

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

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September 11, 2009

Contract No. 04-0120F4  
04-SF-80-13.2 / 13.9  
Self-Anchored Suspension Bridge  
Letter No. 05.03.01-005445

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

Dear Michael Flowers,

**Straightness at OBG Transverse Splice Joints, Lifts 1-5**

The Department responded to RFI 1869R0, "Skin Plate Flatness across Transverse Splice Joints, OBG Lifts 1-4 East and West," on September 3, 2009; however, the survey data which was submitted with RFI 1869R0 included only data at the shop splice joints, and not at the field splice joints. The survey data of the splice joints for Lifts 1-5, performed jointly by CT/ABF in July 2009 (see attached spreadsheet), identifies 10 locations at the field splice joints that exceed the 5mm straightness requirement specified in Section 10-1.59 of the Special Provisions and restated in State Letter 05.03.01-004992. The locations are as follows:

Segments	Line	Maximum Deviation
4BE+5BE	B1	6mm
4BE+5BE	B2	6mm
4BE+5BE	B3	9mm
4BE+5BE	B4	7mm
1BW+2AW	B1	6mm
2BW+3AW	T1	6mm
3BW+4AW	B1	6mm
3BW+4AW	B2	6mm
4BW+5AW	B3	9mm
4BW+5AW	B4	7mm

Please be advised that the straightness and flatness requirements stated in State Letter 05.03.01-004992 apply to both field splice joints and shop splice joints, with the exception noted below. The Department understands the corrective work to conform to the contract requirements at all transverse splice joints will either be completed at ZPMC's facility in Shanghai, China, or on-site by ABF forces after arrival in San Francisco. Please advise the Department immediately if this is incorrect.

It appears to the Department that it may be beneficial to perform the corrective work in Shanghai as ZPMC's facility is currently set up to complete the repairs and the fabricator has recent experience completing similar repairs on other transverse splice joints. Furthermore, if repairs are completed in Shanghai, the OBG lifts should arrive on-site in an acceptable condition without the need for more difficult on-site repairs and the required repainting.

Consistent with the response to RFI 1869R0, the Department will accept work at locations shown in the above table with maximum deviation from straightness beyond the 5mm requirement up to those shown as less than or equal to 6mm (1.2/1000).

Sincerely,



GARY PURSELL  
Resident Engineer

Attachment

cc: Rick Morrow  
Doug Coe  
Jason Tom  
Stanley Ku  
Peter Siegenthaler  
file: 05.03.01, 56.1869