

# RENAUD BROS., INC.

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## Marlboro BRF 010-1 (43)

### Schedule Baseline Narrative

- a. The schedule illustrates a conventional style of bridge construction. Traffic control with a detour, new abutment construction, existing bridge removal, steel beam installation, concrete deck and traffic incidentals. Split demolition of the existing structure is shown with the deck demo and upper portions of the abutments. The new abutment construction will start and be completed before the July 1<sup>st</sup> constraint. We will remove the lower portion of the existing abutments after July 1<sup>st</sup>. We will still be phasing our construction on this project, with the intent of the first phase building 24 foot width of the new bridge to allow two lane traffic.
- b. The schedule is based on the same core crew onsite most of the project duration performing most of the tasks. This crew is made up of ten highly versatile construction professionals. The work hours are the same throughout the schedule of ten hour days. With the narrow in stream work window we will be working 6 days a week from May 1<sup>st</sup> to November 1<sup>st</sup>. The equipment will vary some throughout the schedule based on the task to be accomplished. We will have dual excavation operations on both sides of the stream during the excavation portions of the project.
- c. The preconstruction activities have durations longer than fourteen days because the development and approval of these plans usually takes much longer than fourteen days.
- d. The constraints used are the in stream work of July 1<sup>st</sup> and an end date of October 1<sup>st</sup>. A paving finish constraint of October 15<sup>th</sup> is also used. On the second phase we have a paving date on October 27<sup>th</sup> we think we can accelerate the schedule in the field to be performing that activity before October 15<sup>th</sup>. Our girders have a schedule delivery of August 11<sup>th</sup> it is reflected as a constraint on item activity 37. We have received a category 2 permit.
- e. The relationships applied between activities reflect standard construction procedures and the most economical progression for us. There are project summary bars for pre-construction, mobilization, detour construction and phases 1 and 2 of the new bridge construction. The milestones are notice to proceed, traffic transfer 1, 2 and final, and substantial completion.
- f. The project critical path currently runs through the steel girder activities, through the end of the project. The path is logical with the August 11<sup>th</sup> delivery date. There is a month of time between the abutments being complete and ready for the girder to the time they arrive. The pile installation techniques are fairly new to the industry and will take special attention to procedure to eliminate any possible delays. Traffic control may present a problem throughout this project and more specifically slowing down traffic through the site to eliminate mishaps and stoppage of construction to assist.