

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
District Eleven

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16590
Carquinez Strait (0.2)
Ser: 303-04
November 15, 2004

California Department of Transportation
Attn: Mr. Kevin Azarmi
P. O. Box 23660
Oakland, CA 94623-0660

Dear Sir:

We have completed our review of the information you provided, concerning the proposed demolition of the I-80 Highway Bridge, mile 0.2, Carquinez Strait.

The following information is provided to assist development of the contractor's proposed demolition plan. The plan must be submitted in 8½ by 11 inch format, with sufficient text and drawings, to determine the potential navigational impacts. The demolition plan should be submitted to our office, via Caltrans, at least 30 days in advance to avoid project delays. We are also available to attend any pre-bid meetings with potential contractors to provide information on Coast Guard requirements.

This is not an approval to perform the work. Conditions may be added or deleted, depending upon the specific project and the proposed work plan.

a. At least 500 ft. horizontal clearance shall remain clear in each channel for the safe passage of vessels. The clear channel shall be marked with buoys, provided by the bridge owner. The buoys shall be lighted at night with fixed (non flashing) white lights, visible at a distance of at least 2,000 yds.

b. Prescheduled 48 hour obstruction of either span, during lowering and float-out of the center truss sections, shall be coordinated in advance with the San Francisco Bar Pilots, Coast Guard Vessel Traffic Service, and our office to ensure vessel traffic is not unreasonably interfered with. Ship schedules may affect the start/completion times for the north channel span, center truss, removal.

c. The north and south channel spans shall not be obstructed simultaneously.

d. The north channel span is the preferred channel for vessel passage. The south channel span, center truss section, shall be removed first to ensure unforeseen demolition problems are identified and corrected, prior to removal of the north center truss section.

- e. The work shall be performed such that waterway traffic and navigational clearances are not affected and the navigable depths are not impaired.
- f. All flame-producing, spark-producing, welding, or other hazardous operations shall be halted, while vessels are passing through the bridge.
- g. Nothing may interfere with proper display of required bridge navigational lighting, or other navigational signals and bridge markings.
- h. If temporary obstructions to navigation such as containment, scaffolding, falsework, or floating equipment become necessary, the proposal for such obstructions shall be provided to the Eleventh Coast Guard District Bridge Office at least 30 days in advance for review and approval.
- i. Temporary structures, installed for the purpose of demolishing the bridge, shall be removed completely when they are no longer needed to perform the work.
- j. Floating equipment, located in the channel, shall be moved when requested for safe passage of waterway traffic. A good quality marine radio shall be present at the jobsite, and properly employed, to facilitate reliable communications between the work site and approaching waterway traffic. The marine radio, installed on the bridge, work tug or safety boat, is considered adequate for this purpose.
- k. The bridge owner must establish and maintain an adequate communications plan with Coast Guard Vessel Traffic Service. Initial contact may be established by telephone at (415) 556-2760.
- l. When performing hazardous operations in or over the channel, the bridge owner shall provide boats and flagmen, as necessary, to stop vessels from entering the work zone.
- m. Floating equipment shall not be located in the channel unless actively engaged in working on the bridge. When not working, floating equipment shall be located in approved anchorages, or mooring areas outside the navigation channel.
- n. The bridge owner must provide proposed anchor plans, in advance, for Coast Guard Marine Safety Office's review and approval. Initial contact may be established with the Marine Safety Office by telephone at (510) 437-3073.
- o. Contingency plans are required for barge/vessel breakaway, crane collapse, vessel capsized and bridge collapse, etc., to ensure mishaps have been considered and viable recovery plans are in place.
- p. Moored or stationary obstructions, including scaffolding, barges, falsework, etc., between channel piers shall be lighted at night with steady burning, red lights, visible at a distance of at

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least 2,000 yards by approaching vessels. Obstructions outside the channel piers shall be lighted at night with steady burning, white lights. Floating equipment shall be lighted and marked in compliance with Inland Navigation Rules. Our office will provide details of location and color of lighting when the contractor's proposal is reviewed.

q. Proposals to close the waterway, completely, will require USCG Captain of the Port authorization. At least 30 days advance notice is required to allow proper review and approval with the Coast Guard Marine Safety Office and waterway users.

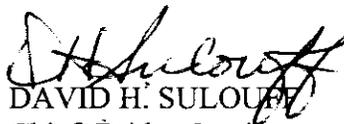
r. Nothing may fall from the bridge or be deposited into the water. If anything is accidentally dropped into the water, immediate action shall be taken to remove it, and the waterway shall be cleared to the satisfaction of the U. S. Army Corps of Engineers.

s. Materials removed from the bridge shall be disposed of in upland, non-wetland areas approved by the U. S. Army Corps of Engineers.

t. The Federal Water Pollution Control Act prohibits the discharge of oil, including oil-based paints, into the navigable waters of the United States. In the event of discharge, the responsible party shall immediately take action to halt the discharge and notify the National Response Center, U. S. Coast Guard, by calling (800) 424-8802. Failure to report such discharge may result in substantial fines, imprisonment, or both. The responsible party will be responsible for clean up costs, if any.

Please provide sufficient advance notice of any pre-bid meetings to allow coordination with other interested parties who should attend. You may contact Mr. Carl Hausner, Project Manager, by telephone at (510) 437-3515 to discuss this project.

Sincerely,


DAVID H. SULOUFF
Chief, Bridge Section
Eleventh Coast Guard District
By direction