

KUBRICKY CONSTRUCTION CORP.
269 BALLARD ROAD

WILTON, NY 12831
518 792-5864



KUBRICKY CONSTRUCTION CORP.
A PROUD MEMBER OF THE D.A. COLLINS™ COMPANIES
An Equal Opportunity Employer

Rutland City BRF 3000 (2014036)
SUBMITTAL 75.1

Issued 12/03/15
Respond by 12/10/15

To

Timothy Pockette, PE

Topic	900.645 Prefabricated Bridge Truss - Response to Review Comments
Status	For Approval
Spec section	900.645
Responsibility	(19) Ripley Road
Sent to approver	12/3/15
Required from approver	12/10/15

Message KCC response to comments:

7b. KCC will finalize and submit the erection plan in accordance with note 5, sheet 65 of 245 when the design and shop drawings are approved for fabrication.

7c. Note 8, sheet 65 of 245 does not apply to deck or sidewalk reinforcing. KCC will submit the bar list and bending schedule from our reinforcing supplier in accordance with Standard Specification 507.03 (b) when the bridge design drawings are approved.

From

Volker H.D. Burkowski

Signed by 

Date 12/3/15

Proceed as Indicated _____
Owner Authorized Representative

Date _____

Comment 2:

2. A cable rail system pedestrian barrier shall be detailed with applicable VTrans and AASHTO guidelines as shown on the Typical Section on Sheet 64 of 245, to be paid for under the Truss pay item. It appears that the only mention in this submittal is on the Typical Bridge Section, sheet T3, which says "Pedestrian Barrier Per Std. Spec." Please provide details for this barrier.

Response 2: General details for the cable pedestrian barrier are attached on sheet T21. We do not find cable rail design requirements in the special provisions, standard specifications, and contract plans to detail the cable rail. Contract plan sheet 64 shows the cable rail and references VTrans and AASHTO guidelines. AASHTO LRFD 13.8.1 requires railings to be 42" tall, with 6" clear openings. Sheet 64 shows four cables, which would not meet the 42"/6" requirement, so we are unclear as to the intent. Please review and comment on the attached drawing, and provide desired dimensions, or confirm that 42"/6" is sufficient.

Comment 3:

3. Detail 1 on sheet T3 incorrectly shows the deck as 9". Verify that the U-bolt spacing and reinforcing steel is not affected by the increase to 10".

Response 3: The 3-11/16" offset of top of deck to lower U-bolt needs to be increased by 3/16" to 3-7/8", to accommodate the #7 top longitudinal deck bars. However, if the U-bolts have already been procured, or are a standard dimension, the 3/16" tolerance is within placing tolerance and the 3-11/16" dimension would be considered adequate.

Comment 4:

4. The shear connector detail on sheet T6 says that the shear connectors are to be spaced at 6", but the design calls for 5 1/4" spacing (see pdf sheet 240 of 522). Please revise the detail on sheet T6. Also, please call out the total required number of shear connectors per each floorbeam (70).

Response 4: Agreed, we will revise the floorbeam shear connector spacing and note the totals.

Comment 5:

5. Casco Bay drawings have different panel points than the FST drawings, which may lead to confusion during erection. Please coordinate so that the panel points are labelled the same on all drawings as well as on shop drawings.

Response 5: The truss design members and connections are symmetrical, so the panel labelling shown on the design plans makes tracking the members and connections simple in the calculations and design plans. However, the truss fabrication shop drawings need separate panel labels since some angles and dimensions are not symmetrical. We prefer the design and shop drawing panel point labels to remain as submitted.

Comment 6:

6. As per note 8 on sheet 65 of 245, details shall be furnished to allow for future jacking of the trusses for bearing replacements under one lane of live load, and this condition should be checked in the design. It does not appear these were provided. Please revise and incorporate as required.

Response 6: Sheet T8 shows the jacking stiffeners and loads, and the floorbeam connection was designed to carry the full truss load with one lane of HL-93 live load. Sheet T10 also shows the jacking stiffeners in the cross bracing plan detail. We will revise the 250k dead load to be 265k per the bearing notes on sheet T16. We believe the jacking requirement has been adequately addressed.

Comment 7:

7. A number of submittals in regards to the truss and deck are still required and are noted as follows:
 - a. Shop fabrication drawings must be submitted six weeks prior to beginning fabrication of the bridge as per note 17, sheet 20 of 245.
 - b. Proposed method and sequence of erection as per note 5, sheet 65 of 245.
Please see submittal cover for KCC Comments. VB 12/3/15
 - c. Bar list and bending schedules as per Deck and Sidewalk Note 8, sheet 65 of 245.
Please see submittal cover for KCC comments. VB 12/3/15
 - d. Upon substantial completion of construction, provide revised load rating calculations based upon as-built conditions as per note 6, sheet 65 of 245 and note 19, sheet 20 of 245.

Response 7a: Acknowledged.

Response 7b: Erection method and sequence are by others, and will be a separate submittal by the Contractor.

Response 7c: Bar list and bending details are by others, and will be a separate submittal by the Contractor.

Response 7d: The load ratings will be revised, based on as-built information provided by the Contractor.

Please provide the information as requested above, and contact me if you have further comments or questions.

Sincerely,

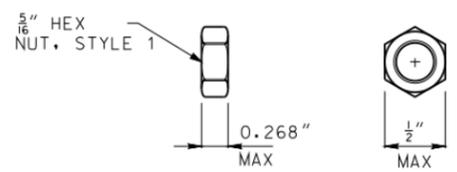
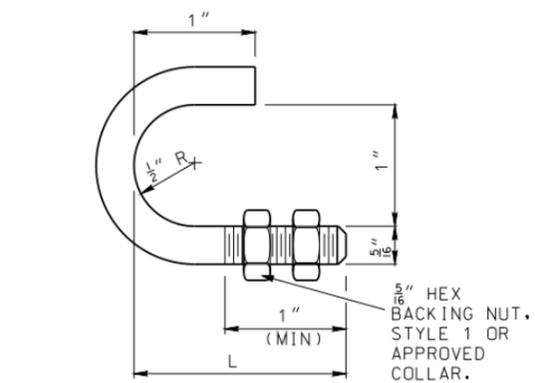
FAY, SPOFFORD & THORNDIKE

By

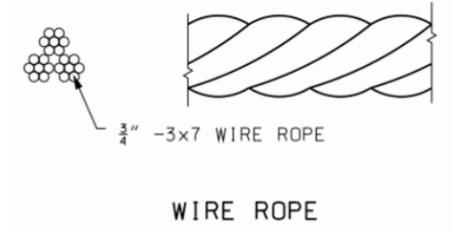
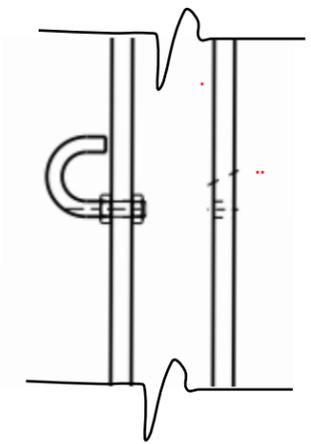


Thomas Densford, P.E.
Engineer of Record for Truss Design

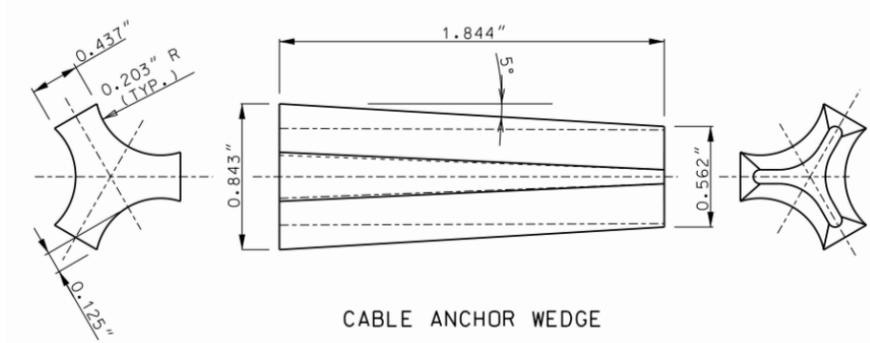
Attachment: Sheet T21



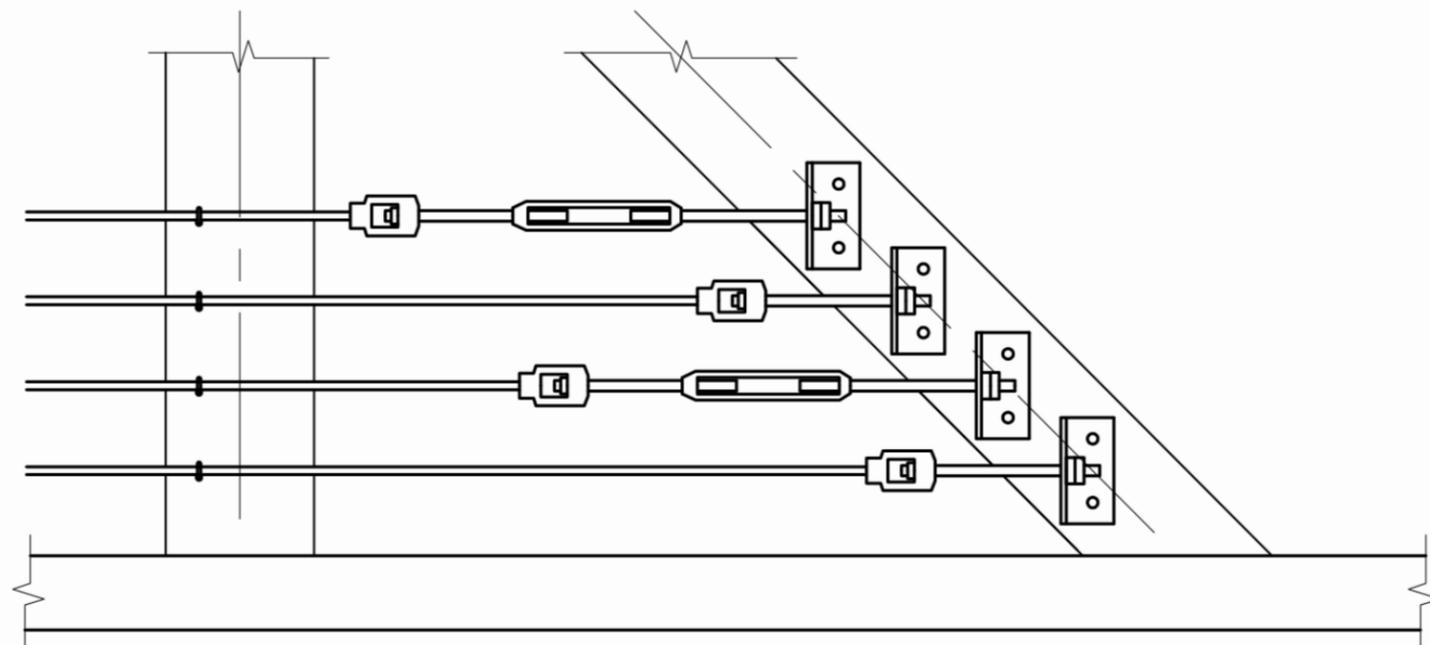
CABLE HOOK BOLT AND NUT



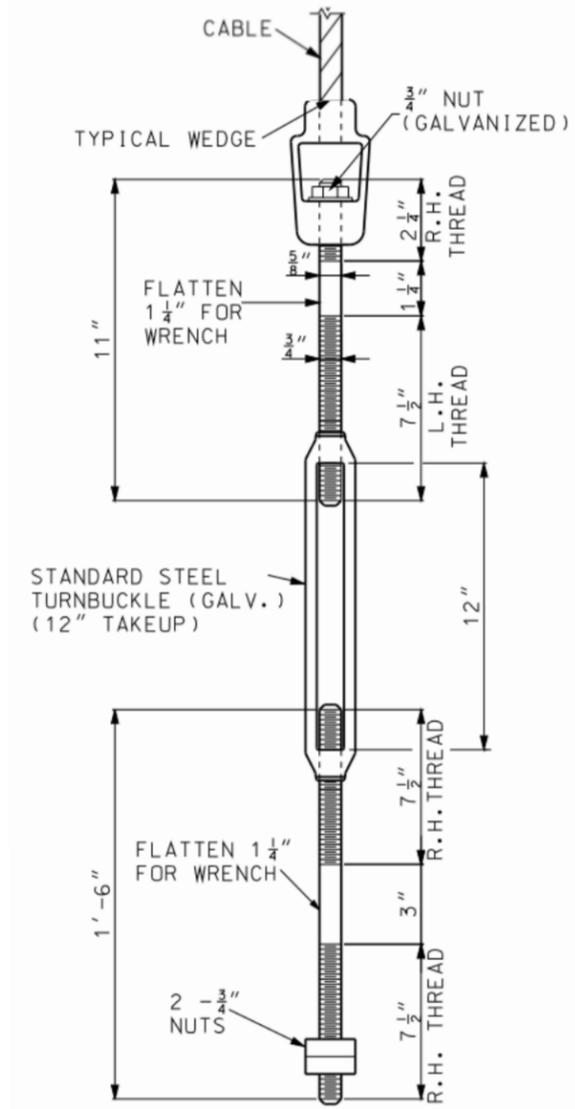
WIRE ROPE



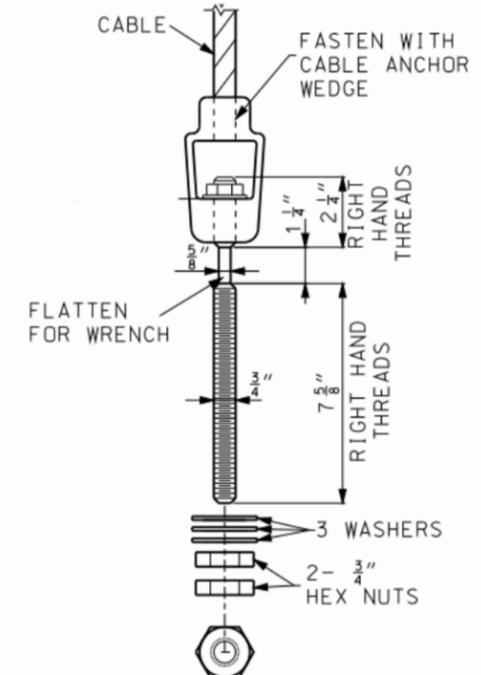
CABLE ANCHOR WEDGE



TYPICAL END ANCHORAGE



TURNBUCKLE CABLE END ASSEMBLY



CABLE END FITTING

CABLE END FITTINGS

- NOTES:
1. CABLE GUARDRAIL SHALL MEET SECTIONS 621 AND 713.03 OF THE STANDARD SPECIFICATIONS.
 2. VTRANS IS REQUESTED TO FURNISH SPACING, NUMBER, AND HEIGHT OF CABLE GUARDRAIL CABLES.



CABLE PEDESTRAL BARRIER DETAILS	PROJECT NAME: RUTLAND CITY	PLOT DATE: 8/14/2015
	PROJECT NUMBER: BRF 3000 (19)	DRAWN BY: B. LAVERGNE
	FILE NAME: _____	CHECKED BY: M. BRASSARD
	PROJECT LEADER: T. DENSFORD DESIGNED BY: T. DENSFORD DWG. NO.:	SHEET T21 OF