

C.C. MYERS INC.

51 Macalla Road  
(415) 399-0175

San Francisco, CA 94130  
Fax (415) 399-0587

September 07, 2005

*Document No.: 215-STL.00186*

State of California  
Department of Transportation  
333 Burma Road  
Oakland, CA 94607

Temporary Bypass Structure  
Contract No. 04-0120R4  
CCM Job # 215

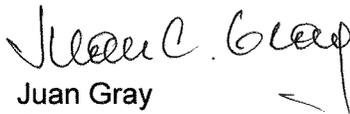
Attn: Mr. Lourdes David  
Resident Engineer

Re: TBS Deck Drainage

Dear Mr. David,

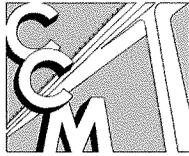
Please see attached copy of Imbsen and Associates letter # 139, dated September 6, 2005, in which they provide comments to the State's letter # 545 of August 25, 2005, regarding the deck drainage design.

Very Truly Yours,  
C. C. Myers, Inc.

  
Juan Gray  
Project Engineer

cc: RW.C  
MO  
JCG

File: 215-101



C.C. MYERS INC.

51 Macalla Road  
(415) 399-0175

San Francisco, CA 94130  
Fax (415) 399-0587

September 07, 2005

*Document No.: 215-STL.00186*

State of California  
Department of Transportation  
333 Burma Road  
Oakland, CA 94607

Temporary Bypass Structure  
Contract No. 04-0120R4  
CCM Job # 215

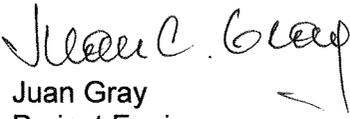
Attn: Mr. Lourdes David  
Resident Engineer

Re: TBS Deck Drainage

Dear Mr. David,

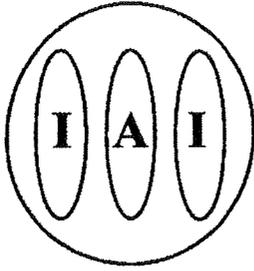
Please see attached copy of Imbsen and Associates letter # 139, dated September 6, 2005, in which they provide comments to the State's letter # 545 of August 25, 2005, regarding the deck drainage design.

Very Truly Yours,  
C. C. Myers, Inc.

  
Juan Gray  
Project Engineer

cc: RW.C  
MO  
JCG

File: 215-101



**IMBSEN & ASSOCIATES, INC.**  
**Engineering Consultants**  
 A **TRC** Company

**RECEIVED**

September 6, 2005

#1295-320

SEP 7 2005

IAI Letter #: 139

Mr. Bob Coupe  
 C.C. Myers, Inc.  
 3286 Fitzgerald Road  
 Rancho Cordova, CA 95742

CC MYERS, INC.  
 JOB 215 TEMP. BYPASS STRUCTURE

IC: 02404  
 215-201  
 RC  
 JG  
 ✓ Caltrans (JG)

**Subject: TBS Deck Drainage**

Dear Mr. Coupe:

We are in receipt of State Letter No. 05.03.01-000545, dated August 25, 2005, in which Caltrans has established a new set of parameters and directed IAI to provide additional analysis for the deck drainage system. We have reviewed this letter and have the following questions/comments regarding the parameters:

In response to point a):

Caltrans statement that "runoff entering from the existing structure was calculated as 50 percent." is not correct. In our calculations we have used 100% of the runoff from the existing structure and assumed that 50% of the drains on the top deck were blocked.

In response to point b):

Caltrans states that "Drop-throughs (openings through the deck) may be used in conjunction with submitted drainage inlets". (Caltrans references submittals 215-STT.00131- East Tie-In submittal dated December 2, 2004, 215-SUB.00044-02- Viaduct Superstructure submittal dated May 13, 2005, and 215-SUB.00064-01- West Tie-In submittal dated March 3, 2005). Does this mean that Caltrans does not want us to use scuppers along with drainage inlets at five foot spacing as previously directed (Submittal 215-Sub.00082-00)? Additionally, please advice us of what contract documents should we refer to for evaluating drainage characteristics and design of drop-throughs?

**Sacramento Office**  
 9912 Business Park Drive  
 Suite 130  
 Sacramento, CA 95827  
 (916) 366-0632 Phone  
 (916) 366-1501 Fax

**San Diego Office**  
 9471 Ridgehaven Court  
 Suite E  
 San Diego, CA 92123  
 (858) 505-8881 Phone  
 (858) 505-9515 Fax

**Irvine Office**  
 21 Technology Drive  
 Irvine, CA 92618  
 (949) 727-9336 Phone  
 (949) 727-7391 Fax

**Fresno Office**  
 7395 N. Palm Bluffs Ave.  
 Suite 104  
 Fresno, CA 93711  
 (559) 449-6190 Phone  
 (559) 449-4591 Fax

**Oakland Office**  
 167 Filbert Street  
 Oakland, Ca 94607  
 (510) 267-1835 Phone

In response to point e):

As referenced in our NOPC #9, dated June 8, 2005, the incompatibility of the project deck drainage design criteria and the structure and its lane configuration geometry (narrow lanes and shoulders) inherently has created a scenario where the encroachment of design water spread upon the traveled way cannot be avoided. Since drop-throughs apparently have a small interception capacity (Caltrans has stated that the dimensions of drop throughs may not be wider than 50mm), they would not likely cause a significant improvement. Please clarify how drop-throughs would ensure zero encroachment of water onto the traveled way?

In response to point 1):

Please clarify what is meant by "Location of drop-throughs that can be incorporated in conjunction with the submitted drainage inlets to alleviate water encroachment, without impacting the structure's integrity".

In response to point 2):

In State Letter No. 05.03.01-000545, Caltrans is requesting for the dimensions of the drop-throughs. In the same letter Caltrans has stated that "The dimension of each drop-through may not be wider than 50mm..." It seems that Caltrans has already established this dimension so please clarify.

In response to point 3):

Are there any details available for drop-through water deflectors?

In response to point 4):

Caltrans is requesting "calculation and table showing water spread at five meter increments". From our perspective, showing the water spread at 5 meter increments doesn't make sense. The spread should be calculated at increments that coincide with the drain spacing so that the worst/controlling encroachment is shown. Please clarify.

We find Caltrans latest direction to be very vague and unclear. We would welcome the opportunity to discuss our questions/clarifications at their earliest convenience.

Finally, please be advised that the deck drainage protracted resolution continues to hamper our design efforts. In light of Caltran's recent development of new parameters and directions, we assume that Caltrans has finally agreed that our NOPC #9 has merit and as such IAI will be compensated for all costs, damages and impacts arising out of or resulting from the deck drainage issues.

*Sacramento Office*  
9912 Business Park Drive  
Suite 130  
Sacramento, CA 95827  
(916) 366-0632 Phone  
(916) 366-1601 Fax

*San Diego Office*  
9471 Ridge haven Court  
Suite E  
San Diego, CA 92123  
(858) 505-8881 Phone  
(858) 505-9515 Fax

*Irvine Office*  
21 Technology Drive  
Irvine, CA 92618  
(949) 727-9336 Phone  
(949) 727-7391 Fax

*Fresno Office*  
7395 N. Palm Bluffs Ave.  
Suite 104  
Fresno, CA 93711  
(559) 449-6190 Phone  
(559) 449-4591 Fax

*Oakland Office*  
167 Filbert Street  
Oakland, Ca 94607  
(510) 267-1835 Phone

IAI will incorporate the additional costs and impacts as a part of NOPC #9 which was submitted to C.C. Myers on June 8, 2005.

Please feel free to contact me at (916) 366-0632 should you have any questions.

Sincerely,



Roy A. Imbsen, P.E., D. Engr.  
Project Manager

cc: IAI File, EA, MV, JH, RI

**Sacramento Office**  
9912 Business Park Drive  
Suite 130  
Sacramento, CA 95827  
(916) 366-0632 Phone  
(916) 366-1501 Fax

**San Diego Office**  
9471 Ridge haven Court  
Suite E  
San Diego, CA 92123  
(858) 505-8881 Phone  
(858) 505-9515 Fax

**Irvine Office**  
21 Technology Drive  
Irvine, CA 92618  
(949) 727-9336 Phone  
(949) 727-7391 Fax

**Fresno Office**  
7395 N. Palm Bluffs Ave.  
Suite 104  
Fresno, CA 93711  
(559) 449-6190 Phone  
(559) 449-4591 Fax

**Oakland Office**  
167 Filbert Street  
Oakland, Ca 94607  
(510) 267-1835 Phone