



# SCHULTZ

July 14, 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 – July Narrative***

Dear Mr. Williams:

Enclosed you will find WM Schultz Construction's (WMSCI) schedule for the above referenced project. The baseline schedule is set by grey bars and item tasks are blue while critical items are shown in red.

This last month the project started on schedule with a 6/22/15 start with mobilization, job setup, installation of erosion control measures and other items to setup the work site. Our first major items went well, removing the existing bridge, installing the rest of the sheeting along the rail road, installing piles.

A potential problem or delay arose when the paint on the steel was revisited in conversation. It was tested and determined to have minimal lead levels so this additional not previously planned item had to be added. Small area removal was needed to then be able to later safely remove the steel beams. This work was recognized in time to be performed before the BCP and was completed without negatively impacting the schedule.

Not many major differences in work planned vs what has been performed have occurred. Most items have gone well. The lead removal was unplanned but WMSCI and VTRANS were able to quickly and properly deal with that item. Also some unexpected sub-surface obstructions were found while driving the sheet piling.

The current critical path remains to follow through the erection of the precast, cure times, road reconstruction and finish items such as rail, paving and restoration. The overall project final major item will then be to perform the rail road lowering.

Potential problems could arise with the weather. The trains and their schedule could possibly interrupt some critical work but so far we have managed to work well with coordinating with the rail road flagger and this has been almost a non-issue. Subcontractors play a big part in many of the final and close out items so managing them so the schedule is maintained to keep from having any problems is a must. Almost all of the rail road work is a sub so they will have a lot of control of that major portion of work.

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.

A handwritten signature in black ink, appearing to read "Michael D. Garn". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael D. Garn  
Asst. Project Manager