

TO: Tony Anziano, Program Manager /			FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
FED. NO. No				
CCO#: 314	SUPPLEMENT#: 1	Category Code: CHXX	CONTINGENCY BALANCE (incl. this change) \$77,786,147.22	
COST: \$475,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Additional Funds Pier E2 Rod Testing			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 3

THIS CHANGE ORDER PROVIDES FOR:

Providing additional funds to perform sampling and testing of rods.

Contract Plan Sheets 884R1 "Pier E2 Bearing Details No. 2" and 887R2 "Pier E2 Shear Key Details No. 1" identify the anchor bolts for the Pier E2 Shear Keys and Bearings as 76 mm A354 Grade BD Bolts. These plan sheets require the bolts to be tensioned to 0.70 Fu (70% of their ultimate strength). Special Provisions Sections 10-1.47 "Spherical Bushing Bearing (Pier E2)" and 10-1.50 "Shear Key (Pier E2)" provide the specification requirements for the anchor bolts. Both of these specifications refer you to Special Provisions Section 10-1.59 "Steel Structures" which in turn refers you to various ASTM specifications including ASTMs A123, A153, A143, A354, etc. which provide further specifications for the manufacture and testing of the anchor bolts and hardware. While these references provide for the final mechanical properties and processes for the manufacture of the bolts, they do not specifically require hydrogen embrittlement testing for the anchor bolts.

Within days after tensioning was performed, the anchor bolts in the shear keys directly below the Eastbound and Westbound Orthotropic Box Girder (OBG) structures (known as Shear Keys S1 and S2) began to fail. A total of 32 out of the 96 anchor bolts broke before the Department directed the Contractor to reduce the anchor bolt tension to prevent further failures. A forensic metallurgic examination was jointly performed with both the Contractor's and Materials Engineering and Testing Services' (METS) metallurgical experts. It was determined that while the failed bolts' material properties did meet the contract specifications, the hardness properties were at the upper limit and the ductility and toughness properties were at the lower limit. Taking this high end hardness and low end ductility into account and combining it with a high tensile stress (0.70 Fu) makes this material more susceptible to the effects of hydrogen cracking (also known as hydrogen embrittlement). The metallurgical examination indicated that the bolts were susceptible to hydrogen embrittlement due to a lack of uniformity in the microstructure of the rods.

The anchor bolts at Shear Keys S1 and S2 are uniquely different from the anchor bolts at the remaining shear keys and bearings (known as Shear Keys S3 and S4 and Bearings B1, B2, B3, and B4) in that they were manufactured in 2008 as opposed to the remaining ones in 2010. In addition, due to physical limitations the anchor bolts at Shear Keys S1 and S2 have their anchors fully cast into the Pier E2 cap and are not replaceable, as opposed to the remaining shear keys and bearings which are thru bolted and thus replaceable. As such, Shear Keys S1 and S2 will require an alternate anchorage solution.

Multiple change orders will be issued for the alternate shear key solution including:

- CCO 312 furnish replacements for rods removed for testing,
- CCO 313 procure long lead time materials,
- CCO 314 perform work to remove, replace and test sample rods,
- CCO 319 fabricate saddles,
- CCO 320 shim temporary bearings,
- CCO 325 perform concrete and rebar demolition,
- CCO 326 core drill for through-cap tendons,
- CCO 327 install temporary work platforms, falsework, and saddles,
- CCO 328 furnish and install reinforcing bars,
- CCO 329 place shear key concrete,

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- CCO 330 furnish and install post tensioning, and
- CCO 331 plan sheets

This change order (CCO 314 S1) will provide additional funds to remove rods and perform additional testing. Once removed, testing will be performed on the rods to verify their material properties and suitability for the project.

The total cost of this change order is \$475,000.00 force account, which can be financed from the contingency fund. A detailed cost analysis is on file. The cumulative total of CCO 314 S0 and S1 is \$975,000.00.

No time adjustment is warranted as this change order does not affect the controlling operation.

The Toll Bridge Project Oversight Committee (TBPOC) initially (April 11, 2013) approved \$4.3 million to continue work on the Shear Key S1 & S2 anchor rod replacement strategy solutions and to procure long lead time materials. The TBPOC revised this approval (May 9, 2013) to include all E2 shear key anchorage work within the approved \$4.3 million funding. At the June 6, 2013 TBPOC meeting the TBPOC revised this approval to \$7.5 million. At the July 10, 2013 TBPOC meeting the TBPOC further revised this approval to \$18 million. CCO's 313, 319, 320, 325, 326, 327, 328, 329, and 330 are specific to this approval.

In addition, at the May 9th meeting the TBPOC also approved \$1 million for the anchor rods test program. CCO's 312 and 314 are specific to this approval.

The SAS risk register is carrying the risk "Fabrication and Installation of a bracket to secure shear keys to Pier E2" in the range of \$8M to \$15M for the work related to fabricating and installing a retrofit to act in the place of the A354 Grade BD rods manufactured in 2008. The SAS risk register is also carrying the risk - "B/D Rods at the Bearings of Pier E2 & Misc Locations (2010)" in the range of \$500K to \$6.5M to test the remaining A354 Grade BD rods. Delays to bridge opening should they occur are not considered in these risks but are captured to the extent they were known in March 2013 in the risk "Schedule Delays to Seismic Safety Opening".

This change order has concurrence from William Casey (Supervising TE), Tony Anziano (Program Manager), Rich Foley (HQ Oversight), Wenyi Long (Bridge Design), Lina Ellis (Maintenance), and Jing Chen (District Design).

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	William Casey, Sup TE	Date 6/29/13		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	CT Oversight, Wenyi Long, P.E.	Date 5/1/13	ITEMS	\$0.00	\$0.00
Project Engineer:	District Design, Jing Chen	Date 5/2/13	FORCE ACCOUNT	\$475,000.00	\$975,000.00
Project Manager:		Date	AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	TOTAL	\$475,000.00	\$975,000.00
Other (specify):	Struct. Maint, Lina Ellis	Date 5/1/13	FEDERAL PARTICIPATION		
Other (specify):	HQ, Rich Foley	Date 7/9/13	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE	PERCENT	
					
7-16-13					