



# CCS Constructors LLC

Supply & Erect Structural Steel and Precast  
Crane Service Rigging Pile Driving Heavy Hauling



## **Baseline Narrative Craftsbury BO 1449(34)**

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### **Phase 1:**

Phase 1 consists of Driving Pile; the schedule is reflecting not only the work that needs to be done for the bridge but the work leading up to it. CCS has this sequenced properly to get this work completed in the time frame that is shown. We will layout where all the signs go, once this is complete, dig safe will come and approve our locations. CCS will then start driving and installing the signs, two weeks prior to construction. This phase will be completed with a one-lane closure on the road.

All work leading up to the shutdown with exception to the signs will be done utilizing traffic flaggers as needed.

Several items will be performed before the bridge closure period, which include but not limited to removal of pavement, pre-excavation for pile and pile driving.

Our crew size and equipment will vary depending on the task at hand. The site is fairly congested so minimal equipment will be used, but will be brought in as needed. Our intent is to have crews from 4 to 10 men and work 8 to 12 hours a day, 5 days a week.

### **Phase 2:**

Phase II consist of the actual replacement of the Bridge. This phase includes the Bridge Closure Period. The schedule is constructed to reflect the work to be done on the bridge. CCS has this sequenced properly to get this work completed in the time frame that is shown. We have submitted an aggressive schedule that will limit the impact on the state and town but do realize some non-critical path activities can be pushed if need be.

The critical path for the construction portion of this project starts with the pile driving, and moves to the setting of precast abutments, as well as prefabricated bridge units. Drilling for the pile has the largest potential for delay; this is true any time you deal with sub surface work. Running into unknowns and hidden materials, boulders, ledge, concrete, etc., all of which are possibilities and can affect the schedule.



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We will be mobilizing a crane on the north and south ends of the bridge to help with the demo of the concrete slabs and steel. The critical path for this project is based on bridge activities, moving from the demo to setting precast abutments, forming and pouring, and setting bridge units. These are all items that have fewer variables, and we have more control over. There will be a slightly larger crew during times of forming and pouring rapid set concrete. This occurs both after we set the abutment pieces, and after we set the bridge units.

We intend on having a small dirt crew on site that will vary in size from 2 to 5 men. They will help with demo of the existing bridge, abutments, etc. In addition they will be doing any backfill that is required. The dirt crew's intent is to act as a floater and work within and around the critical path items of the project. The majority of the dirt work is excavation and backfill of the abutment and demo of the existing bridge.

As mentioned above our crew size and equipment will vary depending on the task at hand. Equipment will be used but, will be brought in as needed. Our intent is to have crews from 4 to 10 men and work 8 to 12 hours a day, 5 days or later as required by the schedule.