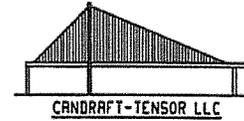




CANDRAFT-TENSOR, LLC  
2060 South Patrick Drive  
Indian Harbour Beach, FL 32937  
Tel: (321) 773-3036 \* Fax: (321) 773-3038  
Email: [ctlc@tensorengr.com](mailto:ctlc@tensorengr.com)



Dec. 12, 2006  
Letter # 2635-38

Via :Email

American Bridge/Fluor Enterprises Inc.  
Thomas Nilsson  
375 Burma Rd.  
Oakland, CA 94607

Ph: 510.808.4573  
Fax: 510.808.4601

RE: Extra Costs Due to RFI's  
SFOBB

Mr. Nilsson,

Please find attached copy of correspondence received by CTLLC from Hassett Engineering. In the attached correspondence, Hassett Engineering is expressing their concerns regarding the amount of time expended in excess of that which they estimated based upon their past experience. At this time they want to go on record indicating that extra costs have been incurred and are continuing to be incurred.

CTLLC is in agreement with Hassett Engineering's concerns and position as we have also exceeded the time estimated for RFIs based upon our past experience.

Thank you for your attention to this matter. If you have any questions please feel free to contact me at 321.773.3036 ext. 222 or ([djulian@tensorengr.com](mailto:djulian@tensorengr.com)).

Sincerely,

David Julian  
Project Coordinator

CC: ABF - R. Crocket, D. Raynor  
Tensor - W. Gatti, B. Lally  
Candraft - John Cooper, Mat Morrison



Mr. Walter Gatti  
Mr. John Cooper  
Candraft Tensor LLC

**Project:** SFOBB Self Anchored Suspension Span  
Shop Drawings Review and SE Stamp

**Subject:** Extra Costs Due to RFI's

December 4, 2006

Gentlemen:

As a result of the review and processing of the RFI's on this project, we are incurring extra costs. During the estimating stages of this project, we anticipated "some" time on the referencing of RFI's based on previous experience (work done on the Hinge Beams and the T1 Foundation, detailed by Candraft, checked and stamped by Hassett). Actual time expended on RFI's on this job has far exceeded what we had expected. Please see the attached RFI document control procedure outlining our internal procedure on RFI's.

At this time we do not have an estimate of the impact of these RFI's. The intent of this letter is to go on record that extra costs have been incurred and are continuing to be incurred. Please forward this to ABF for their notification as well.

Thank you,  
Hassett Engineering, Inc.

Patrick M. Hassett, S.E.  
President

*S t r u c t u r a l   E n g i n e e r i n g   •   C o n s u l t i n g   •   D e s i g n*

3558 Castro Valley Blvd • Castro Valley CA 94546 • tel: 510-583-1883 • fax: 510-583-1993

## HASSETT ENGINEERING

### Procedures for RFI Processing

*The following are Hassett Engineering's document control procedures for the receiving, review and processing of an RFI.*

1. The RFI PDF file is received via E-mail or FTP site from the client and then downloaded and printed out.
2. The RFI response is reviewed against the original question or comments to verify the response is complete.
3. Compare responses with relevant design drawings. Make necessary notes on the design drawings to indicate the change or clarification. Note the RFI number next to applicable sections, plans and details for use when checking shop drawings. Refer to RFI when checking shop drawings.
4. Record the date, time spent, RFI numbers – both ABF, TEN or CAN numbers –, cross-referenced drawing numbers, on a time analysis sheet.
5. Enter RFI information into a digital log using Microsoft Excel. The following information are entered:
  - a. ABF RFI Number
  - b. Subcontractor RFI reference
  - c. Subject of the RFI
  - d. RFI date
  - e. Date which response is required
  - f. Affect on critical path
  - g. Responded date
  - h. Respondent
  - i. Response type – approval/rejection/approval as noted etc
  - j. RFI Status
  - k. Reference drawings that apply to the RFI
6. Compile the reviewed RFI documents into the RFI binder.