



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

ENGINEER'S DAILY REPORT

LAN Engineering Consultant

REPORT NO. 224 {7-day} DATE July 25, 2007 *ABL* M T **W** T F S S (DAY)

NORMAL WORK HOUR: START: 7:00AM STOP: 3:30PM WEATHER: OVERCAST/SUNNY

LOCATION : Construction Field Office : 333 Burma Road, Oakland 94607
 Working Drawing Campus Office : 375 Burma Road, Oakland 94607

04-SF-80-13.2/13.9 Caltrans Supervisor:
Contract No. 04-0120F4 Gary Lai
{SAS Superstructure} Senior Bridge Engineer

Office Work:

RFI # 707R2 [Email from PB (Ellery Lucas)]:

- ❖ A discussion of the RFI #707 with Caltrans, PB, Prime and Sub Contractors the following items were discussed on July 24, 2007:
 - All items were discussed in the RFI and a solution was agreed upon except one.
 - The one item still pending was the location of the wire way, panel, transformer and disconnect. Ellery suggests that a re-arrangement of the enclosures on the landing needs to take place. It was suggested to relocate only the transformer and disconnect next to the railing 90 degrees so all equipment can fit in the same area. After checking dimensions and verifying locations it was determined that the UP-210 equipment can fit next to the railing 90 degrees from where it is shown on the plans. This was the layout to be looked into to minimize the rerouting of conduit runs on the tower platform.

- ❖ Received an email from Ellery Lucas (PB Power) indicating that he concluded that the UP-210 equipment needs to change location and be relocated to where the Fog Detection Panel is and move the Fog Detection Panel to where the UP-210 equipment was originally located. This would change the routing of conduits on the contract plans.
 - The Email with this change was sent to Eric (PB), Anna Lee (Sub-Contractor) and Chris Bausone (Prime Contractor). The following people were cc'ed only: Parviz Boozarpour (Caltrans), Mike Travis (LAN Engineering/Caltrans), Maxwell Takaki (PB) and Jens Erlingsson (PB).

 My concern is that the design engineer is changing the contract plans and making decision based on "appearance problem". Also the communication of this information is being done directly to the contractor with only a CC to Caltrans. I believe the changes to this extent should be worked out between the design group and the owner (Caltrans) before informing the contract on any changes.

 See attachment for a copy of the EMAIL document with attachment.
 - See attachment for response from Parviz Boozarpour (Caltrans).

- ❖ Talked to Bill Shedd about the concern on the submittal process and time line for construction. Also informed him that I asked Chris Bausone about how they are going to process the equipment for the project after submittals are approved. Chris indicated that he might put this item in the agenda for the next meeting.
- ❖ Continued to work on the outstanding issues for the project.
- ❖ Received the reference points (x,y,z) on the suspender anchors at roadway from Tom Ho. This will help in determine the road plane in which photometric data can be projected.

Any questions or comments you can reach me at (916) 919-7158. My E-Mail address is Mike.Travis@LANEngineering.com or Michael.Travis@dot.ca.gov

END OF REPORT

ATTACHMENTS :

1. Email from Ellery Lucas (PB Power) July 25, 2007 [Contract Change – RFI #707R2].
2. Emailed comments by Pariz Boozarpour (Caltrans).

SIGNATURE



Name

Michael F. Travis

TITLE

Electrical Engineer – LAN Engineering

Attachment #1 (1/4)

 Attachments can contain viruses that may harm your computer. Attachments may not display correctly.
The sender of this message has requested a read receipt. [Click here to send a receipt.](#)

Mike Travis

From: Lucas, Ellery [Lucas@pbworld.com] **Sent:** Wed 7/25/2007 7:14 AM
To: Sugiyama, Eric; Anna Lee; Chris Bausone
Cc: parviz_boozarpour@dot.ca.gov; Mike Travis; Takaki, Maxwell; Erlingsson, Jens
Subject:
Attachments:  rfl 706.707 r2.pdf(481KB)

All,

I was outnumbered on yesterday's telecom and realize after (overnight) that what I agreed is going to be "appearance problem".

The reason for not locating the UP-210 behind the railing is because, the UP-210 rack, and all the spaghetti conduits going to the wire way shall be visible from the roadway level at 53.85.

Locating the UP-210 and rack between the NW and SW skin plate, opposite location from the strong motion panel shall hide the electrical installation from the roadway level. In addition, the FDP-5 which is floor mounted equipment (762 wide) maybe a lot smaller when we get all the information which most likely become a wall mount.

So, my conclusion, the revise arrangement is the way to go. Conduit rerouting, to avoid crossings is not a monumental task to change but the "appearance" shall be forever on the bridge.

Parvis, I need your input.

Regards,

Ellery Lucas

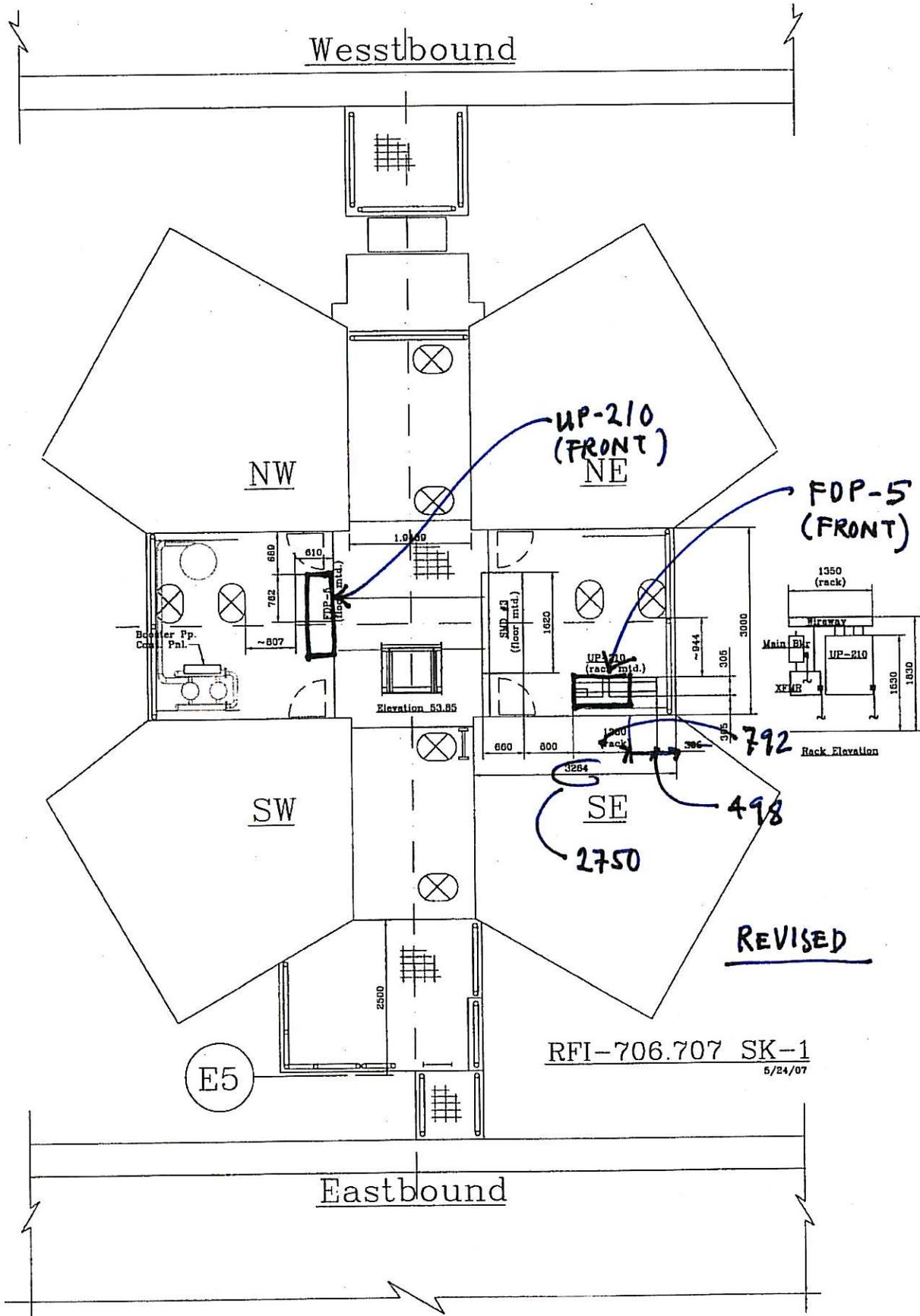
PARSONS BRINKERHOFF, PB POWER

San Francisco, California 94107

415-243-4726

Fax: 415-281-8707

NOTICE: This communication and any attachments ("this message") may contain confidential information for



NW

UP-210
(FRONT)
NE

FDP-5
(FRONT)

SW

SE

REVISÉD

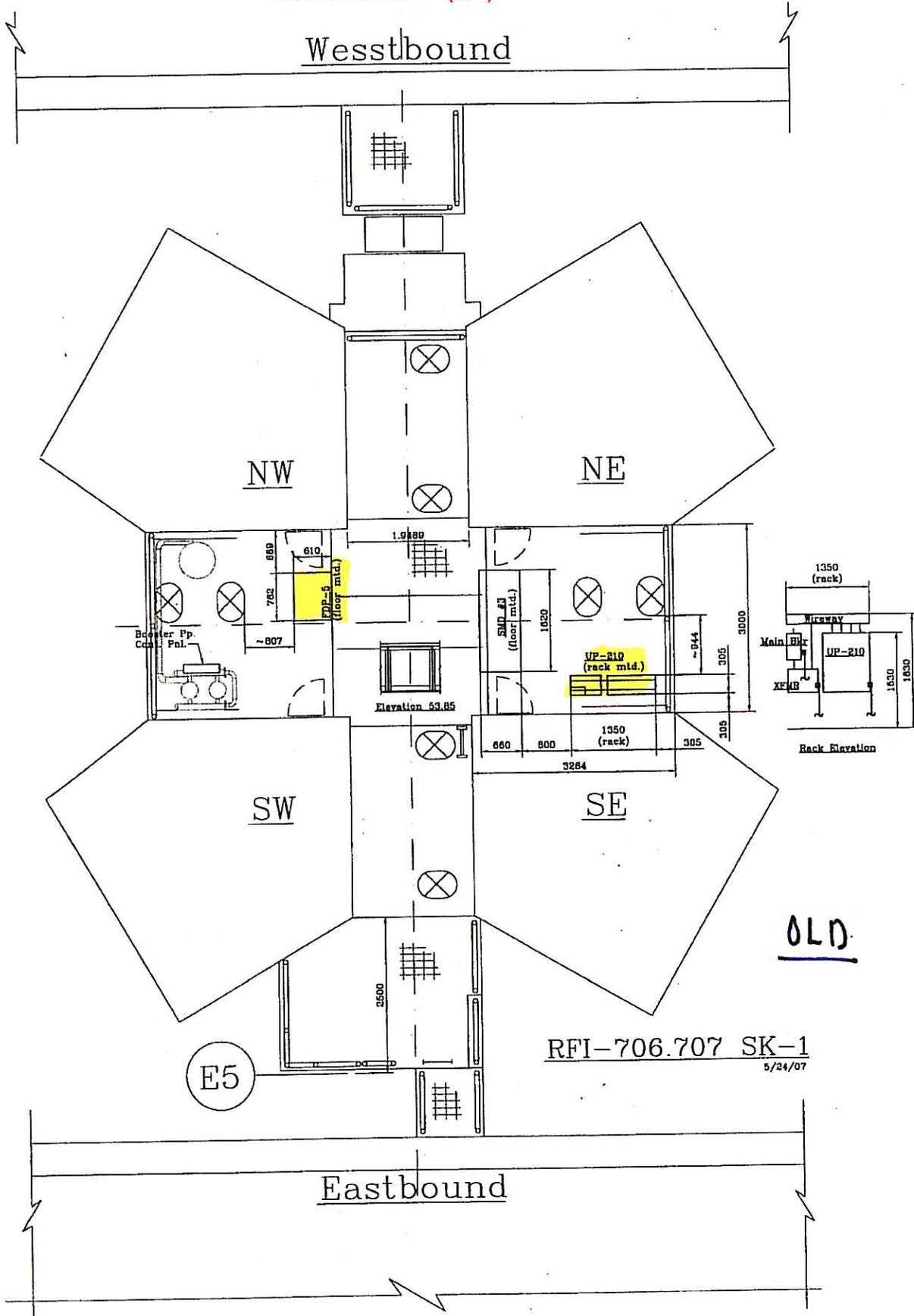
E5

RFI-706.707 SK-1
5/24/07

Westbound

Eastbound

Attachment #1 (3/4)



REQUEST FOR INFORMATION (RFI) – ABF&SUB.RFI No.: RFI-BLI-000050R02 (ABF RFI 707) Submitted by: _____ Page(s): 1RFI Date: 7/16/07 Contact Name: Anna Lee Phone No. (415) 896-6072

Subject: Panels and Pullboxes at Tower Platform 53.85
References: RFI 707
Response required by: <u>7/30/07</u> (date) Response affects critical path activity? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Description:

Please work the following with the response to RFI 707:

- Contrary to the first statement, tower skin penetrations and attachments changed due to elevation changes for conduit routes. Equipment relocation to different quadrants resulted in previously run north-south conduits changing to east-west conduits.
- Utility panel UP-210 submitted separately as main breaker, transformer, and panelboard per the 4th paragraph (Submittals 174, 175, 176) has not been approved. It was stated in the 7/10/07 MEP meeting that a re-design of UP-210 is in progress.
- Pullbox 914x762x406 sized per NEC code 314.28, mounted on the SW-E plate, has been added in lieu of PB-2D and PB-3A deleted by the 5th paragraph, as the multitude of large conductors can not be routed through the 8x8 wireway. Additionally, Circuit A-3057-1 pier lights has been deleted from Conduit #3281 carrying sump pump conductors from UP-210. This circuit has been added to Conduit #3364 routed direct to the SW-A face.
- Sketch RFI-707-7.07 SK-1 lays out UP-210 using an incorrect dimension of 3264 mm for the SE-A plate. Please issue a corrected layout using 2750 mm for the A plate.

To avoid further re-work of the electrical information for the tower shop drawings, please consider future responses that keep equipment in the same quadrant without raising elevations.

Subcontractor/Supplier/Consultant Disposition:

This RFI is being submitted for:

- Contractor Convenience.
- Clarification of the Contract Documents.
- Engineering Review Request (ERR) for missing design information/coordination.

The Cost and Time Impact from this RFI is:

- No cost or time impacts in the performance of our Work.
- Cost and/or time impacts in the performance of our Work (ABF JV and Bleyco) will result.
- We are unable to determine at this point whether there will be cost and/or time impacts.

Response:

Date:	Respondent:	Phone No.:
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Attachment #2 (1/1)

 Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

Mike Travis

From: Parviz Boozarpour [parviz_boozarpour@dot.ca.gov] **Sent:** Wed 7/25/2007 10:51 AM
To: Lucas, Ellery
Cc: Erlingsson, Jens; Mike Travis; Sugiyama, Eric; Takaki, Maxwell; Martin Chandrawinata
Subject: UP-210, Contract 04-0120F4
Attachments:  [rfi 706.707_r2.pdf\(481KB\)](#)

My concern will be the following:

1. The conduits should not be visible from the roadway, don't want to deal with aesthetic issue.
2. The UP-210 be accessible for service personnel (door can be opened).

Thanks,
Parviz