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Agency of Transportation

January 29, 2014

Kevin Ture
Schultz Construction
P.O. Box 2620
Ballston Spa, NY 12020

Project Name: Rochester ER BRF 0162(18)
Structure Identification: VT 73 Bridge #19 over the White River

Re: RFI 002 – Shop Splice Detail

Mr. Ture:

The proposed shop welded butt splices as shown in the SK-01 sketch provided by Structural Steel for Bridge 19 dated 16.01.2014 are acceptable based on the following observations:

- Per the 2010 VTrans Structures Manual (latest edition), Section 6.4.4.8, the minimum offset between a web and flange butt splice shall be 2.0'. The proposed web/flange butt splices are offset 25.875', which satisfied the above condition. Therefore the offset is acceptable.
- The location of the web and flange splices are not in the vicinity of any connection plates or stiffeners (6' or greater separation as shown), therefore there is no conflict there either splice.
- The weld procedure will be evaluated with the shop drawing submittal.

Please feel free to contact me with any additional questions or clarifications.

Sincerely,



Jennifer M. V. Fitch, P.E.
Project Manager

Attachments

cc: [x] Resident Engineer – Christopher D. Williams
[x] Inspector – Jeff Clark
[x] Design Engineer – Greg Goodrich and Scott Burbank
[x] File

January 27, 2014

Kevin Ture / Michael Garn
Schultz Construction, Inc.
PO BOX 2620
Ballston Spa, NY 12020

Ref: Bridge 19 over White River. Rochester, VT
VTRANS Project No. ER BRF 0162(18)
Purchase Order Number: 14-117-92
Structal Bridges-Claremont, NH. Job No. Q00540

Re: RFI 002 : Shop Splice Detail

The contractual and schedule impact will have to be evaluated depending on when we get the RFI below answered.

Tentative OFA for shop dwgs is early March 2014. If we wait till we get approved dwgs back to order material the following consequences occur :

1. We have to place material orders in April 2014 (Lead time 8-10 weeks). We will not have material here till June 2014 and delivery dates will be pushed back by atleast a month.
2. Steel material costs will rise by at least 2-3 cts./lb. i.e. \$40.00-\$60.00/TON.

Since the location of the shop splice is an important part of material purchasing (determine milling lengths), we would like to re-emphasize that this RFI be answered as soon as possible to meet contract schedule.

Attachments:

- RFI # 2
- Shop Splice Detail

Please do not hesitate to call me, if you have any questions or comments.

Thank you.



Ankit Shah
Project Manager
Work : (301) 874-6822. Cell : (551) 208-1529





Structal Technical Request (STR)**00002**

RFI# (client):

RFI# (engineering):

RFI# (other):

Project: Bridge no19 - Rochester, VT
Issued: Jan. 17, 2014**Project no.:** Q00xxx
Respond by:

To: Kevin Ture
Company: W.M. Schultz
Phone: 518-885-0060
Email: kture@wmschultz.com

CC: Carl
Gagne/G_STGEORGES/CANAM_MANAC
Bernard
Goulet/C_QUEBEC/CANAM_MANAC
Structal Pont Brasov/CANAM_MANAC
John
Hand/C_CLAREMONT/CANAM_MANAC
Ankit Shah/G_POR/CANAM_MANAC

From: Marco Gilbert
Phone: 418-228-8031 ext.6541

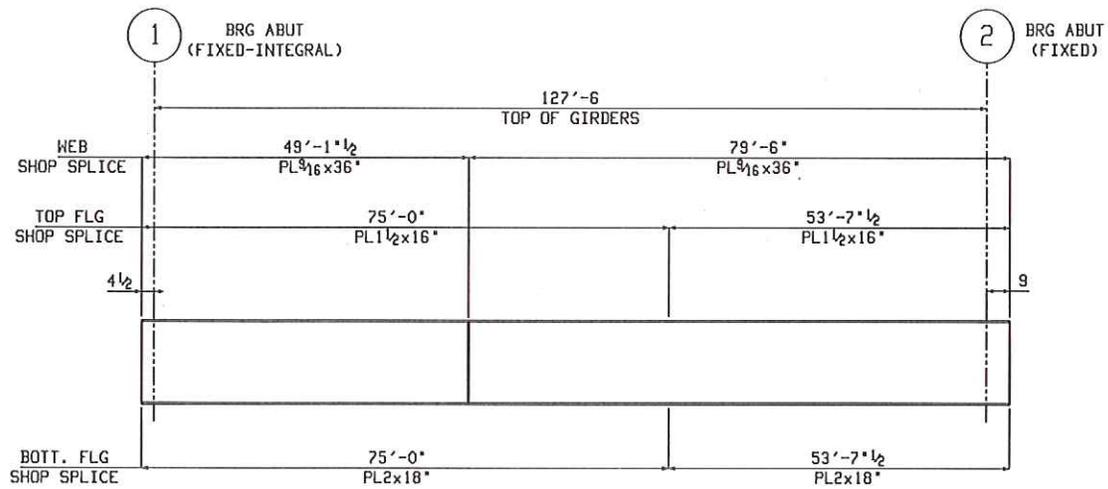
Company: Structal Bridges
Email: marco.gilbert@groupecanam.com

Reference:
Divisions:**Categories:**
Impact:**Extra:**

REQUEST TITLE: Shop splice

Please review attached sketch for shop welded splice according to material availability.

Attachment(s): SK-SHOP WELD.pdf



STRUCTAL
Building Better Bridges

1445, rue du Grand-Tronc, Québec, QC G1N 4G1
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PROJECT: Bridge 19 - White River

REF: SHOP SPLICE

DATE: 16.01.2014

SKETCH No:

SK-01

LN