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STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

Gary Pursell's

Report No. 45. GP-65

SFOBB East-Span  
Seismic Retrofit  
Project (SAS)

Resident Engineer  
(Field)  
DAILY REPORT

Date: Week of August 27,  
2007

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**Monday, August 27, 2007**

9:30 am - MEP coordination meeting: Saeed attended for PB and will be taking a lead role over PB's MEP efforts on the SAS. Discussed ABF's concern over changing shop drawings after approval and, in particular, release for fabrication, i.e., added penetrations.

Tony Anziano briefed me on the outcome of the meeting with the USCG last Friday. We will be pursuing an administrative wavier for the barge with a package to be prepared by CT for submittal to the Secretary of Defense. However, the USCG does not believe the proposed barge will be eligible for coastwise certification as a US vessel because the nature of the barges intended use.

10am - Champions meeting. Brian Maroney shared outcome on meeting in Washington last Fri re: Jones Act that he and Tony A. participated in. According to the USCG, ABF's shear leg barge will not be eligible for Coastwise Certification as a US vessel, but an administrative waiver is likely obtainable to utilize vessel for Bay Bridge work.

1 pm - All SAS Staff meeting:

2 pm - MEP Integrator meeting – PB discussed possible organization and role of Integrator for MEP corridor. PB is suggesting Saeed S. be a key player in that role.

Participated in 6pm teleconference with staff in Shanghai. Status of fabrication efforts was provided. Discussed revised process for handling check samples for testing at a local lab. Heat and plate numbers will be replaced with a lot number which can be cross referenced by METS to heat and plate numbers.

Jeff Ocampo, with Ghirardelli Asso., started work today at Pier 7. Jeff will be assisting with costing CCO's, etc.

**Tuesday, August 28, 2007**

Teleconference held this morning with Macalloy Ltd. Reps, Nick Hampton, Richard Goodman, & Ted Jeffries. James Duxbury, TYLin, Rick Morrow, Steve Bonnett, Jeff Ocampo & myself participated on this end. Following are understandings derived from the meeting:

- The invoice pricing for extra bars received recently appears acceptable.
- Requirement for aluminum anchor caps were silent in the agreement between CT & Macalloy, and in Special Provisions. Only a weak reference to the caps is contained in the contract plans. ABF considered caps to be included in the anchor rod assemblies.
- Macalloy Technical Representative is not necessary during the installation phase scheduled to begin later this year. However, if requested, Macalloy can send a representative.
- During jacking operations in 2010, Macalloy recommended a technical representative be present during set up and perhaps the first couple of days jacking. The Technical Representative could be relieved whenever ABF is comfortable with the operation.
- Daily rate for technical representative includes labor only (and perhaps use of jacks). Transportation of jacks, travel, accommodations, meals, etc. will be billed separately.
- The technical representative will need approximately 2 support persons, plus necessary support equipment for 3000 lb? jacks, i.e, compressed air, lifting equipment, scaffolding, etc.

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- Macalloy can provide and ship one or more jacks as required to fit the installation schedule. It was felt, at a minimum, two jacks should be provided with one for backup, or both jacks used for production. Macalloy estimated the jacking production rate at 20 minutes/rod.
- Regarding availability of jacks in 2010, Macalloy indicated they have approximately six jacks in stock, and they indicated it is OK to use other jacks. An adapter could be manufactured by Macalloy for the connection between the unique bar threads and another jack. At CT's request, Macalloy will provide a proposal to lease a jack to keep on standby, or purchase a jack with a buy-back provision. It was felt after three years storage at Pier 7, the jacks would not need to be reconditioned, but would need to be recalibrated.
- Regarding general liability insurance coverage for the technical representative, Macalloy indicated they thought they had such coverage, and would verify in an email to myself in about a week. They do not carry and are not interested in obtaining California Workmen's Compensation Insurance.

Reviewed need for traveler rail weight quantities, 1) before and 2) after proposed changes to the rail system, with James Duxbury and Tom Ho.

Attended weekly MEP focus team meeting.

### **Wednesday, August 29, 2007**

At this week's "small" core team meeting we discussed:

- MOH payment for OIW which was withheld because material could not be located.
- Steel heat samples in China did not include required grain size testing. The samples will be tested as required for compliance and the testing will be included in heat samples for future steel orders.
- Developing a process for changes to shop drawings after the shop drawings have been approved. Ron Crockett proposed a Engineering Change Notice (ECN) whereby amendments, whether State, Contractor, or Fabricator initiated, are added to the shop drawings at the shop. We agreed to put together a small focus team to work out the details.
- Issues or questions related to survey control, and suggestion from ABF surveyor Towell, there's a discrepancy at the Oakland Mole control point. Agreed to convene a meeting.

### **Thursday, August 30, 2007**

8 am - CE staff meeting: update and discussion on current events.

3 pm - Brief meeting with Marwan, Rafael, Rick M. and Brian B, to discuss cable erection procedures and, in particular, the Cable/OBG interface at the east end during construction. It appears some sort of sling, support, guide may be necessary. Also, receive a brief update on OBF quantity computation to check ABF's suspicion of weight overruns.

Met with Brian Petersen about stair scaffolding proposed at E1 of existing bridge, advised of meeting re: Jones Act waiver next Wed after core team.

### **Friday, August 31, 2007**

Annual Leave.

Completed paperwork from past week at home.




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Gary Pursell  
Resident Engineer  
Self-Anchored Suspension Bridge