



SCHULTZ

April 28, 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 – Rail Road Hourly Narrative

Dear Mr. Williams:

Enclosed you will find WM Schultz Construction's (WMSCI) initial Rail Road Hourly schedule for the above referenced project. We are currently showing a start of the Rail Road closure immediately following the BCP. During the RCP our intent is to work continuously as much as possible, utilizing two shifts as needed while adhering to the rail road special provisions for uninterrupted and interruptible time frames.

The schedule within the RCP is setup with item durations set in calendar days. At this time we are still finalizing many details with our subcontractor for these items of work. We currently are showing an 8/3/15 start. Rail access will already be in place. The rail road work involves the removal and installation of materials and is separated from the bridge work. The Rail Road items will be the repeat process of removing manageable sections of tracks in any one work shift. Next the excavation of existing material followed by placing geotextile and new ballast will occur. Last any ties needing replacement will be done and the rail will be reset and realigned. At the end of rail resetting our sub intends to then again re-tamp or re-surface the entire limits of work. The total hours of work are 13 and half days which would round to or be the same as the 14 shown on the overall. We start the Monday morning of the 3rd and end on the evening of the 16th so 14 calendar days are covered. The work will begin from the west or begin stationing of 594+94 and will progress east to the end stationing 606+20. Most of the abutment type 1 stone work will have been previously completed especially what is under the bridge. As work progresses on the rail the ditch line stone will be completed at this time.

Due to the train schedule being variable we understand and are prepared to work with the train flagger to adjust for any situations that may require trains to pass. Most of the work is set to follow the spec. of Monday through Thursday 9am until 5pm uninterrupted. We have allowed for a 2-3 hour window before and after each shift. We will then try to complete what work we can after the train passes at night even though this is interruptible time. For Friday the same idea is used except that we have an additional 2 hrs. of work until 7pm. Saturday has a small window period so we have allowed for a longer train passing window to anticipate a train in the am and one in the evening but will still attempt

to complete a section of rail. Sunday offers an earlier start but also has an early finish before a train may come though around 4pm. The schedule and execution of work will be closely coordinated with the rail road, VTRANS, WMSCI and our sub to ensure trains are able to pass whenever the need may arise.

We welcome any and all comments or concerns that VTRANS has to offer on this 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