



SCHULTZ

Sept. 23, 2014

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

Attn: Chris Williams, R.E.

**Re: Rochester BRF 0162(16) & BRF 0162(17) & ER BRF 0162(18) & STP BRF 0162(19)
Critical Path Method (CPM) Schedule – Updated Narrative**

Dear Mr. Williams:

Enclosed you will find W M Schultz Construction's (WMSCI) updated schedule for the above referenced project. The baseline dates to begin items are in grey and the adjusted new start for items is in blue and red for the critical path.

At this time since our last update we have completed various items such as finishing all three shutdowns for bridges 15, 16 & 13. At bridge 19 the revised cofferdam with the addition of sheeting was completed. Also, WMSCI completed extra excavation to the lower rock elevation, drilling and grouting into rock and forming and pouring of a sub-footer. This work was done to get back to the plan elevation for the footing to be poured as per plan. These are just some of the various items completed.

Items of work Complete / Started

- Bridge 15 Shutdown and items for completion
- Bridge 16 Shutdown and items for completion
- Bridge 13 Shutdown Items
- Bridge 13 completion Items in process
- Revise Cofferdam and Install Sheeting BR 19
- Install discharge maze for sediment BR 19
- Excavate to lower elevation BR 19
- Drill and Grout in Rock BR 19
- Form and Pour Sub Footing BR 19
- Backfill Sub Footing BR 19
- Drill and Grout into Sub Footer BR 19
- Form Footing BR 19
- Place Footing Rebar BR 19
- Pour Footing BR 19

The last month of work experienced delay due to rock elevations at abutment # 2 along RT 100 for bridge # 19 being significantly lower than per plan or anticipated. This created the need to revise our cofferdam plan to be able to control the water at the much lower elevation; this was a major change with the addition of steel sheeting. WMSCI then had to excavate to the lower elevations, drill, grout and form and pour a sub-footer. This has since been completed, but even with working longer shifts and extra days the schedule will not be brought back on track. Also a week of delay was experienced during the footing rebar installation by the subcontractor. It took several attempts to meet VTRANS specifications and tolerances for the footing rebar at bridge 19. This in turn pushed the concrete pour to be a week later than what was originally planned.

The work performed since the last update for bridges 15, 16 & 13 in the contract was as planned. The main difference in work performed at bridge 19 during the last month was that of being extra or un-anticipated work that could not be determined until excavation showed that rock elevations would be much lower. VTRANS was notified immediately of this differing condition.

The work planned to be performed along the critical path is to complete the various abutment pours at bridge # 19 to then be able to place steel. Going forward this next month our major items will be these pours. We may begin to face weather that is manageable but not the most ideal for concrete pours. We also intend to be able to remove the cofferdam and access to abutment # 2 at bridge 19, complete backfilling and placement of the slope rock. This will allow us to prepare to be able to open both 100 and 73 to two way traffic in all directions using the temporary bridge for the winter.

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

Sincerely,
W.M. Schultz Construction, Inc.



Michael D. Garn
Project Manager