



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

**ENGINEER'S DAILY REPORT**

LAN Engineering Consultant

*JL 5/4/09*

REPORT NO.	DATE	M T <b>W</b> T F S S (DAY)
854 {7-day} { + 210 Project Work Day}	April 15, 2009	
NORMAL WORK HOUR:	WEATHER:	
START: 6:00AM STOP: 3:30PM	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

**Office Work:**

❖ **OBG Master Penetration Charts.**

- Updating the OBG master MEP penetration charts from the previous week's changes in the status of the shop drawings and china fabrication update. See attachment #1.

❖ **CCO # 61 Processing.**

- Received a copy of the CCO #61 Hooper list of RFI's for our scheduled meeting on April 20, 2009. See attachment #2.
- Nick King (PB) requested some information about the placement of the Fog Horns and Bell system per Coast guard Requirements. I sent him a package that was sent to the Electrical Designer and Eric in August of 2007. All the information that Caltrans had was sent to PB in 2007. See Attachment #3.

❖ **Electrical Issues discussion with PB (Ray Morgan).**

- Ray Morgan came to my office to discuss some issues that pertain to the PB design. The following issues were covered:
  - The voltage drop issues that pertain to the calculations and size of the feeder conductors. This also impacts the termination of the conductors to the equipment. This is still an ongoing issue and changes are being made to accommodate the size of the conductors specified. The equipment or additional splicing is required.
  - The platform at 53.85 Elevation of the tower has some issues that PB needs to be review and come up with a possible solution. The railing at some of the areas that PB has attached conduit risers to are retractable and cannot be used for attachment of electrical items. This issue needs to be resolved by PB.
  - Submittals 909 Pull Box platform and submittal 739 service platform. There are still some issues to these two submittals including approved structural plans that have been approved and stamped by TY Lin.

REC'D '09 MAY-07 #009435



Attachment #1 (1/1)



Chi-Chung 'Charles'  
Ho/D04/Caltrans/CAGov  
04/14/2009 07:56 PM

To OBG Inventory list  
cc  
bcc  
Subject OBG inventory for week of 4/10/09

For your use.



OBG Panel Status 04-10-09DIST.xls

-C. Charles Ho  
SFOBB SAS - Team China  
cho04@dot.ca.gov

Weekly Inventory Status  
OBG Plates  
For updating the OBG Penetration Charts

Attachment #2 (1/2)



Scott  
Fabel/D04/Caltrans/CAGov  
04/14/2009 04:19 PM

To Sharad Patel/D04/Caltrans/CAGov@DOT, Sandra  
Michelotti/D04/Caltrans/CAGov@DOT, Michael  
Travis/HQ/Caltrans/CAGov@DOT  
cc Bill Shedd/D04/Caltrans/CAGov@DOT, George  
Boughosn/D04/Caltrans/CAGov@DOT  
bcc

Subject Latest RFI-CCO Hopper Report for CCO 61

Here's the latest RFI-CCO Hopper Report for CCO 61 for you to review. This will be reviewed at Thursday's meeting.

Scott Fabel, P.E.  
SAS CCO Desk  
(c) 510-501-4054

Information for scheduled  
Meeting on April 20, 2009  
Caltrans Group



RFI-CCO Hopper Summary CCO 061 - 20090414.pdf



# SAS Superstructure

Run Date 14-Apr-2009  
Time 3:15 P.M.

Location: SAN FRANCISCO FROM 0.6 KM TO 1.3 KM EAST OF THE YERBA BUENA TUNNEL EAST PORTAL

Attachment #2 (2/2)

## RFI-CCO Hopper

- = RFI in a CCO Agreed, CCO has been approved
- = RFI in a CCO Agreed, CCO not yet approved
- = RFI in a CCO Agreed, CCO not yet assigned

Filter: [CCO No] Like 061

CCO No	RFI No	Rev	Plan/Spec Change?	RFI Discipline	ABF Comments	RFI in CCO? (Y/N)	Noted Changes
042, 061, 074	0402	00	(74) 334S1, (74) 350R1, (61) 293R1	MEP - Electrical		Yes	PB sheet. RFI 402R0 to be in 3 CCO's: 42, 61 & 74 per Mike Travis (SF 6/13/08).
061	0873	00	292R1, 292S1	MEP - Electrical	CCO to be issued by Caltrans (Ltr 310, 403)	Yes	
061	1334	00		MEP - Electrical		Yes	138R2, 138S1R1, 203R3, 281R2, 291R2, 293R1, 293S1, 293S2, 293S3, 293S4, 293S5, 293S6, 294R1, 298R1, 312R2, 314R2, 369S6, 396R4, 401S2
061	1334	01		MEP - Electrical		Yes	138R2, 138S1R1, 203R3, 281R2, 291R2, 293R1, 293S1, 293S2, 293S3, 293S4, 293S5, 293S6, 294R1, 298R1, 312R2, 314R2, 369S6, 396R4, 401S2
061, 083	1404	03	(61) 293R1	MEP - Mechanical		Yes	Recommended by Mike Travis to place in CCO 90 on 10/23/08 (SF). Now in CCO 61 and 83, since CCO 90 was eliminated (12/05/08 GBG).

Attachment #3 (1/9)

**Mike Travis**

**From:** King, Nick [KingN@pbworld.com] **Sent:** Wed 4/15/2009 4:10 PM  
**To:** Mike Travis  
**Cc:**  
**Subject:** RE: Coast Guard letter with revised Fog Signal Elevations  
**Attachments:**

Thanks for this Mike.

Nick King  
PB  
Office: 510 808 4610  
Cell: 415 412 0821  
kingn@pbworld.com

-----Original Message-----

From: Mike Travis [mailto:Mike.Travis@lanengineering.com]  
Sent: Wednesday, April 15, 2009 9:49 AM  
To: King, Nick  
Cc: Bill Shedd  
Subject: FW: Coast Guard letter with revised Fog Signal Elevations

Nick,

Here is a copy of the Email in which the information about the Navigation Fog Signal Elevations.

Any additional information please let me know.

Michael Travis  
Electrical/Structural Construction Engineer

Lim And Nascimento Eng. Corp.  
Department of Transportation  
SAS Construction Office  
333 Burma Road  
Oakland, California 94607  
510-808-4618 Office  
916.919.7158 cell

Nick King requested the information on the Coast Guard requirements for the placement of the Fog Horns and Bell system. Sent him a copy of all the information sent to PB in August or 2007.

From: Bill Shedd [mailto:bill\_shedd@dot.ca.gov]  
Sent: Thu 8/16/2007 11:08 AM  
To: erlingsson@pbworld.com  
Cc: Mike Travis; Gary Pursell; Steven Hulsebus; Sugiyama@pbworld.com;  
Timothy Daszko  
Subject: Coast Guard letter with revised Fog Signal Elevations

Bill Shedd sent all Information to PB on 8.16.2007

Hi Jens,

Attached are the emails for the file history that lead to the attached letter from the Coast Guard. The letter approves the fog signal revised

Sequences of Emails to develop the Navigation requirements for CCO #61

Attachment #3 (2/9)

elevations that were requested in Steve's letter to the Coast Guard, which is also attached. Please continue your review of the fog signal system, or let me know if there is any other question.

Thanks,

Bill Shedd  
Construction Senior, SAS Bay Bridge

(See attached file: Fog horn waiver request.pdf)

Steve Hulsebus wrote:

USCG approval attached. Note they need plan and elevation drawings of final locations once installed referenced to MHW.

----- Forwarded by Steven Hulsebus/D04/Caltrans/CAGov on 08/16/2007 07:27 AM -----

"Hausner, Carl "  
<Carl.T.Hausner@u  
scg.mil>  
To  
Sent by: <steven\_hulsebus@dot.ca.gov>  
cc  
Carl.T.Hausner@us  
cg.mil  
Subject  
Fog Signal Placement Variance  
08/16/2007 07:25 Approval  
AM

Sequences of Emails to develop the Navigation requirements for CCO #61

Attachment #3 (3/9)

Steven,

Attached is the response to your letter dated August 7, 2007. Please contact me if you have any questions/comments/concerns.

v/r,

Carl Hausner  
Bridge Management Specialist  
Eleventh Coast Guard District Bridge Office  
510-437-3515 Office  
510-437-5836 Fax  
Carl.T.Hausner@uscg.mil

Sequences of Emails to develop the  
Navigation requirements for CCO #61

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(See attached file:  
2007-08-14\_LTR\_Fog\_Signal\_Variance\_approval\_Signed.pdf)  
----- Forwarded by Bill Shedd/D04/Caltrans/CAGov on 08/16/2007 10:32 AM  
-----

"Mike Travis"  
<Mike.Travis@lane  
ngineering.com>  
To "Bill Shedd"  
08/02/2007 01:51 <bill\_shedd@dot.ca.gov>  
PM  
cc  
Subject FW: Fw: Coast Guard letter Reply  
from Mike Travia

Sequences of Emails to develop the  
Navigation requirements for CCO #61

Bill,

Looks like we have an elevation of approximately 17.5 foot from MHHW (16.0') and top of pier E2 (33.5').

Seems like the fog horn was mounted on top of the existing pier not to maintain a disireable elevation of 20 foot.

What we would like to do is to also mount the horn/Bell on the pier top but

also conform to the coast guard regulation.

I would suggest installing a pedistel of suffectect height to conform to the Coast Guard Regulations for the fog horn/Bell @ T1, E2 and E3.

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

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From: Bill Zanetich [[mailto:bill\\_zanetich@dot.ca.gov](mailto:bill_zanetich@dot.ca.gov)]  
Sent: Thu 8/2/2007 11:55 AM  
To: Bill Shedd  
Cc: Mike Travis; Steven Hulsebus; Sugiyama@pbworld.com  
Subject: Re: Fw: Coast Guard letter

Bill,

I found as-built elevations of the top of concrete, on which the foghorns

sit. At Piers E2 and E3, the conc. elev. is +33.5 ft (+10.215m); and at Pier E4, it is +24 ft (+7.315m). Here is a photo from our last field

Attachment #3 (5/9)

trip,  
showing how the foghorn is mounted. I believe this was taken at Pier  
E2.

(See attached file: P3070014.JPG)

Bill Zanetich  
SMI - Toll Bridges  
(510) 286-5392

To Bill  
Shedd/D04/Caltrans/CAGov

08/02/2007 10:31 AM Bill  
Zanetich/D04/Caltrans/CAGov@DOT

cc Steven  
Hulsebus/D04/Caltrans/CAGov@DOT,  
Mike.Travis@LANEngineering.com,  
Sugiyama@pbworld.com

Subject Fw: Coast Guard letter

Sequences of Emails to develop the  
Navigation requirements for CCO #61

Hi Bill,

We are in the process of (re)design for the Fog Detection System for the new East Span of the SFOBB. Currently in question is the height requirements for the new fog signals (see attached emails) that will be placed at T1 of the SAS and at E2 and E3 of the Skyway.

We need to get the elevations for the signals that are located at the existing SFOBB East Span. We are looking at as-builts and we will take a field trip if necessary, but if you could get those elevations from Structure Maintenance records, if available, it would be very helpful. Specifically, we need the signal elevations at E2, E3, and E4 of the existing SFOBB East Span.

If the info is not available, no problem. Just let me know ASAP so that we can schedule a field trip.

Thanks,

Attachment #3 (6/9)

Bill Shedd  
Construction Senior, SAS Bay Bridge  
----- Forwarded by Bill Shedd/D04/Caltrans/CAGov on 08/02/2007 09:56 AM  
-----

To Steven  
Hulsebus/D04/Caltrans/CAGov

To Bill Shedd/D04/Caltrans/CAGov@DOT  
08/01/2007 03:34

cc PM Bill Howe/D04/Caltrans/CAGov@DOT,  
Gary  
Pursell/D02/Caltrans/CAGov@DOT

Subject Re: Fw: Coast Guard  
letter(Document link: Bill Shedd)

Sequences of Emails to develop the  
Navigation requirements for CCO #61

Bill,  
Just talked to USCG about this.  
The 30 ft above MHW came from information that this is the height of the existing fog signals on the existing bridge - which the USCG is just trying to replicate.  
Can we verify the height above MHW of the existing fog signals?  
We can request a change to the 10 ft height above MHW and the USCG will evaluate at their end. If we can state that the existing fog signals are on the existing bridge pier caps (which should be around that height?) then this would be good to say in our letter.  
I am assuming that if we get concurrence for 10' above MHW, then the fog signals can be mounted on the new bridge pier caps?  
Let me know about the existing height (I know we sent guys out before and pictures were taken, but not sure if the height was gathered).

Bill  
Shedd/D04/Caltrans/CAGov

Attachment #3 (7/9)

To Steven  
 08/01/2007 02:46 PM Hulsebus/D04/Caltrans/CAGov@DOT

cc "CN=bill\_howe@dot.ca.gov, Eric Sugiyama, Gary Pursell/OU=Caltrans/OU=CAGov, Michael Travis, Grady Hart/OU=HQ/OU=Caltrans/O=CAGov, Erlingsson <bill\_howe@pbworld.co"

Subject Fw: Coast Guard letter

Sequences of Emails to develop the Navigation requirements for CCO #61

Steve,

Jens of PB has begun work on the Fog Horn change. Please see his note below. The attached March 13, 2007 Coast Guard letter states that the fog signals are to be placed at 30 Ft above MHW. Title 33 part 118.130 (subpart 67.10) states that the signals may be placed between 10 and 150 Ft above MHW.

If the fog signal is to be placed at 30 MHW then there will be extensive engineering work required and it will impact the aesthetics of the bridge, as platforms and ladders will have to be designed and installed. Possibly a variance can be requested so that the pedestal mounted signal signals can be placed on the top of footings (piers). Please verify with the CG that the signal has to be placed at 30 Ft above MHW, or let me know if you are going to request a variance. In the meantime, PB and TY Lin will halt work directly involved with the signal height.

Thanks,

Bill Shedd  
 Construction Senior, SAS Bay Bridge  
 ----- Forwarded by Bill Shedd/D04/Caltrans/CAGov on 08/01/2007 01:55 PM  
 -----

Attachment #3 (8/9)

"Erlingsson,  
Jens"  
<Erlingsson@pbwor  
To Id.com> "Bill Howe"  
<bill\_howe@dot.ca.gov>, "Bill Shedd"  
07/31/2007 02:19 <bill\_shedd@dot.ca.gov>  
PM  
cc <steven\_hulsebus@dot.ca.gov>,  
"Lucas, Ellery"  
<Lucas@pbworld.com>, "Nadell,  
Brady" <Nadell@pbworld.com>,  
"Sugiyama, Eric"  
<Sugiyama@pbworld.com>, "Behzad  
Golemohammadi"  
<Behzad\_golemohammadi@dot.ca.gov>,  
"Parviz Boozarpour"  
<parviz\_boozarpour@dot.ca.gov>  
Subject  
FW: Coast Guard letter

Sequences of Emails to develop the  
Navigation requirements for CCO #61

Bill,  
Please refer to the attached Coast Guard (CG) letter to Steve Hulsebus, dated March 13, 2007. Note that the CG requires the fog horns and the bell for the new east bridge addition to be installed 30 feet (~9.15m) above mean height water. The present design calls for the fog horn to be installed on the footing of Tower T1 at elevation 3m leaving the fog horn installation about 2m above mean water level. To comply with this new requirement, ladder and platforms additions to Tower T1, Piers E1 and E2 will be needed. Discussing the requirement late last week with Mr. David H. Sulouff (CG, Chief, Bridge Section), he informed me that this is a Federal Regulatory requirement for navigational bridge obstructions. He further informed me that any height deviation from the 30 feet requirement will have to be approved by the CG. He proposed that Caltrans send him a letter requesting a variance. However, he indicated that lowering the signal devices will reduce the audible range of the fog signals. Therefore, before initiating the fog horn design change we need

Attachment #3 (9/9)

directions  
as to where the fog signal devices are to be mounted.

Regards,  
Jens Erlingsson  
PB Power Inc.  
303 Second St., Suite 700 North  
San Francisco, CA 94107  
(415) 243-4775  
(415) 281-8707  
erlingsson@pbworld.com

Sequences of Emails to develop the  
Navigation requirements for CCO #61

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(See attached file: Coast Guard letter1.pdf)(See attached file: Coast Guard letter2.pdf)

(See attached file: P3070014.JPG)(See attached file: Coast Guard letter1.pdf)(See attached file: Coast Guard letter2.pdf)

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