**WYOMING DEPARTMENT OF TRANSPORTATION COMPLETION REPORT**

DATE February 18, 2010

1. Project Number: .......................................................BROS-OCI8005

2. Road Designation: ....................................................CR 268

3. Road Section: .......................................................... Bridge Over Inyan Kara Creek

4. Location: ...................................................................Crook County

5. Nature of Work: ....................................................... bridge replacement including grading,

placing crushed base, structure and miscellaneous work on the Inyan Kara Creek Bridge on County Road 268 at reference marker 7.2 north of Moorcroft.

6. Engineers in Charge: ................................................ Mark J. Gillett, P .E., District Engineer

David L. Mullen, P.E., District Construction Engineer

Warren Oyler, P.E., Resident Engineer

7. Contractor: ................................................................DRM, Inc.

8. Contract Date: ...........................................................19 March, 2009

9. Contract Date of Beginning: .....................................11 May, 2009

10. Actual Date of Beginning: ......................................15 June, 2009

11. Contract Date of Completion: .................................30 September, 2009

12. Additional Contract Time of \_\_\_ 0 \_\_\_\_\_ Working Days Added by Form E-61

13. (a) Date On Which The Project Was Accepted: ......12 January, 2010

(b) Actual Completion Date (E-96) ...............................16 March, 2010

14. Overrun Time and Liquidated Damages: ................ NONE

15. (a) Preliminary Estimate: ........................................ $ 500,550.80

(b) Extra Work Orders and Supplemental Agreements: $0.00

Items Removed From Contract By Letter To Contractor. $ 4,075.25

(c) Total Preliminary Estimate Before Incentives: ........ $ 496,475.55

(d) Total Cost of Contract: ............................................. $ 508,344.05

Construction Schedule:

* June 16th existing fence removal and start installing the temporary fence.
* July 15th began mobilizing equipment and materials on to the project, setup the traffic control devices on the project
* July 16th stripping and stockpiling topsoil along with the necessary clearing and grubbing throughout the project.
* July 20th installed the 36" CMP in the creek channel and started building the temporary detour for construction activities.
* July 21st closed the roadway and began removing the existing structure
* July 22nd began the dry excavation for the abutments and slope grading for the placement of the gabion baskets.
* July 30th began driving pile at abutment #2.
* Aug. 3rd began driving pile at abutment #1.
* Aug. 10th the precast abutments were mobilized on to the project, set the abutments on to the piling and then the two certified welders attached the piling to the abutments.
* Aug. 11th began backfilling around and beneath the abutments, elected to back fill with a lean concrete mix beneath the abutments rather than compromise the compaction of subgrade beneath the abutments.
* Aug. 12th began laying out and placing the locations for the bearing plates on the abutments.
* Aug. 14th set the precast girders. Once the girders were set in place a certified welder began placing and setting the deck weld ties.
* Aug. 15th began attaching the web diaphragms and the substructure components.
* Aug.l8th set the precast concrete wing walls in place and the certified welder attached them to the abutments the same day.
* Aug. 19th began placing the underdrain pipe, fabric, and rock for the approach backfill at each abutment once the grading was completed at both abutments. They then epoxied the swedge bolts at the girder bearing plates on both abutments, also placed the backer rod along the deck gaps and began placing the non-shrink grout in the gaps.
* Aug. 21st began grading work and constructing fill on both sides of the bridge
* Aug. 26th began installing the bridge rail and components on the structure. WYDOT blue topped the dirt grade the same day and DRM began the finish work of the dirt subgrade.
* Aug. 27th installed the 24 ft. cattle guard.
* Aug. 28th began placing and grading the crushed base for the roadway surfacing. The structure and roadway was then reopened to traffic the same day.
* Aug. 31st started the final grading of the crushed base.
* Sept. 1st began the final grading and started the topsoil placement along the roadway slopes.
* Sept. 2nd began the installation of the W-Beam guardrail and end anchorages for the new bridge structure, completed work on Sept. 4th.
* Sept. 3rd began the muck excavation for the machine placed rip rap along the creek bank for erosion control along with placing the geotextile erosion control fabric and the machine placed rip rap.
* Sept. 4th finished all major items and clean up on the project and would return when the bridge was inspected by WYDOT personnel from the Bridge department to complete their punch list items.
* Sept. 22nd mobilized to complete the fertilizing, seeding, and dry mulch operations for the project.
* Sept. 28th mobilized on to the project to begin building the permanent fencing throughout the project.
* Sept. 29th WYDOT Bridge Inspectors inspected the new structure and a punch list was made
* Sept. 30th provided a punch list for the project to contractor.
* Oct. 20th contractor completed all the remaining punch list items for the project.
* Oct. 27th removed all the remaining traffic control devices for the project.