

Job Stamp
04-0120F4
04-SF-80-13.2/13.9

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Gary Pursell's
Resident Engineer
(Field)
DAILY REPORT

Report No. 45. GP-58

Date: Week of July 9, 2007

Monday, July 9, 2007

At the MEP coordination pre-champions meeting we discussed 1) the need and approach to get a handle on the various painting changes and issues, 2) fog horn & bridge lighting plan, 3) status of 3D drawings and 4) the status of PB's approval stamp, consistent with other working drawing stamps.

Tuesday, July 10, 2007

Met with Mike Flowers regarding 1) cable anchorage layout, and 2)

I accompanied Redding area CE's and Scot Jarvis who were on site for project tour.

Attended bi-weekly CCO status meeting in pm. It was mentioned by Alex Schmidt at the meeting that changes were being contemplated on the "teflon" detail on the traveler rail brackets.

We (B.Boal, M.Nader, A.Schmidt, GP) met with Ron Crockett & Thomas Nilsson regarding concerns and approach to measuring Hinge A reactions. At this point, I had hoped to be able to make arrangements with the Skyway contract to lower the Skyway nose and obtain reactions at PGL within the next two months. ABF was also interested in surveying the Skyway while at PGL to confirm geometry fit-up with the SAS. The survey would take about a week.

Wednesday, July 11, 2007

At the weekly "large" core team meeting the following were discussed:

- Areas for contractor's use and coordination efforts on YBI. It was concluded ABF needed to be involved in the process, we would update ABF on ETI design strategies with a presentation when updated and ready in about a month, and schedule a coordination meeting in September for planning purposes.
- ABF provided and update on the status of 1) start of fabrication, 2) temporary towers, 3) Jones Act issues and cable erection plans.
- Open discussion on the Department's approach to managing the overall corridor MEP effort to close out the project. Brian Petersen provide ABF's experience and approach on other projects.

Internal meeting held to review options regarding acceptability of Hinge Pipe Beam forgings from Scot Forging. In order to learn more, it was conclude that Mazen Wahbeh would conduct a post review of Scot Forgings shop practices and documentation, including test reports and coupon availability. At this point we were targeting next Monday, the 16th for the review.

The above meeting followed up with a meeting on recently rejected Macalloy bars. It was conclude "accordion" tearing, which appear to be near ultimate breaking strength, was likely associated with a pre-failure mode and not a concern. However, additional Dye Pen testing will be conducted to validate.

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Thursday, July 12, 2007

Met with Thomas Nilsson & Brian Petersen regarding ZPMC issues. They had heard a recent meeting between Mr. Ding and Jim Merrill had gone well. They were concerned that they heard a full MFSQA would be required at the ZPMC fab shop. I assured them that was not the agreed upon approach, nor was it consistent with correspondence on the topic.

Regarding the approach to obtaining and using Hinge A reactions, we (G.Pursell, M.Nader, B.Boal, A.Schmidt) had a follow up meeting to Tuesday's meeting with Ron Crockett and Thomas Nilsson. It was established the Skyway nose could not be lowered to PGL in the near future and that it would remain where it's at now, +375mm EB & +404mm WB, pursuant to the direction of the Engineer of Record. We further agreed to each mutually survey the geometry of the end of the Skyway, and compare results. ABF will utilize recent reactions provided by CT on June 29th to develop camber geometry. It will be decided later in the year if it is necessary to re-measure the reactions for use in developing suspender cable forces.

Held a kick-off meeting with Deloitte auditors, Mike Kling and Steve Delaney, who represent BATA. They will be conducting a review of CCO and contract administration procedures. We provided certain documentation which was requested before the meeting.

In a meeting with Brian Petersen and Bob Kick, I directed AFB to proceed with fabricating additional high strength bars as indicated below:

High strength "Macalloy" bars for attaching Hinge K to W2 cap beam were recently fabricated in England. A total of 304 each - 3" diameter bars are required and were produced. One of the lots failed tensile test requirements and has been rejected, which resulted in the need to re-fabricate and replace 54 each of the 304 bars. Macalloy is in agreement the rejection is warranted and has taken steps to re-fabricate the 54 bars next week, which will be fabricated from 5 separate lots.

We have learned that if testing of these replacement bars/lots is not successful next week, the testing facility at Karlsruhe University in Germany will not be available to test another round of replacement bars for a couple of months due to their summer shutdown. If this occurred, it would likely impact the construction schedule of the W2 cap beam, as the lack of bars would hold up concrete pours until available. If the W2 cap beam is delayed, ripple effect delays could occur in erection of the temporary towers, etc., etc

With this in mind, and pursuant to direction to consider risk reduction strategies, today I directed ABF to proceed with ordering 28 additional bars for next week's production. This number of "spare" bars will provide backup material in the event if 2 of the 5 lots fail, thus avoiding any delay in delivery. If more than 3 lots fail, we may still have a means to consider accepting the material. If none of the five lots fail, the 28 spare bars will be shipped to the job site to have on-hand in the event any of the 304 planned bars are lost, damaged or unusable for whatever reason. The cost of the 28 spare bars will be paid for by CCO and will cost approximately \$30,000, cheap insurance it seems.

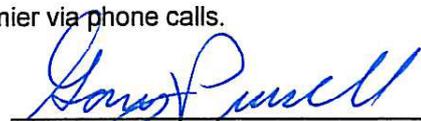
I was informed by Bob Kick that the review of Scot Forging by MET's would not occur until mid August. We were looking at next Monday as Mazen would be traveling east early next week.

Late discussion with Andy Fremier regarding the status of the Jones Act.

Friday, July 13, 2007

No formal meetings. Completed various documentation and discussion.

Discussed Jones Act efforts with both Tony Anziano and later Andy Fremier via phone calls.



Gary Pursell
Resident Engineer
Self-Anchored Suspension Bridge