American Bridge / FLUOR
A JOINT VENTURE

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19-Nov-2007

ABF-CAL-LTR-000369

Mr. Gary Pursell
Resident Engineer
California Department of Transportation
333 Burma Road,
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PROJECT: **San Francisco Oakland Bay SAS Bridge Superstructure**
Caltrans Contract No. 04-0120F4
ABF Job No. 660110

SUBJECT: **Request for Change Order (RFCO) No. 19 - Supplement**
Deficiencies on PWS Cable Geometry Near Pier E2 and from PP 111 to PP 118
Reference State Letter No. 05.03.01-000777

Gentlemen:

American Bridge / Fluor, JV (ABFJV) is in receipt of the referenced letter dated October 31st, 2007 and received November 1st 2007, provided in response to ABF-CAL-LTR-000331 dated October 11th, 2007 wherein the Department advises that further details regarding Solutions #1 and #8 will be provided. ABFJV is in receipt of this information. Based upon the information received to date and Working Drawing Campus discussions, ABFJV provides the following response.

Solution #1

In this solution, the profile of the girder during erection will be lower than the camber profile of the girder and the truss will encroach on the required navigational clearance. Designs already submitted for Caltrans approval will have to be revised and resubmitted. Such an undertaking at this juncture would also distract and disrupt ABF's design team, potentially jeopardizing Project completion in other ways. Shop drawings, fabrication and installation of planned work will all be delayed a number of months. Avoiding delays to Project completion could also require mobilizing additional ships for transportation of fabricated materials and additional marine equipment and crews for erection. For these reasons, ABFJV does not consider this solution to be a viable option. ABFJV will not investigate this solution further, as discussed and agreed with Caltrans in the Core Group Meeting on November 14, 2007

Solution #8

On suspension bridge projects, to the best of our knowledge, the main cable is always constructed free-hanging between saddles to ensure equal tension in all main cable wires. Free-hanging is defined as the "condition during initial cable construction where the cable hangs freely under its own weight, suspended in a natural catenary between the saddles".

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Proposed Solution #8 deviates from standard industry practice in that the main cable is not constructed free-hanging between saddles. ABFJV is unaware of any major suspension bridge project where the main cable was not constructed free-hanging between saddles. Without any historical precedent and/or more detailed information, ABFJV can not evaluate this solution further, and without a proper evaluation, ABFJV can not agree that Solution #8 is workable. Additionally, in the event it can be established that Solution # 8 is feasible, ABFJV believes that implementation of this solution could appreciably increase the planned duration and cost of the PWS strand installation.

ABFJV's intent is, as with other matters such as these, to work with the Department and its design consultants in an effort to obtain a solution that is most beneficial for the Project. In order to do so, it is imperative that the Department provide ABFJV with additional relevant information in support of Solution # 8. Without sufficient additional details, ABFJV is unable to concur with the Department's suggested solution regarding the failure of the main cables to be free-hanging between saddles during construction.

ABFJV will seek, in addition to any damages sustained implementing the selected option, additional compensation and a time extension, if necessary, for the work performed by its engineering resources to evaluate the various possible solutions to correct the PWS cable geometry design deficiency contained within the Contract Plans

ABFJV is continuing to develop Solution # 6, which allows for a free-hanging cable between saddles by field installing a portion of the box girder after cable erection. ABFJV believes this is the most straightforward and cost-effective solution, presenting fewer risks for delays than Solution # 8.

If you have any questions, please contact our office.

Sincerely,

AMERICAN BRIDGE/FLUOR ENTERPRISES, INC. A JOINT VENTURE

Michael Flowers
Project Director
MF/PW/rt

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02.01