - o Phase 6 -
 - Final walk-through and punch list items identified
 - Punch list items addressed
 - Phase 7
 - Project close-out procedures and documentation completed
 - Additional Phasing notes:
 - Accessible ramp design or other work outside of the limits of the pavement may follow design phases and be delivered after completion and approval of street and infrastructure design.
- Assumptions
 - o City review timeline will be one week.
 - o Plan documents will be approved on the first submittal.
 - Additional days will be credited to match the time taken for review timeline and if plan revisions are required after initial submission
 - Plans will be submitted in phases and portions of the work will be approved in a sequence which matches the planned phasing.
 - The city will accept phased approvals to expedite portions of the project.
 - The city will provide all inspections at their cost.



Anticipated Problems

Design-build projects come with specific challenges. The anticipation of potential issues can help mitigate risks, reduce delays, and ensure successful project delivery. Here are some of the most common issues that might occur during the construction of design-build projects, based on past team experiences and industry practices:

1. Unforeseen Site Conditions:

- **Issue**: Unexpected subsurface conditions such as poor soil quality, groundwater, or undocumented utilities can be encountered during excavation or foundation work.
- **Impact**: These issues may lead to design modifications, such as adjusting construction methods or redesigning drainage systems, resulting in project delays and cost overruns.
- **Solution**: Conducting thorough geotechnical surveys and soil testing during the early design phase and developing contingency plans for dealing with unexpected conditions.

2. Utility Conflicts and Relocations:

- **Issue**: Conflicts with existing utilities (e.g., water, gas, telecommunications) can significantly impact the construction schedule, especially when utility relocation is needed and the process is delayed or complicated.
- **Impact**: This can result in prolonged construction phases and higher costs as teams wait for utility adjustments to be completed.
- **Solution**: Early coordination with utility providers, detailed utility mapping, and proactive resolution of utility conflicts through coordination and detailed phasing.

3. Phasing and Traffic Management:

- **Issue**: Improperly planned traffic control plans (TCPs) and phasing can cause significant disruption to public traffic, making it difficult for the contractor to maintain safe working conditions and smooth traffic flow.
- **Impact**: Poorly implemented phasing can lead to unsafe conditions for workers and the public, as well as delays if traffic control changes need to be redone or adjusted.
- **Solution**: A well-developed and adaptable phasing plan should be integrated into the project early, and regular revisions and evaluations of traffic control during construction are necessary



4. Stakeholder Coordination and Public Opposition

- **Issue**: Coordination with multiple stakeholders, including local governments, businesses, and residents, can lead to challenges, especially if there is opposition to project elements like lane closures, detours, or noise during construction.
- **Impact**: Delays can occur if changes need to be made to accommodate public concerns or if there is strong opposition from key stakeholders.
- **Solution**: Early and continuous stakeholder engagement, including public meetings, door-to-door outreach can prevent issues from escalating.

5. Material Shortages and Supply Chain Issues:

- **Issue**: Global supply chain disruptions, material shortages, or the late delivery of key materials such as steel, concrete, or specialized equipment can cause significant delays.
- **Impact**: This can halt progress on critical elements of the project and increase costs as contractors wait for materials or are forced to source from more expensive suppliers.
- **Solution**: Pre-ordering critical materials, maintaining close relationships with suppliers, and considering alternative materials or construction techniques can help mitigate this risk.
- **Example**: Make construction maintains a weekly lime delivery slot to mitigate the typically sporadic availability of lime.

6. Changes in Design Requirements or Scope:

- **Issue**: Scope creep or changes in design requirements by stakeholders or owners after construction begins can result in significant rework or adjustments.
- **Impact**: This can lead to additional costs, rework, and delays if construction must halt to accommodate new design requirements.
- Solution: Establishing clear project goals and scope at the beginning of the project, alongside robust change management procedures, can minimize the impact of scope changes during construction.
- Example: A project scope review meeting will be requested as soon as the Mako/Pape-Dawson team is selected to review project assumptions, processes, design goals, and cost goals.

7. Weather-Related Delays:

- **Issue**: Unanticipated severe weather, such as heavy rain, storms, or extreme heat, can delay construction, especially during critical phases like concrete pouring or road paving.
- **Impact**: Weather delays can disrupt construction schedules and cause water damage or erosion on active construction sites.



 Solution: Flexibility in the construction schedule to account for weather delays and proper site management, including erosion control, can help mitigate weather-related risks.

8. Delays in Agency Reviews:

- **Issue:** Delays in reviews or approvals from agencies, such as environmental regulators, permitting bodies, or municipal authorities, can slow down project progress. Delays in receiving approvals for environmental impacts, permits, design reviews, or safety assessments can stall the project.
- **Impact:** Agency delays can lead to a bottleneck, affecting timelines, increasing costs, and putting project milestones at risk.
- **Solution:** Early and proactive coordination with all involved agencies, submitting complete and compliant documentation, and maintaining regular communication to monitor approval timelines can help mitigate review delays.

9. Downstream Capacity of Stormwater Infrastructure:

- Issue: The storm drainage design included in the design build project is the most economical option based on review of multiple scenarios. The approach for the proposed storm sewer is to design a system which has the future capacity to deliver a 5-year, 25-year, and 100-year design storm per the City's design guidelines. The design will include pipes which are larger than the downstream mains. Downstream improvements which are outside the current scope of the project are required to meet the City's standards. The final design may include restrictor plate(s) to mitigate downstream impacts.
- **Impact:** The system will be designed as required, but the system will not meet drainage goals until downstream improvements are constructed.
- **Solution:** Coordinate as soon as practical to identify a final stormwater solution which meets the budget and project goals. A practical solution which requires minor downstream improvements was identified by the Mako/Pape-Dawson team but could not be budgeted in this phase due to the weight of cost proposal on the team selection.



Conceptual Engineering

Conceptual engineering for design-build projects is an early phase that establishes the foundation for the project's scope, cost, schedule, and technical feasibility. It serves as a preliminary design that addresses key elements of the project and helps inform the design-build process by identifying major constraints, risks, and potential solutions. Conceptual engineering helps in providing an initial vision of the project, enabling owners and stakeholders to move forward with more detailed design and construction efforts.

Deliverables of Conceptual Engineering:

- Preliminary Project Plan: A high-level plan that includes the project scope, objectives, constraints, and timeline. This has been laid out in the previous responses to the RFQ as well as the Preliminary Engineering section of this document and the conceptual design drawings.
- 2. **Conceptual Design Drawings**: Initial layouts for roads, utilities, drainage and other critical infrastructure (included in the attached strip map).
- 3. **Preliminary Cost Estimate and Schedule**: A price proposal and schedule in included in this submittal.
- 4. **Risk Assessment and Mitigation Strategy**: Identification of major risks and proposed solutions (stated in previous section).
- 5. **Stakeholder Engagement Plan**: A roadmap for ongoing communication with stakeholders, including public involvement strategies (will be developed with preliminary engineering stage after project kick-off).
 - 1. Public Meeting- the team anticipates up to 2 public meetings to engage the surrounding stakeholders and will include the standard exhibit deliverables at each meeting
 - 2. The team will also provide a strip map for the city's typical public webpage and/or a hard copy exhibit for display at Engineering Services or other public facility.

Conceptual engineering in design-build projects sets the stage for a successful project by defining key design parameters, identifying risks, coordinating early with stakeholders, and laying out a high-level strategy for design and construction. This phase ensures that as the project progresses into detailed design and construction, there is a clear understanding of project constraints and a roadmap for delivering the project within scope, on time, and on budget.



Project Memorandum

To: Mr. Stephen Skrobarczyk, P.E.

With: Pape Dawson Engineers
Date: September 30, 2024

Re: Revised Pavement Section for 1M ESALS

Project: COCC Industrial Park Roadway Improvements

Terracon Project No. CD235003

From: Carlos Cotilla

Reviewed: Gregory P. Stieben, P.E.

GREGORY P STIEBEN

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SOONAL ENGINEER

This memorandum includes the pavement section for 1M ESALS requested by Mr. Stephen Skrobarczyk, P.E., with Pape Dawson Engineers, via an email dated September 20, 2024. Per the request, we have used 18-Kip ESAL of 1M with reliability level R-80 for pavement design. If this needs to be adjusted, Terracon should be contacted to review and revise our recommendation as appropriate.

4.3.4 Pavement Thickness Design Recommendations

Asphalt pavement design recommendations for the provided traffic loading category are outlined in the following table for the three streets. The recommendations for pavement thickness are based on the borings drilled near the road alignment and the City of Corpus Christi IDM (2022). Any deviations below subsurface from the encountered soil conditions in borings during the construction need to be notified to Terracon and design recommendations may need to be modified.

FLEXIBLE PAVEMENT SYSTEMS – 1M ESALS														
Components	Components Option 1 Option 2 Option													
Hot Mix Asphaltic Concrete (Type D), inches	4.0	2.0	3.0											
Hot Mix Asphaltic Concrete (Type B), inches		2.5												
Granular Base Material, inches	11.0	13.0	14.0											
Lime Stabilized Clay			12.0											
Lime/Cement Stabilized Clay Subgrade, inches	12.0	8.0												
Required Structural Number		4.18												
Actual Structural Number	4.26	4.29	4.24											

- 1. One course of Seal Coat; MC-30 type Prime Coat; and Tack Coat should be applied following the specifications of TxDOT 306/316 and TxDOT 310.
- 2. Microcracking must be employed in the lime/cement treated subgrade ahead of applying the Seal Coat.



We have included an option below for using Tensar NX750 triaxial geogrid with the flexible pavement system. The pavement design was prepared using the Tensar Plus software developed by Tensar.

The pavement design criteria presented for the flexible pavements was used in this alternative design. Additionally, these pavement sections were designed for use with only Tensar NX750 triaxial geogrid. No other geogrids have been considered.

FLEXIBLE PAVEMENT SYSTEM										
Components: Thickness (inches)										
Type D Surface Course HMAC	2.5									
Flexible Base (Crushed Limestone)	10.0									
Tensar NX750 triaxial geogrid	Yes									
Lime Treated Subgrade	8.0									
Required Structural Number	4.18									
Actual Structural Number	4.19									

Note that a base material layer is necessary to establish interlocking with the geogrid.

RIGID PAVEMENT SYSTEM								
Components: Thickness (inches)								
Reinforced Concrete	7.5							
Lime Treated Subgrade	8.0							

Explore with us 2

D	0	Task Mode	Task Name			Duratio	n Start	Finish	Predecessors	24 T W T F	Jan 5, '25 S S M T V
1		*?	Phase 1 D	Design- Doberman St	reet						
2		*	Topograp Exploration	phic Survey/Sub Surf	ace Utility	21 day	s Mon 1/6/25	Mon 2/3/25			
3		*	Draft Det	ailed Construction D	rawings	25 day	s Tue 2/4/25	Mon 3/10/25	2		
4		*	Submit Pl	lans to City for Appro	oval	7 days	Tue 3/11/25	Wed 3/19/25	3		
5		*				1 day?	Mon 1/6/25	Mon 1/6/25			
6		*	Phase 1 C	Construction- Doberr	man Street	1 day	Thu 10/3/24	Thu 10/3/24			
7		*	Traffic Co	ntrol Plan Implemer	ntation	1 day	Thu 3/20/25	Thu 3/20/25	4		
8		*	Swppp In:	stallation		1 day	Fri 3/21/25	Fri 3/21/25	7		
9		*	Site Demo	olition		3 days	Mon 3/24/25	Wed 3/26/25	8		
10		*	Storm Sev	wer Installation		15 day	s Thu 3/27/25	Wed 4/16/25	9		
11		*	Waterline	e installation		7 days	Thu 4/17/25	Fri 4/25/25	10		
12		*	Subgrade	preparation and co	mpaction	2 days	Mon 4/28/25	Tue 4/29/25	11		
13		Lime stabilization			3 days	Wed 4/30/25	Fri 5/2/25	12			
14		*	Install Geogrid		2 days	Mon 5/5/25	Tue 5/6/25	13			
15		*	Install Lin	nestone		5 days	Wed 5/7/25	Tue 5/13/25	14		
16		*	Install Cu	rb and gutter		5 days	Wed 5/14/25	Tue 5/20/25	15		
17		*	Concrete	Driveways and Side	walks	14 day	s Wed 5/14/25	Mon 6/2/25	15		
18		*	Asphalt P	avement Installation	า	1 day	Tue 6/3/25	Tue 6/3/25	17		
19		*	Backfill ar	nd cleanup		1 day	Wed 6/4/25	Wed 6/4/25	18		
20		*	Sodding			1 day	Thu 6/5/25	Thu 6/5/25	19		
21		*?									
22		*?	Phase 2 D	Design- Pyranees							
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24	Draft Construction Drawings				30 days	Thu 4/17/25	Wed 5/28/25	23		
25	*	Submit pl	ans to city for appro	val	7 days	Thu 5/29/25	Fri 6/6/25	24		
26	*?									
27	*?	Phase 2 C	onstruction- Pyranee	es Street						
28	*	TCP Setup)		1 day	Wed 6/4/25	Wed 6/4/25	18		
29	*	SWPPP In	stall		1 day	Thu 6/5/25	Thu 6/5/25	28		
30	*	Mill aspha	alt/Concrete demo		3 days	Fri 6/6/25	Tue 6/10/25	29		
31	*	Install Sar	nitary Sewer		16 days	Wed 6/11/25	Wed 7/2/25	30		
32	*	Install Sto	rm Sewer and Struct	tures	20 days	Thu 7/3/25	Wed 7/30/25	31		
33	*	Waterline	installation		7 days	Thu 7/31/25	Fri 8/8/25	32		
35 Lime Stabili		e Preparation abilization Installation		3 days	Mon 8/11/25	Wed 8/13/25	33			
				3 days		Mon 8/18/25 Tue 8/19/25	34			
				1 day			35			
37	Limestone Installation			7 days	Wed 8/20/25	Thu 8/28/25	36			
38	*	Curb and Gutter			7 days	Fri 8/29/25	Mon 9/8/25	37		
39	*	Driveways	s and sidewalks		11 days	Fri 8/29/25	Fri 9/12/25	37		
40	*	Asphalt pa	aving		1 day	Mon 9/15/25	Mon 9/15/25	39		
41	*	Backfill ar	nd cleanup		1 day	Tue 9/16/25	Tue 9/16/25	40		
42	*	Sodding			1 day	Wed 9/17/25	Wed 9/17/25	41		
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46		*	Draft Cons	struction Drawings		30 days	S	Tue 7/8/25	Mon 8/18/25	45					
47		*	Submit pla	ans to city for approv	al	7 days		Tue 8/19/25	Wed 8/27/25	46					
48		*?													
49		*?	Phase 3 Co	onstruction- Bay Driv	e										
50		*	TCP Setup			1 day		Tue 9/16/25	Tue 9/16/25	40					
51		*	SWPPP In:	stall		1 day		Wed 9/17/25	Wed 9/17/25	50					
52		*	Mill aspha	It/Concrete demo		2 days		Thu 9/18/25	Fri 9/19/25	51					
53		*	Install San	itary Sewer		15 days	S	Mon 9/22/25	Fri 10/10/25	52					
54		*	Install Sto	rm Sewer and Structi	ures	15 days	S	Mon 10/13/2	5 Fri 10/31/25	53					
55		*	Waterline	installation		10 days	S	Mon 11/3/25	Fri 11/14/25	54					
56		*	Subgrade	Preparation		3 days		Mon 11/17/2	5Wed 11/19/25	55					
57		*	Lime Stab	ilization		3 days		Thu 11/20/25	Mon 11/24/25	56					
58		*	Geogrid Ir	stallation		8 days		Tue 11/25/25	Thu 12/4/25	57					
59		*	Limestone	Installation		1 day		Fri 12/5/25	Fri 12/5/25	58					
60		*	Curb and	gutter		6 days		Mon 12/8/25	Mon 12/15/25	59					
61		*	Driveways	and sidewalks		10 days	S	Mon 12/8/25	Fri 12/19/25	59					
62		*	Asphalt pa	aving		1 day		Mon 12/22/2	5Mon 12/22/25	61					
63		*	Backfill an	d Cleanup		1 day		Tue 12/23/25	Tue 12/23/25	62					
64		*	Sodding			1 day		Wed 12/24/2	5Wed 12/24/25	63					
65		*	Project Clo	oseout		5 days		Thu 12/25/25	Wed 12/31/25	64					
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