

**DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program**

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August 28, 2007

Contract No. 04-0120F4  
04-SF-80-13.2 / 13.9  
Self-Anchored Suspension Bridge  
Letter No. 05.03.01-000490

Michael Flowers  
Project Executive  
American Bridge/Fluor Enterprises, a JV  
375 Burma Road  
Oakland, CA 94607

Dear Michael Flowers,

### **CCO 21 Approval**

The Engineer has approved Contract Change Order 21 and an executed copy is attached. CCO 21 was transmitted to ABF on July 13, 2007, for review and signature. To date, the CCO has not been executed by ABF, and ongoing cost negotiations regarding fabrication impacts have reached an impasse. The Department provides the following observations regarding the unacceptability of the cost proposal by ABF's fabricator, ZPMC:

1. **Contract Items 52 and 53:** A review of ZPMC's most recent quantity takeoff has revealed the following discrepancies:
  - The interior corner splice plates were not included in the computations.
  - The dimension used for the original shim plate at face "e" of splice 4 is incorrect.
  - The dimension for depth (width) of the longitudinal stiffeners differs from that shown on the plans.
  
2. **Change in character of the work:**
  - a. **Changes in the tower splices:**
    - Item 1 – Costs have been provided for a 10 mm fillet weld rather than the 8 mm weld shown on the revised plans.
    - Item 4 - A 6 mm PJP weld has been added between an angle bracket and the skin of the grillage. The fillet weld is added work, but the work of milling the adjacent surface was originally required.
    - Credit for deleting approximately 2,304 splice plate drill holes and a similar number of tapped holes in the tower skin are not included in the proposal.
    - A credit has not been included in the proposal for the cost savings in fabrication resulting from the deletion of 80 exterior splice plates which were continuous around the five (5) corners of each of the four (4) tower legs, and 44 splice plates which were to be continuous around interior corners.

- b. Changes to the OBG Crossbeams: ZPMC is requesting compensation for increases in labor, equipment, and material costs due to the increase in the weight of the steel and in the number of bolt holes.
- Item 1 - Labor and Equipment: ZPMC's proposal includes increased labor and equipment due to increases in the contract item. However, the time period for doing the work is unchanged, thus the bid price represents the labor and equipment for the planned work as well as the changed work, and no additional cost has been incurred.
  - Item 1 – Materials: No basis has been provided nor any evidence to support increases in the cost of materials attributable to the change.
  - Item 3 - Cost for Increased Holes: ZPMC's cost proposal includes compensation for the total number of added bolt holes in various webs and splice plates by approximately 36,700 holes. However, the unit bid price for furnishing this structural steel includes consideration of the installation of some planned holes. For field erection it has been agreed, for the purpose of compensation for installing bolts, that approximately 50% of the cost of the added holes/bolts is considered included in the unit bid price of the increased steel and 50% are considered extra holes/bolts. A similar approach should be applied to the fabrication of bolt holes at ZPMC.

The above observations are a sample of discrepancies identified in a review of the fabrication cost proposal, and are not necessarily a final determination of all discrepancies in either the quantity payments or the changes in character of the work.

Please proceed with the work provided for in CCO 21 in accordance with Section 4-1.03 of the Standard Specifications.

Sincerely,



GARY PURSELL  
Resident Engineer

Attachment

cc: Rick Morrow, Darryl Schram  
file: 05.03.01