

August 22, 2014

Jennifer M.V. Fitch, P.E.
Project Manager
Vermont Agency of Transportation
1 National Life Drive
Montpelier, VT 05633

Project Name: Brookfield BRF FLBR(2)
Structure Identification: VT 65 Bridge #2 over Sunset Lake

RE: Item 900.645, "Special Provision (Fiber Reinforced Polymer pontoons)"
NCR 7 – Pontoon 3 Hull Defects

Ms. Fitch –

T.Y. Lin International has reviewed a letter prepared by Kenway dated August 21 concerning the dry spots in Pontoon 3 and their reasoning to accept the repairs without physical, destructive testing. The discussion and reasoning presented within the letter is thorough and shows adequate strength will be provided, even in the event of repair failure.

We conditionally accept Kenway's reasoning and proposal to accept repairs of the dry spots based on numerical evidence, in-lieu of physical lab testing, based on the following:

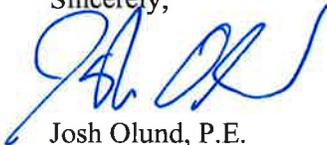
- Based on Kenway's letter, the demands within the pontoon under various load conditions will be less than that required in the event of delamination between the primary and secondary bonds.
- The primary infusion provides a watertight shell, so water intrusion to the interior of the pontoon is unlikely.

Although the numeric proof of the adequacy of dry spot repairs is found to be acceptable, it is recommended that the calculations showing structural integrity and safety to the traveling public be sealed by a Professional Engineer licensed in the State of Vermont. In addition, it is recommended that VTTrans accept the proposal by Kenway to provide a warranty on the subject repaired areas.

Upon completion of successful repair infusions and acceptable UT results of these repaired areas, it will be recommended that the acceptance status of the hull of pontoon 3 be changed.

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

Sincerely,



Josh Olund, P.E.
Design Engineer

cc: Resident Engineer – Sandra Schmitt
 File

An Affirmative Action / Equal Opportunity Employer M/F/D/V