

Job Stamp
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04-SF-80-13.2/13.9

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Gary Pursell's

Report No. 45. GP-47

SFOBB East-Span
Seismic Retrofit
Project (SAS)

Resident Engineer
(Field)
DAILY REPORT

Date: Week of April 23, 2007

Sunday, April 22, 2007

Travel to Florida to visit Tensor. Depart SFO 6:20am, arrive Melbourne, FL, 7:00pm.

Monday, April 23, 2007

Notes from meetings at Tensor with Walter Gaddi, Sean Wichman, Dave Julian and Dan ?(Dave's Replacement):

Crossbeam Kink & Twist CCO ?:

- 1) First round of detailing included consideration of kink & twist and drawings were substantially complete.
- 2) Need backup for \$90,720 (1008 hrs) in costs from Tensor submitted in 2nd billing.
- 3) 2nd Submittal of Crossbeams may have been held and not forwarded for approval.
- 4) Final TD's for crossbeams not completed yet.
- 5) Reviewed Additional Cost submittal from Tensor, including basis for TRO and estimated hours for added work.
- 6) First billing for crossbeam corrections included 533 hours + 60 add'l estimated, or 593hrs total. Actual billing per Tensor Extra Time Log is 571 hrs, which should be used to correct final payment, per Dave Julian.

OBG Submittals between PP 14 & West End:

TD Sheets were submitted to Hassett ~ one month ago. These TD submitted late due to 1) PT tendon and west end stiffener issues, and 2) ZPMC issues related to fabrication procedures.

CCO 21 Charges/Justification:

- 1) Hours charged are attributable to A) revisions necessary in response to clarification requested by RFI 69, Rev2 (to be included in CCO 19 at the time), which resulted in revisions to drawings and B) some earlier hours may have been attributable to review and development of CCO 21 options and proposals.

CCO 23 Charges/Justification:

- 1) CTLLC needed to check to assure changes did not effect camber, etc.
- 2) Actual hours expended 27 per Tensor Extra Time Log. OK to use these actual hours verses estimate of ??(check this) for Tensor. Likely no actual hours for Candraft and/or Hassett per Walter.
- 3) CTLLC told that had to look all drawings, but CTLLC does not agree with this approach as their agreement with ABF specifically excludes certain work including W2 cap beam.

CCO 27 Charges/Justification:

- 1) Plans in vicinity of PP 9 were difficult to follow and/or did not show adequate detail to assess details where stiffeners change dramatically at PP9, i.e., plan sheets 669, 631, 670, 633, etc. and RFI 62.
- 2) Vertical Stiffener discrepancy from 20x20 on one plan sheet to 20x40 on another table on sheet 691.

Other Walter comments:

- 1) We had to put people on other work, and we had to find other work to keep people busy.
- 2) Regarding the 2 different terms for TRO in the ABF-CTLLC agreement, one rate for CT at \$90+TRO, the other for ABF at \$105/hr including TRO; AFB (Ron Crockett) requested this approach, which Walter didn't understand nor did he support it as he's never considered TRO in an agreement in the past.

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Tuesday, April 24, 2007

Continued working with Tensor:

- 1) Walter indicated it appears the estimate for the Crossbeam kink & twist revisions may be severely underestimated, by 500 to 1000 hours, as it lacked a number of anticipated plan sheet revisions. He will reassess the total number of sheets impacted and the necessary hours/sheet.
- 2) Walter indicated his normal book rate is 3 x direct labor, or \$90/hr, with direct labor ranges from \$25-\$35/hr. The \$90/hr rate normally includes TRO, but ABF requested that TRO be added on top, per Caltrans contract.
- 3) I discussed our concerns with certain elements of the "extra" pricing approach with Walter, i.e., basis for TRO and impact estimates, and the need to justify any amounts agreed to be paid.
- 4) ZPMC scares the shit out of me! ... per Walter.
- 5) Brian Boal, Sean, and Dave reviewed a number of miscellaneous "extras," which Tensor feels additional compensation is due.

Wednesday, April 25, 2007

Items discussed at Core Team Meeting:

1. Paul Mueller Comments.
2. Area to be impacted on YBI within 100' BCDC shoreline jurisdiction, in excess of permitted 450 sf.
3. Dredging submittal – Brian Petersen received feedback from Amy on format of submittal package.
4. Apparent CalOSHA issue with ladder into foundation well at W2 regarding requirements for landings. Both ABF and CT will investigate and take appropriate action necessary.
5. CASE or CaddB System apparently cannot exceed a certain labor surcharge, which our rate is greater.
6. Macalloy Insurance issues.
7. Jones Act as it applies to the Shear Leg Barge and mounting of boom for crane.
8. City of SF payroll tax as applied to other projects, i.e., E2/T1, West Approach, etc.
9. Brian Petersen - would like letter in response to ABF-CAL-150 indicating the PMIV plan log contains the up-to-date "official" plans and plan log.
10. Fabrication issues at ZPMC and need to develop "joint face" approach in our (ABF&CT's) communication plan with ZPMC.
11. Security Badges: Brian Petersen indicated concern for the timeline when ABF reps are able to maintain possession of badges, particularly those that visit the project intermittently.

Meeting in afternoon to discuss status and logistic for oversight efforts in China.

Thursday, April 23, 2007

Attended Corridor Electrical Coordination meeting at the DO.

Friday 27, 2007

Met with and briefed Rick Land, Jon Tapping, Jose Aguirra and Pete Siegenthaler on the status of the SAS project. The group was at Pier 7 for a field review of the S-S Detour.