

DEPARTMENT OF TRANSPORTATION - Toll Bridge Program

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October 02, 2009

Contract No. 04-0120F4

04-SF-80-13.2 / 13.9

Self-Anchored Suspension Bridge

Letter No. 05.03.01-005619

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

Dear Michael Flowers,

Submittal 1265 - East Anchorage Crossbeam Jacking Plan

The Department has completed review of Submittal ABF-SUB-001265R00, "East Anchorage Crossbeam Jacking Plan," dated July 20, 2009. The submittal is "Approved as Noted," as shown on the attached drawings and as outlined by the following comments:

CATEGORY A:

1. Vertical alignment of the E-line and W-line girders with CB-19 will be measured and adjusted. Refer to Category C comment #1 related to coordination with fabricated lifts.
2. **Item 1.4.5.4:** This item should read, "Panel Point 127 is 18.5mm," not "PP125..."
3. Correct a typo error on Sheet DE228BG & DG from a 100 Ton jack to a 200 Ton jack.
4. Remove the welded bearing blocks and all the jacking brackets as shown on Sheet DE228EG, and grind flush with original surface. All repairs and NDT must conform to SPCM requirements.
5. It is understood that splice plates will not be used to restrain transverse movement during jacking.

CATEGORY B:

1. Provide the method/system and temporary attachments to the permanent structure, if any, for placing and lifting the bearing plate assembly overhead.

CATEGORY C:

1. The Contractor should consider the relationship of the East Anchorage Crossbeam Jacking Plan to the fabrication and trial fit-up that occurs at ZPMC. It is recommended that survey and measurement data be obtained from the shop to assist ABF during erection and positioning in the field.
2. This procedure does not describe the method to achieve the vertical alignment of all three crossbeam webs using a single strong-back beam. It is understood that the proposed strong-back may be operated to achieve this.
3. The Contractor should be aware of the tendency for relative rotation (to the north) between the crossbeam and the WB OBG due to the jacking operation and consider using data from ZPMC to achieve alignment of the bolted splices in the final position

4. **Item 2.10:** The Contractor is advised to verify the reserve jacking capacity in the event differential jacking-up to the limiting pressure does not provide a uniform gap.
5. It is noted that several concerns were discussed regarding the use and analysis of bearing blocks and their connection to the stiffeners and that the Contractor was advised to consider performing a non-linear analysis of the bearing blocks. A subsequent CRM was held and the Contractor provided further explanation of their calculations. The Department's own analysis confirms that the bearing block system is capable of withstanding the assumed loads provided in this submittal.
6. For the bearing block system, the Contractor should consider how to achieve a uniform bearing on the mill-to-bear surfaces and what tolerances may be needed on the various components.
7. Consider the use of rod couplers to aid in removal of the jacking system.

If you have any questions, please contact Gary Lai in the Working Drawing Campus.

Sincerely,


GARY PURSELL
Resident Engineer

Attachment

cc: Rick Morrow
Brian Boal
Mazen Wahbeh
file: 05.03.01, 55.1265