

JOB STAMP
04-0120M4 (04-00000022)
04-SF-80-1.6/2.7
San Francisco Oakland Bay Bridge
Oakland Touchdown - Phase 2

REPORT NO.	14	to	DATE	June 18, 2012	M T W Th F S S
SHIFT HOUR	START	07:00	STOP	15:00	TEMPERATURE
WEATHER	Clear				

1. Continue to fill in for Stanley Ku on the SAS project – WDC.
2. Attended the SAS Staff Meeting
3. Internal discussions on the need for load pressure charts for the existing duct banks. FWI will be walking their crane and other rigs over the duct banks. Need to check the OTD I design criteria for these lines. Nick King, PB, will be consulted.
4. Left a voice mail with Steve Margaris, Toll Bridge Specifications, regarding the piles by the EBMUD line and the proposed revisions to the ISD specifications for this project.
5. Internal Temporary Bike Path Meeting – Stone, Ho, Vilcheck, Hulsebus, Endress, Balderramos, Abbas
 - a. TYLin designed the bike path using 20m modules that can be transported into place. It is estimated that Cleveland Wrecking will take approximately 55 hours to bring the existing WB structure down to clear space for the bike path alignment.
 - b. Sajid indicated that the design uses many prefabricated elements to ease construction. Precast blocks with screw jacks will be placed as the foundation to distribute the load to the lower deck. Simpson Strong Tie Hardware, Structural glulams and yellow cedar have been selected.
 - c. United States Park Services guidelines were used for the design.
 - d. The specified design load of 135 psf will overstress the existing girders if these blocks are not utilized. Need to check the loading upon the existing bike path on the SAS/Skyway/OTDI to determine if this criteria was utilized.
 - e. Per Clive, no shrouding of the bike path will be necessary. Clive appreciates the fact that Yellow Cedar decking is being considered.
6. Contacted a local Nelson Stud office and was quoted a price of \$ 6-7 per stainless steel stud compared to \$1.14 for a black stud.
7. OTD PHASE II Staff Meeting –
 - a. Bikepath lighting – need to verify which group will cover this item of work.
 - b. Duct Banks – Dudley will need to locate the path of the conduits for FWI.
 - c. Trestle – Discussions – a new permit for driving these piles will take 120 days.

The following is an overview of the past permit revisions:

Oct 30, 2001	Original Environmental Permit
Jun 12, 2008	Multi State / Agency Agreements
	Established baseline for amendments on driven piling
	206 dB peak, 187 dB culmulative
Apr 10, 2009	Revision for the Green Sturgeon - SAS
Aug 21, 2009	Revision for the Trestle and Elevator at T1 - SAS
Feb 06, 2012	Revision for the Dismantling Contracts

The following methods of piling installation were approved:

 - H – Piles – Impact driven with restrictions
 - Pipe – Set and driven with a vibratory hammer with impact proofing
 - Pipe – Set with a vibratory hammer and driven with an impact hammer in a bubble curtain.

Contacted Nick, FWI, to inform him of the in water pile restrictions.
8. Forwarded Dave McClary's comments on the bike path handrail drawings to Jal and Ade for plan sheet revisions.
9. Mohan Char, AECOM, provided a response to the Contractor's questions regarding the epoxy grout dowel specification conflict. They recommend using Sikagrout 300 PT per METS recommendations.
10. Chetan sent over a sample service platform erection plan to FWI.
11. Attempts made to discuss the OTD II project with Brian Maroney to convey to him that this project spans over water.

SIGNATURE Gary Lai, Original Signed	TITLE Structures Representative
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