



SCHULTZ

May 5, 2015

State of Vermont Agency of Transportation
Southwest Regional Construction Office
61 Valley View
Mendon, VT 05701

Attn: Chris Williams, R.E.

**Re: *Castleton BRF 015-2(10) Bridge No. 93
Critical Path Method (CPM) Schedule – Bridge Hourly Narrative***

Dear Mr. Williams:

Enclosed you will find WM Schultz Construction's (WMSCI) initial Bridge Hourly schedule for the above referenced project. During the BCP our intent is to work continuously 24 hours per day, utilizing two shifts as needed with the exception of the sheeting and pile items occurring only during the special provisions allowed time frame. Those items will be completed during the day when no noise limitations are in place. The schedule within the BCP is setup with item durations set in 24hr calendar days. We are currently showing a 7/6/15 start, the work for both abutments will occur simultaneously. Our first major items are removing the existing bridge then installing the sheeting and piles. Once installation of the substructures and cure time is complete we will set next beams, form and pour the closures and reconstruct the road to tie into the new bridge. During the BCP the logical sequence of removal, excavation, setting of precast and then backfill are followed. The shutdown of RT 30 is depicted as a milestone and is currently set so the I/D period begins 7/6/15. The total hours on the schedule add up to 25 ½ days which are the same as the rounded 26 days in the cpm. The time period covered is still 26 Calendar days.

The schedule for the pile item will be to initially set the test pile immediately and test. Then continue placing piles 1-6 on each abutment for the first 2 days. They will set piles but not yet to refusal or cut them off until testing is complete. Next our sub will then test the first piles set. After testing the final restrike or setting on any remaining piles will occur.

The exact scheduled date of items on the hourly is comparable to the overall cpm. The level of precision on the hourly is greater due to being consistently by the hour for every item in the schedule. For the overall cpm it is difficult to change the working times for each item so it is generally set by daily shifts and rounded durations, for example half and full work shifts. Most major items fall exactly where they need to while some items may just extend into the next day by an hour or so which may cause the schedule to show the next day. Ultimately the schedule begins and ends when it needs to and the 10 days of sheeting and piles are consistent across both schedules due to being easily scheduled for the 1 day shift.

The trains passing are not shown as a specific item multiple times a day. Rather we have included that expected time into the duration of items. During the 10 days where only the sheeting and pile work happens during typical day time working hours work will begin after the morning train passes and end before the evening train passes. As before we are working to receive the best possibly potential schedule from the train company. During construction 24hr coordination will occur with the train flagger to ensure safe train passing. Specifically we have also discussed items such as having an excavator ready to remove debris off the tracks during items like the bridge demo in anticipation for the next train passing.

We welcome any and all comments or concerns that VTRANS has to offer on this hourly baseline schedule. If you have any questions about this schedule please contact me. Thank you.

Sincerely,
W.M. Schultz Construction, Inc.



Mike Garn
Asst. Project Manager