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March 20, 2015

The narrative needs to highlight any deviations from the contract.

The sheeting in the Pre BCP, is this on both abutments? Please list the approximate stations of work to be completed.

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 – Baseline Narrative

Dear Mr. Williams:

Enclosed you will find WM Schultz Construction's (WMSCI) initial baseline schedule for the above referenced project. Project milestones are separated into a grouping at the top of the schedule; and submittals (with an allotted 21 working day review time) are listed below the project milestones. The next section is project notifications followed by the physical work items. Although physical construction will not begin on site until the end of June, we currently have our project team working on preparing submittals, meeting with subcontractors and vendors, engaging outside engineers for the various plans required and making periodic site visits to review means and methods. During the BCP and RCP our intent is to work continuously 24 hours per day, utilizing two 12 hour shifts as needed. The schedule within the BCP is setup with item durations set in calendar days while tasks before and after are typical Monday through Friday work days.

We currently show 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 will be access and installing approximately 70 ft of the sheeting in the western corner before the shutdown. Once complete the focus will shift to removing the existing bridge, installing the rest of the sheeting along the rail road, installing piles and abutments. The work for both abutments will occur simultaneously. Once cure time is complete on the substructures we will set next beams, form and pour the closures and reconstruct the road to tie into the new bridge. The final major item will then be to perform the rail road lowering. The only milestones shown for this bridge are the implementation of the detour and opening the road. The only constraint used is the start which is currently set as not earlier than 6/22/15.

PO Box 2620 • Ballston Spa, NY 12020 • Ph 518.885.0060 • Fx 518.885.0744 • www.wmschultz.com

The rail road work involves the removal and installation of materials and is separated from the bridge work. Milestones are shown for the shutdown and opening of the bridge and rail road, the BCP start date is controlled by a start no earlier than constraint. The overall work items schedule is broken down into Pre-BCP, BCP, Post-BCP and Rail Road groups, we will also provide hourly break downs to further clarify the Bridge and Rail closure periods. The major items of work to be accomplished during the Pre-BCP phase are mobilization and site setup. 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 begins the first Monday allowed by the special provisions; this may change as the project progresses and if so the required notification will be provided to VTRANS. The Post-BCP will consist of clean up and minor items. The Rail Road items will be the repeat process of removing manageable sections of tracks, excavation of material, placing new ballast and resetting rail.

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

SCHULTZ

March 20, 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 12 hour shifts as needed with the exception of the sheeting and pile items occurring during the special provisions allowed time frame. The schedule within the BCP is setup with item durations set in calendar days. We currently show a 7/6/15 start with our first major items removing the existing bridge then installing the sheeting and piles. The work for both abutments will occur simultaneously. 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.

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

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SCHULTZ

March 20, 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 24 hours per day, utilizing two 12 hour 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 show 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, excavation of existing material, placing geotextile new ballast and resetting rail.

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

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