

DEPARTMENT OF TRANSPORTATION

333 BURMA ROAD
OAKLAND, CA 94607-1015
PHONE (510) 622-5660
FAX (510) 286-0550



*Flex your power!
Be energy efficient!*

August 6, 2004
Contract No. 04-0120R4
04-SF-80-12.6/13.2
Temporary Bypass Structure
SL# 68

Mr. Robert W. Coupe
C. C. MYERS, INC.
51 Macalla Road
San Francisco, CA 94130

RE: 215-STL.00016
Subject: CCO Request for Utilizing 2002 Bridge Design Specifications

Dear Mr. Coupe:

This letter is in regards to your letter dated July 28, 2004 requesting a contract change order to utilize the 2002 version of the Bridge Design Specifications. You state that the contract requires the use of the April 2000 version of the Bridge Design Specifications.

The contract requires the Temporary Bypass Structure (TBS) be designed in accordance with the most current version, at bid time, of the "Bridge Design Specifications" (BDS), LFD Version, April 2000, California Department of Transportation, (1996 AASHTO with interim's, and revisions by Caltrans), modified or augmented as detailed in the design criteria as shown on the contract plans. Attention is directed to section 5-1.14 of the Special Provisions, which requires the TBS be designed in accordance with the Information and Procedures Guide of the Office of Special Funded Projects of the Department. This document states, "Design consultants and sponsoring agencies that produce designs for structures on the State Highway System are expected to obtain the *most current* versions of manuals, guidelines, specifications, and other publications to assure that the development of work conforms to Caltrans most current standards."

The latest full release of the BDS is dated April 2000 to distinguish it from previous full releases. The document title includes the date, which has not been changed, and is continually referred to as the Bridge Design Specifications, LFD Version, April 2000. The instructions in the manual require the user to verify its currency and appropriateness for intended use, to obtain revisions, and to disregard obsolete or inapplicable information. The intent of the BDS, as stated in the General Provisions, is to produce integrity of design in bridges.

In the situation to which you refer, an error in the area of bolts required for slip critical connections was found in the original release and was corrected in a May 2002 update. The transmittal of the May 2002 update noted that there were major revisions and the entire Section 10 was to be replaced. Section 10, dated May 2002, was part of the most current version of the "Bridge Design Specifications" (BDS), LFD Version, April 2000, California Department of Transportation, (1996

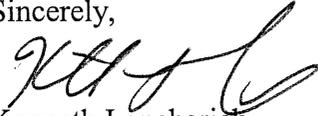
Mr. Robert W. Coupe
August 6, 2004
Page 2

AASHTO with interim's, and revisions by Caltrans) at the time of advertising for the 04-0120R4 contract. Therefore, the previous information is inapplicable and no longer a part of the manual. We agree that a design based on Section 10 dated April, 2000 would result in the bolts being overstressed; therefore, the Section 10 dated May 2002; which is included in the most current version of the "Bridge Design Specifications" (BDS), LFD Version, April 2000, California Department of Transportation, (1996 AASHTO with interim's, and revisions by Caltrans, should be the basis for the TBS design.

Therefore, a contract change order will not be issued. If you disagree with my determination and wish to pursue this matter, you are required to submit a Notice of Potential Claim in accordance with Section 9-1.04 of the amended Standard Specifications.

If you have any questions, please contact me at (510) 622-5660.

Sincerely,



Kenneth Loncharich
Resident Engineer

cc: File 5.03