



RFI/FIELD DESIGN CHANGE/DESIGN DIRECTIVE

RFI Number (from Walsh): 00070 **Date:** 7/20/11

Part I: Identify Request

Requested by: Tim Smaron Phone: (216) 452-5910

Drawing Package Title: Various Bridges

RFC Date of Drawings: _____

Stationing: _____ (show nearest 500')

Description of Change: On bridges 1, 2, 7, 8, 9, due to the end cross frames conflicting with per plan dowel locations on the abutment extensions and seismic pedestals, we cannot drill and install the dowels in the required locations.

Requested Change: Walsh would like to drill and install the dowels approx. 8" from the back walls directly next to the end cross frame. We understand that there may be a need to eliminate bars or adjust "L bar" tail lengths to make this work.

Attachments Sent No
to Design: Yes List:

Owner approval needed for No
change to contract Yes Describe:
(including specs):

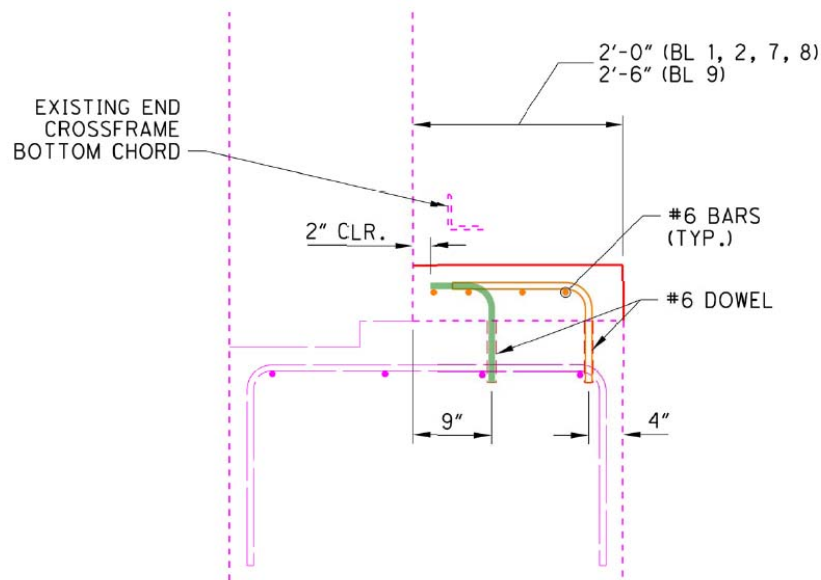
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Part II: Response

Response: HNTB recognizes the challenge of installing the dowels beneath the bottom chord of the existing end crossframes remaining and proposes the following alternate details for both the abutment beam seat and seismic pedestal reinforcement.

*Abutment Beam Seat Reinforcement:
(BL 1, 2, 7, 8 & 9)*



SECTION THRU ABUTMENT SEAT

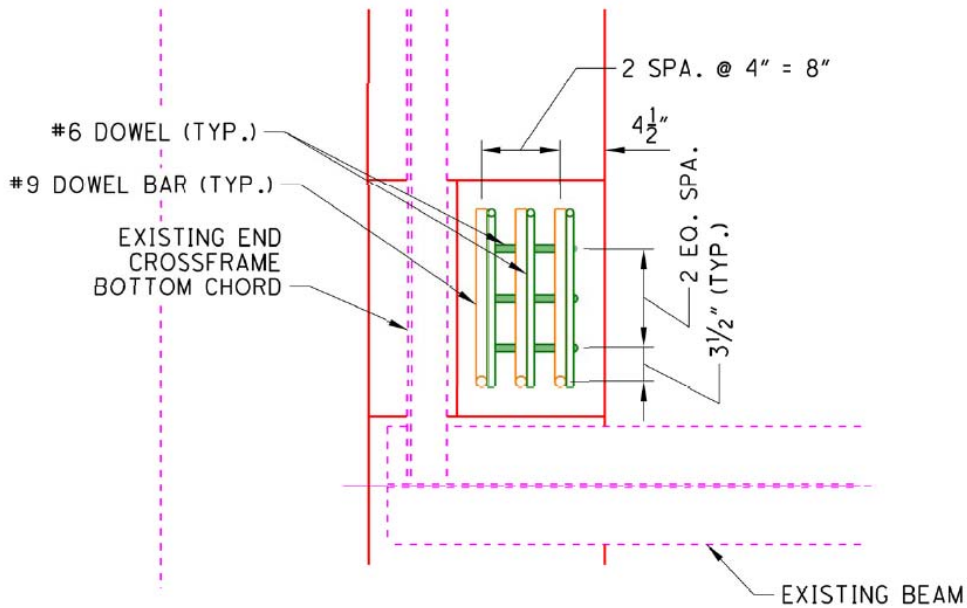
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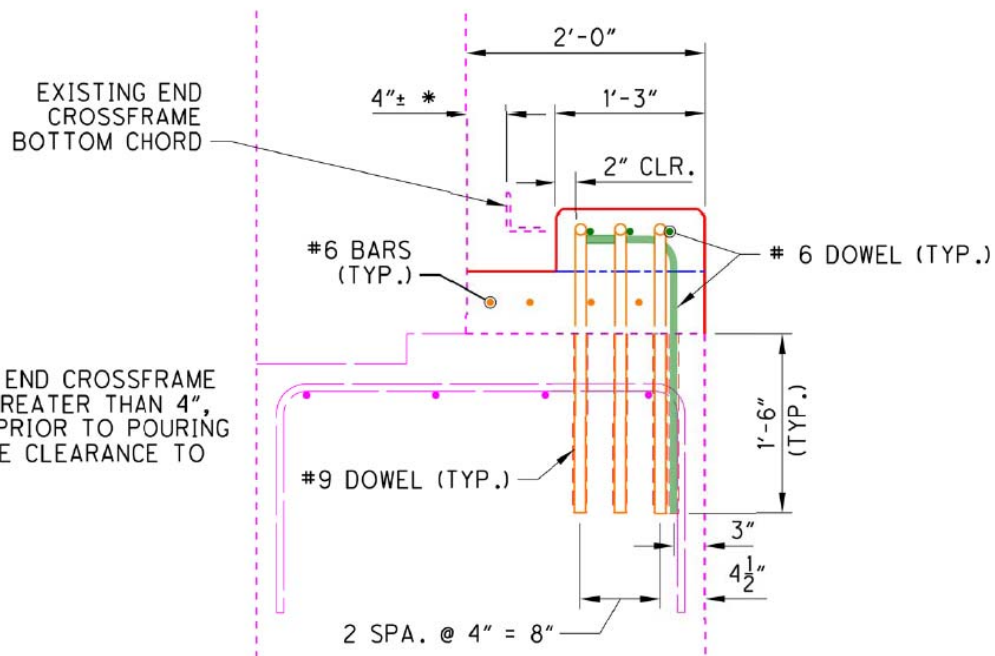
Date: 7/20/11

Partial Seismic Pedestal Reinforcement: (BL 1, 2, 7 & 8)

*** Due to a proposed reduction in length of the pedestal, a subsequent reduction in load carrying capacity of the pedestal is anticipated. Therefore, additional pedestals will be required to compensate. See attached file for abutment plan locations of the additional pedestals. ***



PLAN



* IF CLEARANCE TO END CROSSFRAME BOTTOM CHORD IS GREATER THAN 4", CONTACT ENGINEER PRIOR TO POURING TO VERIFY ADEQUATE CLEARANCE TO SEISMIC PEDESTAL

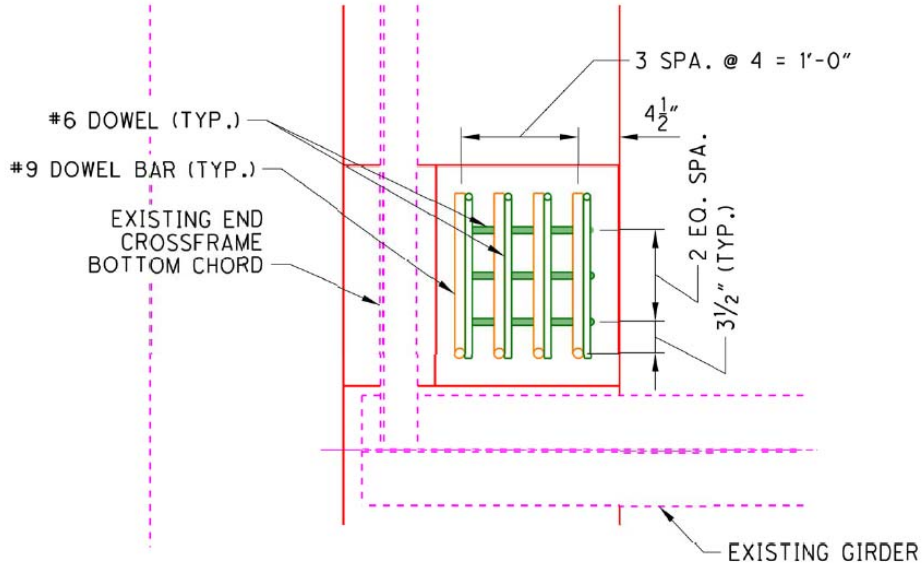
SECTION

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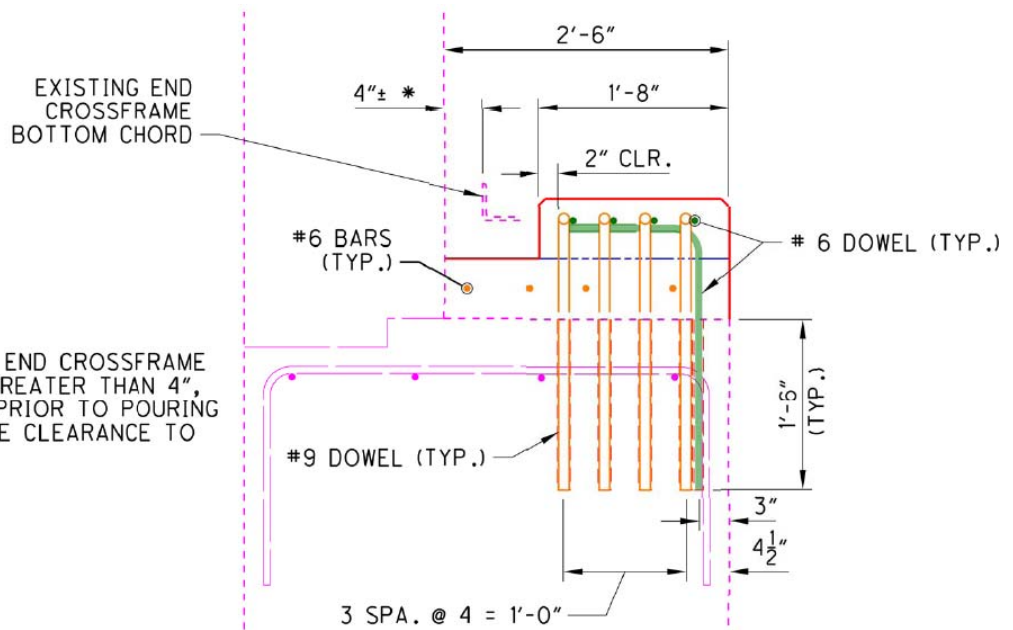
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Partial Seismic Pedestal Reinforcement: (BL 9)

*** Due to a proposed reduction in length of the pedestal, a subsequent reduction in load carrying capacity of the pedestal is anticipated. Therefore, additional pedestals will be required to compensate. See attached file for abutment plan locations of the additional pedestals. ***



PLAN



* IF CLEARANCE TO END CROSSFRAME BOTTOM CHORD IS GREATER THAN 4", CONTACT ENGINEER PRIOR TO POURING TO VERIFY ADEQUATE CLEARANCE TO SEISMIC PEDESTAL

SECTION



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Revised Plans needed before this change can be implemented: No **** Contractor to proceed as directed by RFI with revised plan sheets to follow. If further clarification of bar placement is required prior to issuing of sheets, contractor is advised to contact HNTB for additional direction.**

Yes List: BL-1: 2/28, 10/28, 11/28, 13/28
BL-2: 2/35, 14/35, 15/35, 18/35
BL-7 & 8: 2/38, 13/38, 16/38
BL-9: 2/42, 13/42, 14/42, 15/42, 17/42

Owner approval needed for change to contract (including specs): No
Yes Describe:

Plans to be as-built: No
Yes List:

Responded by: Brian Avarello Date: 7/21/11

Checked by: Richard Bloch

Attachments for Response: No
Yes List: [2011-07-20 RFI 00070 - BL1,2,7,8,9 Abut Ext and Seismic Ped Dowel Locations PEDESTAL LOC.PDF](#)

[2011-07-20 RFI 00070 - BL1,2,7,8,9 Abut Ext and Seismic Ped Dowel Locations CALCS.PDF](#)

HNTB Job String: DS 001
DS 004



Brian T. Avarello
7/21/11