

REPAIR OR UNITS:

1. MINOR DEFECTS IN THE PBU'S SHALL BE REPAIRED USING AN OVERHEAD AND VERTICAL CONCRETE REPAIR MATERIAL FROM THE VAOT'S APPROVED PRODUCTS LIST TO SATISFACTORY TO THE ENGINEER. THE REPAIR MATERIAL SHALL BE CURED AS SPECIFIED BY THE MANUFACTURE. THE ENGINEER SHALL APPROVE ALL FINAL REPAIRS.

2. CRACKED WIDTHS LESS THAN 0.01" SHALL BE SEALED WITH A PENETRATING SEALER USING AGENCY APPROVED MATERIALS AND PROCEDURES. CRACKS WIDTHS MEASURING 0.01" TO 0.03" SHALL BE EPOXY INJECTED USING AGENCY APPROVED MATERIALS AND PROCEDURES. AT THE ENGINEER'S DISCRETION, CRACKED MEMBERS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

PRODUCTION SITE HANDLING:

1. UNITS SHALL NOT BE LIFTED, MOVED OR OTHERWISE DISTURBED UNTIL THE CONCRETE HAS REACHED FULL DESIGN STRENGTH.

PRE-ASSEMBLY:

1. UNITS SHALL BE PRE-ASSEMBLED AT THE FABRICATION LOCATION TO ASSURE PROPER MATCH BETWEEN UNITS BEFORE SHIPPING TO THE PROJECT SITE, TO THE SATISFACTORY OF THE AGENCY.

SHIPPING & HANDLING:

1. UNITS SHALL NOT BE SHIPPED UNTIL A MINIMUM 28-DAY STRENGTH HAS BEEN ATTAINED AND THEY ARE STAMPED BY THE AGENCY. A 48-HOUR ADVANCED NOTICE OF THE LOADING AND SHIPPING SCHEDULE SHALL BE PROVIDED. THE UNITS SHALL BE SECURED ON THE VEHICLE IN ORDER THAT NO FATIGUE CRACKING WILL OCCUR DURING TRANSPORT. THE CONTRACTOR SHALL SECURE ALL THE NECESSARY HAULING PERMITS. THE PBU'S SHALL BE SUPPORTED AT A DISTANCE NO GREATER THAN 12 FT IN FROM THE END OF THE PBU. SEE APPENDIX "A" FOR MORE INFORMATION.

2. HANDLING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 540.09.

TEMPORARY ASSEMBLY PLAN & SEQUENCE:

1. INSTALL TEMPORARY SUPPORT BEAMS ON COMPACTED, LEVEL SURFACE AT CASTING SITE.
2. INSTALL HARDWOOD BLOCKING. BLOCKING SHALL BE INSTALL TO ENSURE RELATIVE BOTTOM OF GIRDER ELEVATIONS ARE MET AS SHOWN ON SHEET 9. RELATIVE BOTTOM OF GIRDER ELEVATIONS SHALL BE WITHIN $\pm 0.01"$ OF THAT SHOWN IN THE PLANS.
3. INSTALL THE GIRDERS ATOP THE HARDWOOD BLOCKING. GIRDERS SHALL BE INSTALLED TO REPLICATE THEIR FINAL POSITIONS WHEN INSTALLED ONSITE IN CHELSEA.
4. TEMPORARY BLOCKING SHALL BE INSTALLED UNDER THE TOP OUTSIDE FLANGE OF THE FASCIA GIRDERS AS SHOWN ON SHEET 2 OF APPENDIX A. THIS BLOCKING WILL BE INSTALLED BETWEEN EACH PBU. THE INTENT OF THIS BRACING IS TO PROVIDE SUPPORT DUE TO ECCENTRIC LOADING ON THE GIRDERS CAUSED BY OVERHANG FORMWORK AND THE SKEW OF THE BRIDGE.
5. PROFILE GIRDERS TO CALCULATE BLOCKING DISTANCES.
6. INSTALL BRIDGE DECK FORMWORK.
7. INSTALL REINFORCING STEEL AND REMAINING FORMWORK.
8. SET UP SCREED AND DRY RUN.
9. CAST PBU DECK SECTIONS SIMULTANEOUSLY.

Vermont Agency of Transportation
RECEIVED
 CK'D BY TYLin OK'D BY TYLin
 April 5, 2017
 RESUBMIT No Approved
 BY Kristin Higgins DATE 4/7/2017

T.Y. LIN INTERNATIONAL
 THE STAMPED DOCUMENTS ARE HEREBY:
 APPROVED
 APPROVED AS NOTED
 REVISE AND RESUBMIT
 SEE TRANSMITTAL FOR ADDITIONAL INFORMATION AS APPLICABLE.
 THIS REVIEW IS FOR GENERAL CONFORMANCE WITH DESIGN CONCEPT ONLY. ANY DEVIATION FROM THE PLANS OR SPECIFICATIONS NOT CLEARLY NOTED BY THE CONTRACTOR HAS NOT BEEN REVIEWED. REVIEW BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF THE CONTRACTUAL RESPONSIBILITY FOR ANY ERRORS OR DEVIATION FROM THE CONTRACT REQUIREMENTS.
 JOSH OLUND April 5, 2017
 REVIEWER DATE

CPM CONSTRUCTORS
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PROJECT INFORMATION	DATE:	04/05/2017
JOB NUMBER:	0169(9)	
APPROVED BY:	TYLin	
DATE:	04/05/2017	
SCALE:	N.T.S.	

REPAIR/SHIPPING/TEMP ASSEMBLY DETAILS
 BHF 0169(9)
 CHELSEA, VERMONT

SHEET NUMBER
 11
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