



September 8, 2016

Orange County  
Control 0920-30-077  
Project BR 2014(325)  
E. Roundbunch Road – At Cow Bayou

Mr. Al Alonzi  
Division Administrator  
Federal Highway Administration  
Austin, Texas 78701

Re: Buy America Waiver for Cow Bayou Swing Bridge

Attention: Semme Yilma, P.E.

Dear Mr. Alonzi:

We are requesting a waiver to the Buy America requirements (23 CFR 635.410) for the Cow Bayou Swing Bridge (Federal-aid Project number BR 2014(325) for the following items – Brake Assembly and End Wedge Machinery Rod Ends. The project scope is the rehabilitation of the Cow Bayou Swing Bridge (historic). See the attached letter from our engineering consultants that state these items are not produced in the United States in sufficient and reasonable available quantities which are of a satisfactory quality and further discussion on the reasons for our request.

The cost of the proposed waived items is 0.2% of the project cost and is above the 0.1% minimum value for Buy America.

We request your approval to waive the Buy America requirements for the Brake Assembly and End Wedge Machinery Rod Ends for this project.

If you have questions, please contact me at (512) 416-2673.

Sincerely,

Thomas D. Beeman, P.E.  
Director, Field Section B

Attachment  
cc: Adam Jack, P.E., BMT



## STAFFORD BANDLOW ENGINEERING, INC.

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November 10, 2015

Brian Merrill  
Wiss, Janney, Elstner Associates, Inc.  
9511 N. Lake Creek Parkway  
Austin, Texas 78717

via Email  
BMerrill@wje.com

Re: Buy America Waiver Requirements for the Cow Bayou Rehabilitation

Mr. Merrill,

The purpose of this letter is to document mechanical machinery components that will require a Buy America waiver for the rehabilitation design for the Cow Bayou swing bridge at East Roundbunch Road (Federal Aid Project Number: BR 2014(325)).

We have completed our design process and it is clear that the span drive machinery brake and the end wedge machinery linkage rod ends will require waivers for Buy America Requirements noted in FHWA's regulations 23 CFR 635.410.

### Brake Assembly

The contract documents for the span drive machinery brake will specify a Ø5" mill duty shoe type brake that is spring set and thruster released. These brake assemblies are common to the movable bridge industry and to SBE's knowledge there are no U.S. based suppliers of these brakes or of an equivalent product. It is our understanding that waivers for these brake assemblies have been applied for and granted for similar projects such as the Sarah Mildred Long Bridge Replacement (MaineDOT WIN 16710.00, Fed. Project Number BH-1671(000) and the Governors Island Ferry Lift Bridges (NYSDOT P.I.N X772.40).

### End Wedge Machinery Rod Ends

The design of the end wedge system includes a linkage system between the end wedge and a driven shaft. Each link includes two spherical rod ends that will aid in installation and alignment of the machinery. The rod ends that the design utilizes are Ø2" bore, steel-on-steel male rod ends with an ultimate radial static load capacity of 378,955 lbs. SBE has conducted an extensive search of U.S. based manufacturers and has been unable to provide a locally manufactured source for this part that would provide the same performance as the product specified, and have minimal changes to critical product dimensions. SBE's search for suitable replacement components has not been successful.

### Cost Summary for Waiver Requests

Procurement costs for the parts affected by this waiver request are provided below. All costs represent total costs for the quantities required:

Span Drive Brake Assembly	\$13,000 (Qty 1)
<u>Ø2" Spherical Rod Ends</u>	<u>\$ 4,000 (Qty 8)</u>
Total Waiver Request	\$17,000
Total Estimated Project Cost	\$8,491,182.22

Alternatives

Buy America waiver requests require an analysis of the re-design of a project using alternate or equal domestic products. With regards to the rod ends, a custom straight pin assembly with a bronze bushing could be used however this comes at the cost of dramatically reduced misalignment capacity. In our view this is a significant reduction in the quality of the provided system. For the brake assembly, as noted above, there are no known domestic manufacturers of an equivalent brake assembly that would meet Buy America requirements.

Please contact me if you have any questions.

A handwritten signature in black ink, appearing to read "Ryan Kanagy". The signature is fluid and cursive, with the first name "Ryan" and last name "Kanagy" clearly distinguishable.

Ryan Kanagy  
Stafford Bandlow Engineering, Inc.