

From: Larson, Karl W., P.E. (VDOT)
Sent: Friday, May 31, 2024 10:34 AM
To: Zickler, Andrew M., P.E. (VDOT)
Subject: FW: 45893 (116663) - Opitz Blvd: RFI 185 - CPSR Railing
Attachments: [#185 - B688 CPSR RAILING-202405231417.pdf](#); [CPSR Railing_Roadway.JPG](#); [CPSR.jpg](#); [CPSR Railing_Sidewalk.JPG](#)

Importance: High

Here is the email on the railing.



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From: Morrison, Brian (VDOT) <brian.morrison@vdot.virginia.gov>
Sent: Thursday, May 23, 2024 2:01 PM
To: Larson, Karl W., P.E. (VDOT) <KarlW.Larson@VDOT.Virginia.gov>
Subject: FW: 45893 (116663) - Opitz Blvd: RFI 185 - CPSR Railing
Importance: High

Karl,

I have a CPSR construction tolerance and crash testing performance question. RFI and photos are attached for reference.

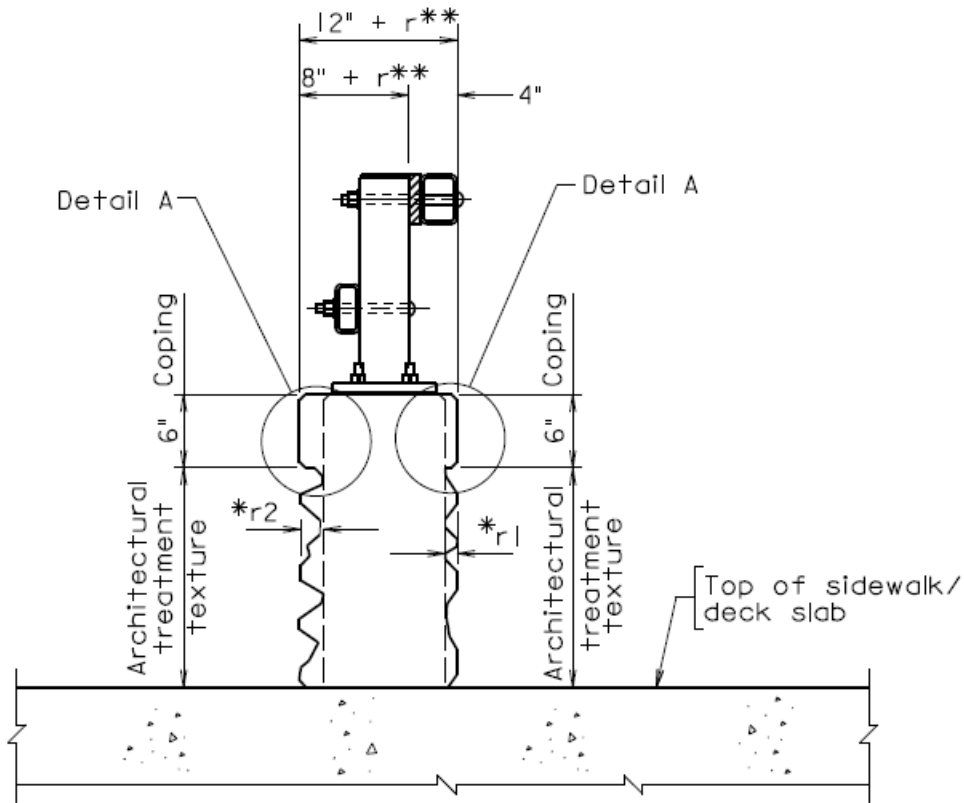
The contract plans and VDOT standards are clear that the steel rail is to be flush with the concrete face on the traffic side.

Please disregard the highlighted statement below as it is not correct when using an architectural finish.

We did have some fit-up challenges with the anchor bolts being within the rebar cage. This may be a contributing factor.

The traffic side was built with a 1" offset.

What is an appropriate traffic side construction tolerance (concrete and steel rail offset) that will not adversely affect collision rollover performance?



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From: Coleman, Leonard <lcoleman@wrallp.com>

Sent: Thursday, May 23, 2024 10:35 AM

To: Jason Kacamburas <jkacamburas@atcsplc.com>; Morrison, Brian (VDOT) <brian.morrison@vdot.virginia.gov>

Cc: jmodugno@transurban.com; Scott Evans (sevans@transurban.com) <sevans@transurban.com>; Jeremy Schlusel <jschlusel@wrallp.com>; Michelle Defreese <mdefreese@wrallp.com>; Tavarez, Carolina <ctavarez@wrallp.com>; Sean Knick <sknick@atcsplc.com>; Elder, Gregory <gelder@wrallp.com>; Coleman, Leonard <lcoleman@wrallp.com>

Subject: 45893 (116663) - Opitz Blvd: RFI 185 - CPSR Railing

Importance: High

Jason/Brian,

We are requesting VDOT concurrence on RFI #185 to accept as-is. The RFI is attached herein.

Per the attached photos, you will find the CPSR coping was installed 14" in width. **Per plan the railing on both the roadway and sidewalk side are to be flush with the coping.** As installed the railing on the sidewalk side is flush with the coping and the railing on the roadway side is 1" shy (recessed into) of the coping.

Please let us know if VDOT has any objections to leaving as-is.

Thank you,

Leonard "Lenny" Coleman, P.E., CCM | *Vice President*

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