

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ASSISTANT RESIDENT ENGINEER'S
DAILY REPORT
BY WILLIAM SHEDD

File 46

Date: 3/04/07 through 3/10/07

SELF-ANCHORED SUSPENSION (04-0120F4)

Gary Pursell / Rick Morrow

Time Elapsed – 12%
Completed – 18%
Bid Amount: \$1,434M

Contract Approval Date: May 3, 2006
First Working Date: May 18, 2006
Est. Date of Completion – Spring 2013

STATUS OF WORK:

Office work

- The Department has rejected the Base Line Schedule on March 2, 2007
- Requests for Information (RFI): 723 received – 690 (95%) responded to.
- Working Drawing Submittals: 67 received – 59 (88%) responded to.
- The Department is currently reviewing the resubmitted SWPPP.

Field work

- Pre-fabrication welding procedures and approval process are underway at ZPMC in Shanghai, PRC.
- Field operations are scheduled to begin in Spring 2007, with the completion of Pier W2.
- Fabrication of the barge for the Shearleg crane is underway at Oregon Iron Works.

ASSISTANT RE'S DAILY REPORTS:

Monday, March 5, 2007

- Mostly clear and mild.
- Gary is gone to China.
- I reviewed the WSWD and approved it and signed it in Gary's absence.
- I cleaned my desk and inbox by filing printing and responding to various issues.
- I met with Angel and Irene regarding a couple of RFI's.
- I called John Lyons and he said that PB is still not keeping up with the E/M RFI's. I asked that we continue to document the status and we may need to have more discussions with PB to get more expedient action.
- I worked on diaries.

Tuesday, March 6, 2007

- Mostly clear and mild.
- I set up a binder for the NOPC's. Don sent a logs and I reviewed and printed and filed them.
- I printed, read, studied and filed recent RFI's.
- I chaired a MEP pre RFI meeting with my staff and we went over the Agenda that was sent by Chris B.
- I attended the MEP RFI meeting at the WDC.
- At the end of the meeting we discussed 4 RFI's and categorized them by CCO, not CCO, not complete, or undetermined if CCO.

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Week Ending 3-10-07

- I had scheduling discussions with the team and asked Larry to call Renner to get his comments for the Updates and Revision Schedules.
- I went to discuss
- I spoke to Mike Schaaf regarding Don Ross' Task Order. I will speak to Don and Kenneth to find out more.

Wednesday, March 7, 2007

- Partly cloudy.
- We conducted a field trip to the existing piers yesterday to examine the Fog Detection System. I have attached photos. At E2 and E3 there were foghorns that appeared to be operational and both appeared to be controlled by a detection device located at E3. The manufacturer plate on the horns indicated that they were manufactured by Electocustic, G.m.b.H KIEL in West Germany, ELU 300-2, Variante 07, Nr. 503. We were unable to locate any range data in the field, but I called the supplier's representative (Pete Dolan at (415) 382-6296) and he indicated that the horns are rated at 2 miles. There were bells located at E4, E5, and E6, but they did not appear to be operational. The bells were cast with dates on them of 1935 and we were unable to locate any manufacturer plates with range data.
- I chaired the Scheduling team pre-meeting and we discussed and prepared for the 1:00 meeting with ABF.
- I attended the Sched Meeting at ABF. No complete 4-week schedule was provided. We discussed all of the baseline rejection comments.

Thursday, March 8, 2007

- Mostly clear.
- I attended the Safety Meeting.
- I worked on diaries.
- I reviewed and edited the Habby Report and had Alex send it out.
- I worked on RFI's, emails, and cleaning my desk.
- I called the supplier's representative (Pete Dolan at (415) 382-6296) and he indicated that the horns are rated at 2 miles. Pete Dolan indicated that if we were to put two horns and 3 bells (electronic tones) on the new bridge, they would have to be synchronized so that they are all enabled by the same wireless device, but the horns and bells would have to be time staggered to allow only one to sound at a time, and to avoid the confusion that would be caused if more than one bell &/or horn sounded at the same time. He also indicated that the new bridge should be tied into the old system, to avoid overlapping sounds.
- At lunch I cycled out to the Skyway and located the bells on the existing bridge with respect to the piers on the new skyway bridge.
- I met with the MEP team and we went over our RFI's and the CCO status and then we met with Chris B and Brian P and assigned CCO or no CCO to 25 RFI's.
- I emailed Steve H and gave him the data from the field trip and the info from the conversation with Pete Dolan.

Friday, March 9, 2007

- Mostly clear.

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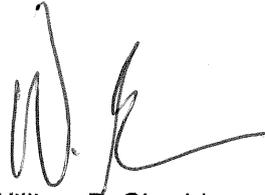
- I chaired the Work Breakdown Structure meeting to discuss a plan to develop the WBS and to identify its users. Jean Louis was at the meeting this week and we discussed the pmiv integration.
- I emailed a response to Steve H comments regarding the existing bridge foghorn.
- I worked on diaries.
- I organized my desk and went through emails.

Saturday, March 10, 2007

- No work planned

Sunday, March 11, 2007

- No work planned.



William B. Shedd,
SENIOR CONSTRUCTION ENGINEER