



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

**ENGINEER'S DAILY REPORT**

LAN Engineering Consultant

*ge* 9-19-08

REPORT NO. <b>644</b> {7-day} { + 210 Project Work Day}	DATE <b>September 17, 2008</b>	M T <b>W</b> T F S S (DAY)
NORMAL WORK HOUR: START: 6:00AM STOP: 3:30PM	WEATHER: CLEAR / SUNNY	
LOCATION :	Construction Field Office : Working Drawing Campus Office :	333 Burma Road, Oakland 94607 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**

**Office Work:**

❖ **CCO # 75 Review Ongoing.**

- Performing a complete review and comment package for the PB design group. Worked with Sandy Michelotti on the package.

❖ **CCO # 90 Architectural Enhancements @ Tower Elevation 53m.**

- Opened the 3D model just finished by PB to view the proposed changes at Elevation 53m. Noticed some issues at the entrance to the tower from the OBG.
- Talked to Saeed about the issue and he also pointed out that Clive was not receptive to the location of the wireways at the leading edge of the tower (D-E plate corners).
- See attachment.

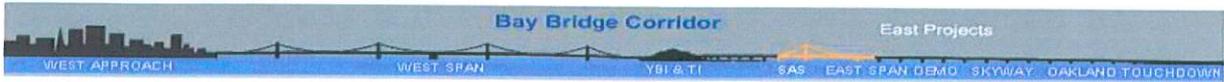
❖ **CCO # 59/68 OBG/Tower Additional penetrations.**

- Talk to Bill Shedd about the reply letter to the ABF letter about the additional penetrations.
- Review a copy of the reply letter and gave Bill a copy of my comments.
- See attachment.

❖ **Teleconference Call to Team China.**

- Talked to Scott Kennedy and Ken Lee in China about the status of the fabrication.
- Ken sent photos of the OGB side plate at the crossbeam area. No opening cut for access yet. Insert plate with all penetrations installed but MEP penetration for crossbeam lighting was not installed.
- Talked to Ken Lee after teleconference through computer and got system working properly. Downloaded the photos the Ken sent.
- See attachments

REC'D '08 SEP-22 #006651



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M T **W** T F S S (DAY)

❖ **MEP Shop Drawing Work.**

- Talked to Max Takaki (PB) about the placement of the bottom plate penetrations east of E2 close to Panel Point 120. He and abdi had placed the penetrations on the shop drawings.
- Reviewing the shop drawings for penetration location and placing the information in the master penetration charts as an update.

❖ **CCO # 99 Bike Path Details.**

- Reviewed the PB sketch of the proposed modification at the emergency ramps between the bikepath and the OBG. Had a few comments and sent them back to PB (Max).
- See attachment.

*Any questions or comments you can reach me at (916) 919-7158. My E-Mail address is [Mike.Travis@LANEngineering.com](mailto:Mike.Travis@LANEngineering.com) or [Michael\\_Travis@dot.ca.gov](mailto:Michael_Travis@dot.ca.gov)*

**END OF REPORT**

Work hours 0545-1730 – 10 hours regular

**Attachments:**

1. TEAM CHINA Teleconference Minutes.
2. Shop Drawing with Shop Photos attached.
3. Draft letter with comments covering CCO # 59/68.
4. 3D drawing showing possible issue area with wireway design.
5. CCO #99 PB sketch with comments.

SIGNATURE

Name

Michael F. Travis

TITLE

Electrical Engineer – LAN Engineering

## ATTACHMENT #1 (1/2)

Project Description: SAS SFOBB Project

EA #: 04-0120F4

Attendees:

Team Oakland: Bill Shedd Michael Travis Nick King  
Grady Hart Sandy Michelotti Martin Chandrawinata

Team China: Ken Lee (011-86-158-2142-2546)  
Scott Kennedy (011-86-150-2131-3938)

The following items were discussed:

- Problems Team China is having:
  - Lotus Notes: Working but has intermittent problems.
  - FTP Site: OK
  - Gmail Account (working) : Account ID: [mep.china@gmail.com](mailto:mep.china@gmail.com)
  - Having connection problem with Yahoo computer connection on Mike's computer. Did get it working after teleconference between Ken Lee and Michael Travis – downloaded photos also.
- Schedule Status:
  - No change in the scheduling in China.
  - The scheduling as follows:
    - First shipment would be the first four lifts of the Eastbound & Westbound OBG. The fabrication and assembly would be for the first five lifts to ensure compatibility of the sections. The fifth section would remain at ZPMC for future shipment.\*\* Lift 3-4-5-6-1-2 are being fabricated first as indicated by China\*\*
    - The second shipment would include lifts 5 & 6 of the Eastbound & Westbound OBG. The fabrication and assembly would be for lifts 5-7 to ensure compatibility of the sections. The seventh lift would remain at ZPMC for the next shipment.
    - The third shipment would be the tower lift 1 & 2. Fabrication would be the first three lifts. The fabrication and assembly would be for lifts 1-3 to ensure compatibility of the sections. The third lift would remain at ZPMC for the next schedule shipment. Team china indicated that the first lift of the tower is being fabricated now.

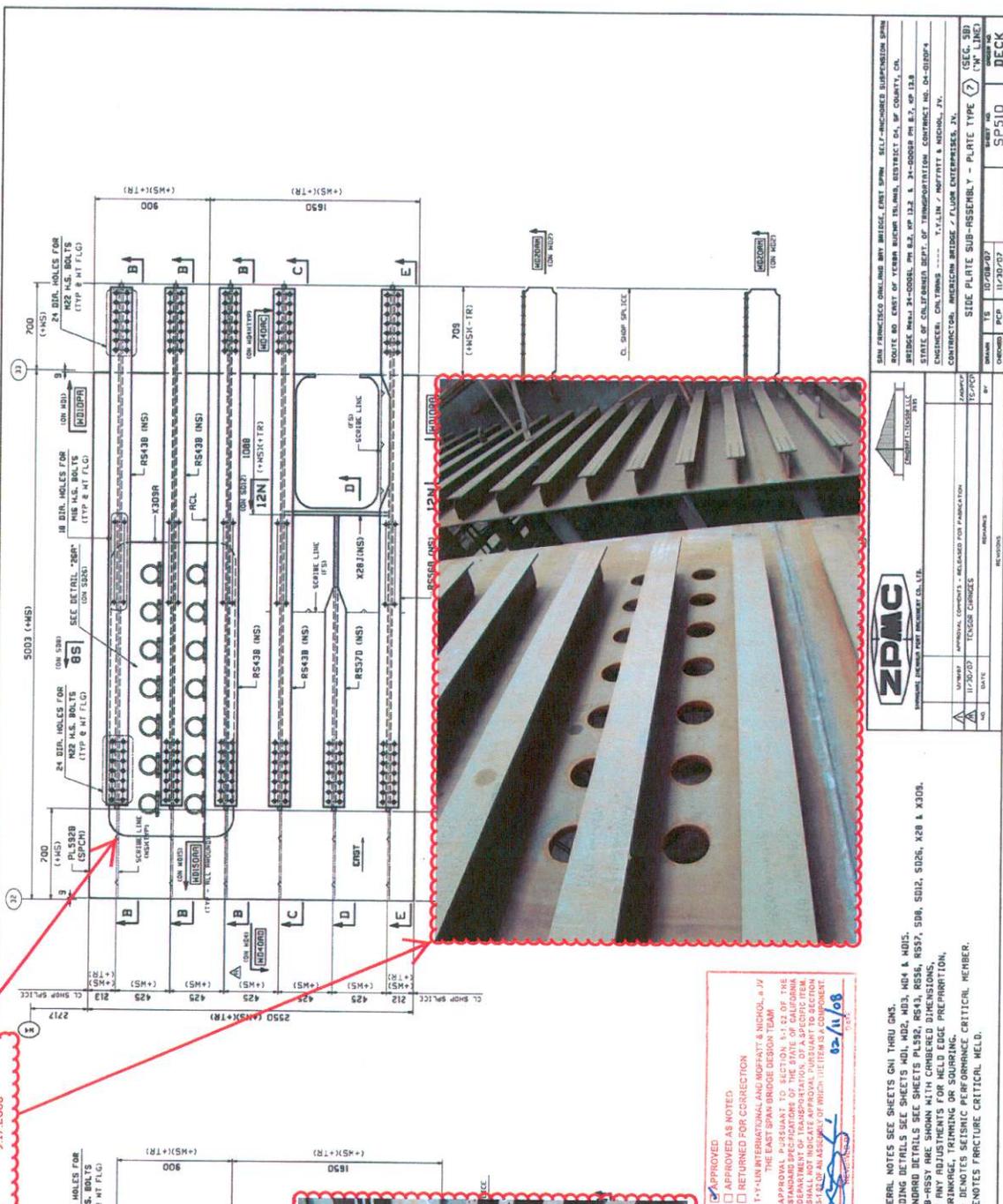
## ATTACHMENT #1 (2/2)

- MEP Issues:
  - Team Oakland is working on the clarification of the type of chamfering to be performed at all the openings in the bridge structure. Email sent requesting a clarification and location of all the requirements for treatment of edges on the steel structure. This is still an on-going issue and should be clarified shortly.
  - No change to the holes in the stiffeners for the cable tray supports in the OBG.
  - No penetrations being cut in the OBG fabrication process to date.
  - Team China indicated that there could have been holes cut in the bottom plate in Lift #1. This still has not been verified and is being checked to see if this was accomplished.
- QC issues:
  - Team China indicated that they have observed the ZPMC QC Process and ABF QC/QA process on the floor performing inspections and verifications.
- Tower fabrication status:
  - Lift 1 of the tower structure is progressing. A & E skins are fabricated and the stiffeners are being tack welded into place. Also B & D skins are being fabricated. A-plates have not been flipped so penetrations have not been added to the plate to date.
  - Lift 2 fabrications: welding skin plate, cutting, butt welding and diaphragm work being done.
- OBG fabrication status:
  - Side plates on assembly floor.
  - Side plates SP 571 and SP 519 Lift 7 are being worked on.
  - Lifts 3, 4, 5, 6 & 7 are being worked on and segments are being welded.
  - SP 67 and SP65 access will be part of segment.
- Teleconference schedule:
  - It was agreed that Wednesday evenings (4:30PM – Oakland Time) would be acceptable to have a regularly scheduled conference call to cover all issues. The next scheduled call will be on September 24, 2008.



ATTACHMENT #2 (2/2)

Service Platform MEP Penetrations installed (insert plate) 9.17.2008



APPROVED AS NOTED  
 RETURNED FOR CORRECTION  
 T-Y-LIN INTERNATIONAL AND MOPFATT & NICKOL, P.C.  
 THE EAST SPAN BRIDGE DESIGN TEAM  
 APPROVAL PURSUANT TO SECTION 5-1.02 OF THE  
 STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION  
 DEPARTMENT OF TRANSPORTATION, 1015 SOUTH OGDEN  
 AVENUE, SALT LAKE CITY, UTAH 84143  
 SHALL NOT INDICATE APPROVAL PURSUANT TO SECTION  
 5-1.02 OF THE STANDARD SPECIFICATIONS FOR BRIDGE  
 CONSTRUCTION OF ANY OTHER AGENCY OR CONTRACT

02/11/08  
 T-Y-LIN

- NOTES:
- FOR GENERAL NOTES SEE SHEETS ON THRU ONS.
  - FOR ALL SHEETS AND, MD2, MD3, MD4 & MD5.
  - FOR STANDARD DETAILS SEE SHEETS WITH CORNERED DIMENSIONS.
  - SIDE SUB-RHSY ARE SHOWN WITH CORNERED DIMENSIONS WITHOUT ANY ADJUSTMENTS FOR WELD EDGE PREPARATION, WELD SHRINKAGE, TRIMMING OR SQUARING.
  - (SPCH) - DENOTES SEISMIC PERFORMANCE CRITICAL MEMBER.
  - FCM - DENOTES FRACTURE CRITICAL WELD.

18 DIMS - SLOPED 30° LINE  
 18 SOUTH SIDE - TYPE (2)

SCALE: PLATE SUB-ASSEMBLY - BRIDGE - SPAN 3 & 4

SHOP BILL				REMARKS	NO. ITEM
NO.	SHAPE	LENGTH	WEIGHT		
1	SIDE PLATE	350	100	100 SHEET P350F	
2	HT STIFFENER	282	100	100 SHEET P282F	
3	HT STIFFENER	148	100	100 SHEET P148F	
4	SIDE PLATE	248	100	100 SHEET P248F	
5	HT STIFFENER	157	100	100 SHEET P157F	
6	HT STIFFENER	103	100	100 SHEET P103F	
7	HT STIFFENER	39	100	100 SHEET P039F	
8	HT PIPE	1400	4	4 SHEET T1400	
9	PLATE	1400	4	4 SHEET T1400	
10	PLATE	1400	1.00	100 SHEET T1400	

ALL MATERIAL TO BE A3070M-345 U.S.

**ZPMC**  
 ZION PORT AND RIVER CO. U.S.A.

DATE: 11/26/07  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

SAN FRANCISCO OAKLAND BAY BRIDGE, EAST SPAN, SELF-ANCHORED SUSPENSION BRIDGE  
 ROUTE 90 EAST OF YERBA BUENA TUNNEL, DISTRICT 04, OF COUNTY, CA  
 BRIDGE NO. 24-0000L, PM 8.2, SP 12.2 & 24-0000R PM 8.7, SP 12.8  
 STATE OF CALIFORNIA DEPT. OF TRANSPORTATION CONTRACT NO. 04-03074  
 ENGINEER: CH2M HILL - T-Y-LIN / MOPFATT & NICKOL, P.C.  
 CONTRACTOR: AMERICAN BRIDGE & FLUOR ENTERPRISES, INC.  
 SIDE PLATE SUB-ASSEMBLY - PLATE TYPE (2)  
 SHEET NO. 02/11/08  
 DRAWING NO. SP510  
 DECK

ATTACHMENT #3 (1/1)

This letter is issued in response to ABF-CAL-LTR-000637, "CCO 59 Additional OBG Penetrations," dated August 20, 2008 regarding the Department Letter No. 05.03.01-002466 Dated July 31, 2008, and to clarify the Department's position regarding the MEP penetrations. In the letter, the Department is asked to provide "written authority to proceed for the additional penetrations ordered by CCO 59." As previously stated on numerous occasions, the RFI responses and Submittal redline returns are, in themselves, written direction to proceed with the changes.

Instantaneous updating of the contract plans is impossible, but the CCO process (including CCO's 59 and 68) is used to memorialize many of the changes. Many of the smaller changes however, will not be incorporated into the CCO process and therefore they will not be depicted in updated plan sheets. These changes are tracked by the RFI that spawned the change. The Contractor-driven FCN's likewise, are not shown on revised contract documents. The Department has attempted to track the RFI-driven changes in the informal Yellow Sheets for convenience.

Regarding the Contractors perplexing request to "provide a list of every shop drawing, with each subsequent revision, redlined by the Department that identified the location and/or modification of the additional and Contract penetrations," the Department has already provided this information in charts that were provided as attachments to the State letters referenced numerous times by the Contractor. The Latest updated chart, titled OBG-MEP DECK PENETRATIONS PIPE SLEEVE LOCATIONS, was attached to Department Letter No. 05.03.01-002538. Originally the charts provided the requested information and more, in an effort to consolidate the changed, and the contractual penetrations. Discussions at the Working Drawing Campus indicated that ABF would prefer the charts to contain only the additional penetrations, so the charts were modified to eliminate the contractual penetrations. ~~The Department has the updated charts in the original format (with all penetrations) if desired.~~ As a reminder, very few of the contractual penetrations were ever detailed by the Contractor in the Shop Drawings; nearly all penetrations were initially detailed by the Department in the form of Shop Drawing redlines.

The charts have been developed to provide a valuable tool for the QC / QA process at the ZPMC shop floor in China and here on site during and after erection. The Department's personnel in China are poised to utilize the charts in an effort to help with the verification effort and to minimize the chances of omitted work. The Department again requests a schedule for this work in order to meet the staffing needs.

The charts also provide a tool or format to assign, determine, and track costs associated with the extra work involved with the MEP penetrations. The Department takes responsibility for some of the detailing and fabrication costs associated with the penetrations. The Department invites ABF to meet and discuss the extra work, and how best to scope, quantify, and package it so that timely payment can be made.

The charts have been developed, updated, and transmitted periodically to provide the consolidated raw data, in the absence of an agreed scope of the changes. Though the ATP's have been previously transmitted, ABF has requested, and hereby receives an additional Authorization to Proceed with the additional penetrations shown on the attached ~~updated~~ charts. Two sets of charts are provided. One set identifies only the additional penetrations and the other shows both the contractual and the additional penetrations.

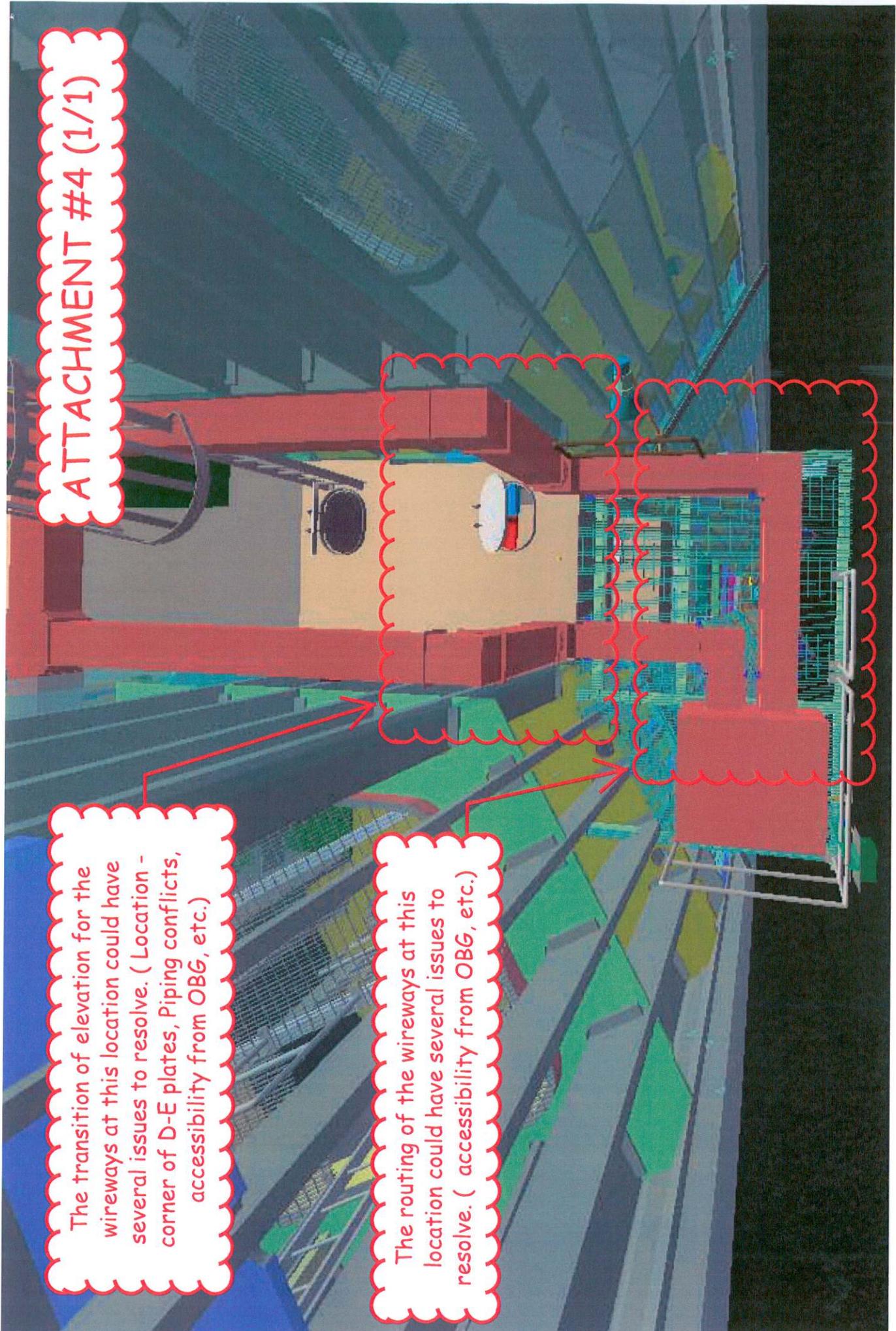
*^ a comprehensive chart with*

The Department appreciates the Contractor's effort to incorporate the "ongoing multitude of changes and additions to the MEP penetrations and is reciprocating with its own effort to incorporate the changes involved with the Contractor requested FCN's. The need to work together is obvious in order to succeed with a project of this size. Further, the Department recognizes and appreciates the Contractor's commitment to working closely with the Department in order to mitigate the cost and time impacts associated with the additional penetrations identified in CCO 59 (and 68).

# ATTACHMENT #4 (1/1)

The transition of elevation for the wireways at this location could have several issues to resolve. ( Location - corner of D-E plates, Piping conflicts, accessibility from OBG, etc.)

The routing of the wireways at this location could have several issues to resolve. ( accessibility from OBG, etc.)



ATTACHMENT #5 (1/4)



Michael  
Travis/HQ/Caltrans/CAGov  
09/17/2008 11:37 AM

To "Takaki, Maxwell" <Takaki@pbworld.com>  
cc  
bcc  
Subject RE: Bike Path Emergency Egress Platform Conduit Routing  
(SK-CCO-99-E-165B)

Max,

I took a look at the sketch and had a comment about the transition from flex conduit to RSC should have a conduit body.



See attachment: CCO 099 sketch worksheetMFTComment.pdf

Michael Travis  
SFOBB Construction Offices  
Design Campus Building  
375 Burma Road  
Oakland Ca. 94607  
Phone: 510-808-4618

"Takaki, Maxwell" <Takaki@pbworld.com>



"Takaki, Maxwell"  
<Takaki@pbworld.com>  
09/17/2008 07:14 AM

To "Garcia, Rocky" <GarciaR@pbworld.com>  
cc  
Subject RE: Bike Path Emergency Egress Platform Conduit Routing  
(SK-CCO-99-E-165B)

Rocky, sorry I forgot to attach my quick sketch.

**From:** Takaki, Maxwell  
**Sent:** Wednesday, September 17, 2008 7:06 AM  
**To:** Garcia, Rocky  
**Subject:** RE: Bike Path Emergency Egress Platform Conduit Routing (SK-CCO-99-E-165B)  
**Sensitivity:** Confidential

Rocky,

I didn't know that Nick wanted to get this sheet out ASAP. When you called me Monday evening, I was too involved with shop drawing redlining that I might not have given much thought during our discussions, basically because I agreed with your concept. There is one minor issue that I thought I should share with you. When Mike, Abdi and I were discussing subject matter before redlining submittal 597R02, we focused on the importance of securing LFMC per code. Looking at the sketch you attached, it appears that the coupling connecting RMC to LFMC is not secured, although RMC is secured. As we spoke Monday evening, you were talking about

alternative of LFMC installed under the ramp. I now see this as a better alternative. Install a unistrut below each hole for entire width of the ramp to the other hole in the opposite angle of the ramp. LFMC would run on top of the unistrut, and that it can be secured (clamp) to unistrut at an interval not exceeding 1.4 M. In this way we can eliminate two different raceways for a short span at emergency access ramp. What do you think?

Nick might either e-mail you or hand carry the redline of gate rail track with respect to ramp location and panel points. Basically the left edge of the ramp does not line up with the gate rail track. The left end of the rail starts at 100 mm left of the left edge of the ramp. The left edge of the ramp is 525 mm from the Odd panel point (centerline of the bikepath bracket). The center line of the cable bracket is the Even PP. The width of the ramp is maximum 1900 mm so it could be less depending on the ABF's detailing. I wanted to catch Tom Ho before he left for a two-week vacation yesterday but I was too involved with other submittals so couldn't do it.

I know you are multi-tasking and don't have the time to dwell on the above matter but I know that Caltrans would focus on the securing of the LFMC so I thought you might want to relook the sketch before you tell Nick to send it out to Caltrans for review. Thanks.

Regards,  
Max

---

**From:** Garcia, Rocky  
**Sent:** Tuesday, September 16, 2008 3:29 PM  
**To:** King, Nick  
**Cc:** Shahmirzai, Saeed; Takaki, Maxwell; Walieddine, Fadi  
**Subject:** Bike Path Emergency Egress Platform Conduit Routing (SK-CCO-99-E-165B)  
**Importance:** High  
**Sensitivity:** Confidential

*Nick,*

*As requested and part of CCO-99 design development progress, please find the attached sketch for your review. If you have any comments, please let me know. Thanks.*

*Regards,  
Rocky Garcia*

**PB Power**  
A Parsons Brinckerhoff Company  
303 Second Street, Suite 700 North  
San Francisco, California 94107  
Tel: (415) 243-4735

Email: [garciaR@pbworld.com](mailto:garciaR@pbworld.com)

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CCO 099 sketch worksheet.pdf

