



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

ENGINEER'S DAILY REPORT

LAN Engineering Consultant

REPORT NO.	DATE		
229 (7-day)	July 30, 2007 <i>Alai</i>	<i>AL</i>	T W T F S S (DAY)
NORMAL WORK HOUR:	WEATHER:		
START: 7:00AM STOP: 3:30PM	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
 Contract No. 04-0120F4
 {SAS Superstructure}

Caltrans Supervisor:
 Gary Lai
 Senior Bridge Engineer

Scheduled Meetings:

❖ **Design Coordination Submittal Meeting (Caltrans-TY·LIN-PB) (0830):**

- ❖ Covered the list of submittals/shop drawings that have been processed and being worked on this week.
- ❖ Five new submittals have been received: 225, 226, 227, 228 & 229.

❖ **Design Coordination Meeting (Caltrans-TY·LIN-PB) (0830):**

- Talked about the navigation lights for the bridge. The submittal shows 180 degree horizontal arc on the lighting but the plans calls for 360 degree. Steve and other people at the meeting expressed an opinion that the lights should probably be 180 degree. I pointed out that the coast guard regulation does indicate that pier lights should be 180 degree horizontal arc but suggested that the plans calling for 360 degree could have been approved by the coastguard. I also pointed out that there should have been an application submitted with drawings in which the coast guard has reviewed and signed off the drawings.
- A discussion about the PB Electrical manning for the project. PB indicated that Manny Intatano (PB-New York) will be returning tomorrow to work on the project on temporary bases. Another PB electrical engineer will be coming in from New York also to help out. Three Electrical engineers were interview for permanent positions on the job and one of them will be offered a position shortly. Also Rob Roseman will be working remotely for PB also.
- A discussion about the process that should be taken at the MEP Tuesday meetings with the contractor. The last meeting was brought up that covered a working problem solving session. It was suggested that a fewer number



of people attend the meeting and have issues address and action items assigned for special groups to resolve the issues.

Office Work:

❖ **RFI # 707R2 Issue:**

- Drafted an Email to Bill Shedd coving the issue of the relocation of equipment on the roadway tower platform. The email covers the concerns that PB has and the concerns of Caltrans. This draft was discussed with Eric Suglyama (PB) before processed. Eric indicated that it was acceptable. See attachment for copy of Email.

Working on the Electrical RFI's by going through them and making copies and referencing them to the contract plans.

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 covering the RFI # 707R2 meeting with PB.
2. Email from Ellery Lucas (PB Power) July 25, 2007 [Contract Change – RFI #707R2].

SIGNATURE

Name

Michael F. Travis

TITLE

Electrical Engineer – LAN Engineering

Attachment #1 (1/2)

Mike Travis

From: Mike Travis **Sent:** Mon 7/30/2007 5:06 PM
To: Bill Shedd [bill_shedd@dot.ca.gov]; Gary J Lai
Cc:
Subject: RFI 707R2 Meeting on relocation of Equipment on the tower roadway elevation platform
Attachments:

Bill,

Attached is a brief statement of the issue and the possible resolution for RFI # 707R2:

Meeting was held on July 26, 2007 between Caltrans and PB Electrical Design. The following people were present at the meeting:

Michael Travis - LAN Engineering/Caltrans
Bill Shedd – Caltrans
Martin Chandrawinata - Caltrans
(Conference Call)
Irene Khinsann - Caltrans
Angel Triunfante - Caltrans

Maxwell Takaki – PB
Eric Suglyama-PB
Ellery Lucas – PB

One of the items discussed:

- ❖ **RFI #707R2 relocation of equipment on tower platform @ roadway elevation:**
 - **In RFI 707R0 PB relocated the UP-210 to the south-east "A" skin plate on the inside platform area but an error in dimension makes it not feasible to install all the equipment in that location.**
 - **A proposal was tentatively agreed upon during a meeting that took place on July 25, 2007 with the contractor to relocating the UP-210 components to the railing on the east side of the platform.**
 - **Ellery from PB emailed a response the following day expressing concern about the appearance problem if the UP-210 equipment is relocated to the railing area. He suggested changing the UP-210 equipment with the fog detection cabinet on the other side of the platform.**
 - **At the July 26, 2007 meeting Caltrans expressed its concern about relocating the UP-210 equipment to another location and it was suggested to only relocate the transformer and disconnect to a location that will not create an appearance problem. This would keep the UP-210 panel and wireway at the location PB had originally proposed in the RFI 707. By relocating the disconnect and transformer the area needed is available at the south-east "A" skin plate location.**
 - **Caltrans indicated that it would prefer to keep the location PB proposed in the original RFI 707 and relocate only the transformer and disconnect. This should resolve the problem with the appearance problem and minimize any additional major changes. As indicated in the meeting this should be possible and PB will follow this avenue in resolving the RFI 707R2.**
 - **Caltrans indicated that if the transformer and disconnect needs to be located at the railing location it would be acceptable provided it can be located below the top of the railing.**

Attachment #1 (2/2)

If there are any questions or comments let me know.

Michael Travis

Supervising Electrical/Structural Construction Engineer

Lim And Nascimento Eng. Corp.

11344 Coloma Road, Suite 590

Gold River, CA 95670

916.919.7158 cell

Attachment #2 (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_boozaarpour@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

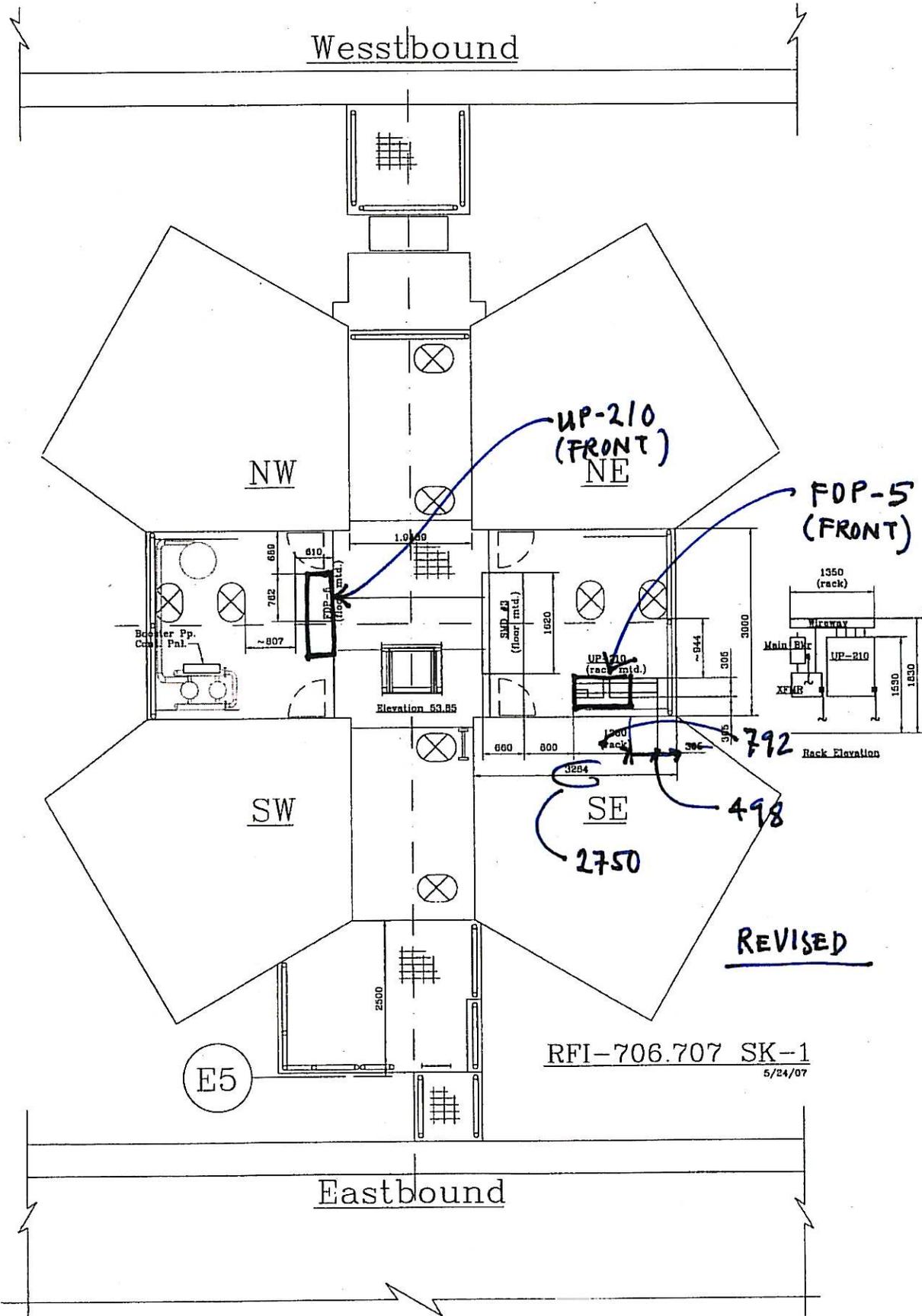
PARSONS BRINKERHOFF, PB POWER

San Francisco, California 94107

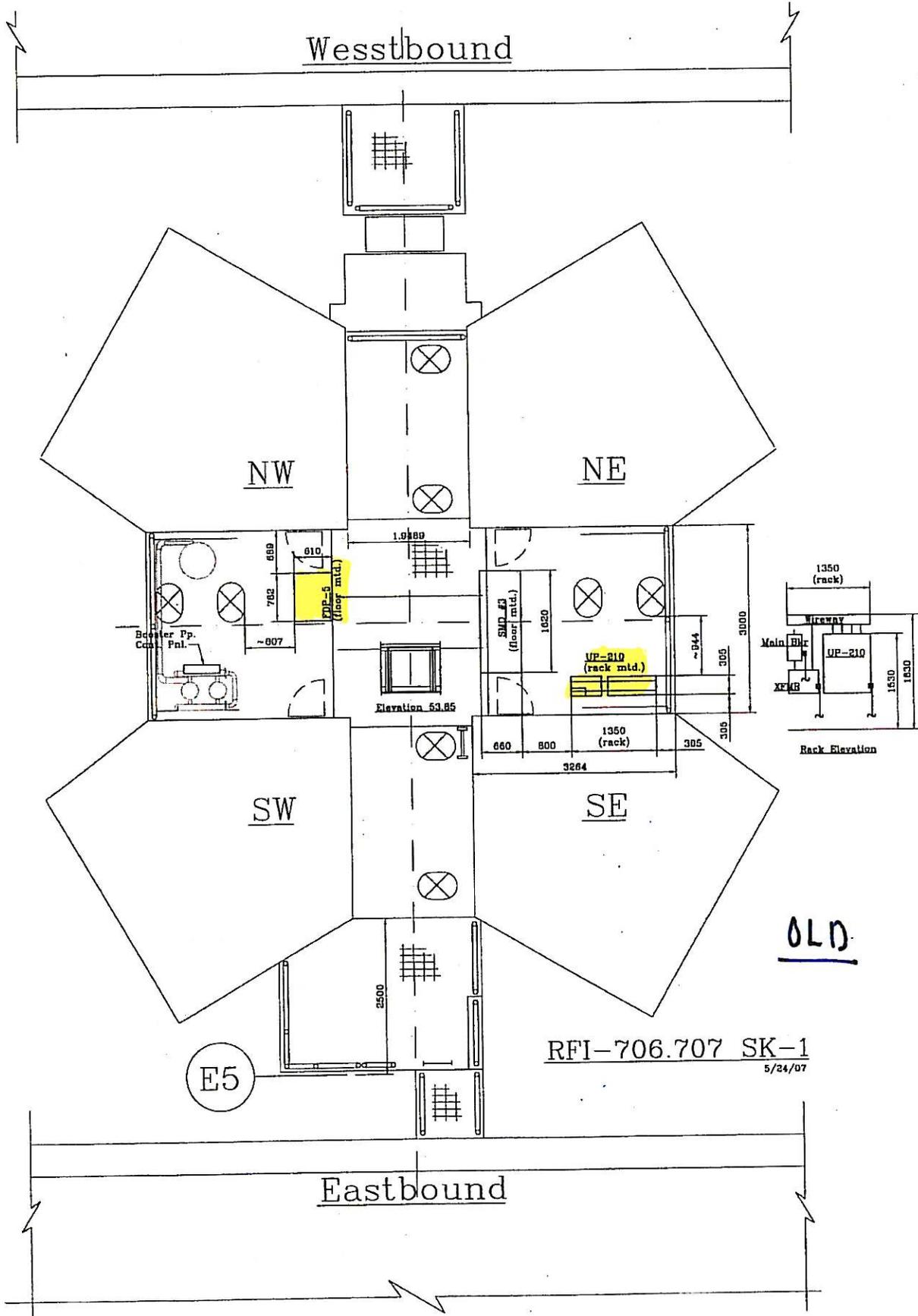
415-243-4726

Fax: 415-281-8707

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



Attachment #2 (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) 896-6072Subject: Panels and Pullboxes at Tower Platform 53.85References: RFI 707Response required by: 7/30/07 (date) Response affects critical path activity? X YES 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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