

Mark
Woods/D04/Caltrans/CAGov
05/20/2009 09:06 AM

To Faleteine Bell/D04/Caltrans/CAGov
cc
bcc
Subject Fw: Draft Reports / 05/11-15

Fal,

Can you file these Assistant Structure Rep reports in file cat 46.

The jpeg is an attachment for the ASR PMIV R 090513.pdf

Mark Woods
Senior Bridge Engineer
SFOBB E2/T1 Bridge Construction Engineer
SFOBB SAS Tower Senior Engineer
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----- Forwarded by Mark Woods/D04/Caltrans/CAGov on 05/20/2009 08:48 AM -----

Scott
Kennedy/D05/Caltrans/CAGov
v
05/20/2009 07:13 AM

To Mark Woods/D04/Caltrans/CAGov@DOT
cc Jim Reid/D04/Caltrans/CAGov@DOT
Subject Draft Reports / 05/11-15

Mark,

Please find attached below six (6) pdf files containing 5 draft reports and 1 attachment and a jpg that is imbedded as well. As always these report are drafts that have been submitted for review and are for your information only.

Scott

Scott F. Kennedy
Senior Bridge Engineer
DES / OSC / K
SFOBB - SAS / Shanghai
(86) 150 2131 3938

    
ASR PMIV R 090511.pdf ASR PMIV R 090512.pdf ASR PMIV R 090513.pdf ASR PMIV R 090514.pdf ASR PMIV R 090515.pdf

 
Tower Meeting Agenda 090512 Minutes 090505.pdf East Shaft Lift 1 In Paint Shop DWright 090513 comp.JPG

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or computer disk upon request. To obtain one of these alternate formats, please call (916) 227-8185 or TTY 711 or write to Della Moore, Division of Engineering Services, P.O. Box 168041, Mail Stop 9, Room 509, Sacramento, CA 95816-8041.

REC'D *09 MAY 26 #009706

**RESIDENT ENGINEER'S DAILY REPORT
ASST. RESIDENT ENGINEER'S DAILY REPORT**

- RESIDENT ENGINEER'S SUMMARY REPORT
 RESIDENT ENGINEER'S DAILY REPORT
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Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-skennedy-000017 **Working Day Calendar:** 880 **Date:** 11-May-2009
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Fabricator Shift Hour:** to
Location: Shanghai, China **RE Shift Hour:** 0545 to 1615
Weather: Clear **Temperature:** F/ F
Material Description: SAS Tower

Summary:

Attended pre-meeting for internal discussions of comments related to the draft DVP. In attendance were Pete Siegenthaler, Jason Tom, Stanley Ku, Ching Chao, David McClary, Jim Reid, Doug Wright and Sang Le / CT Mazen Wahbeh / METS and Carol Choi / TYLin.

Attended CT staff meeting, all construction staff was present. Current status of the project was discussed.

Attended meeting for discussion of the draft DVP with ABF. In attendance were Dan Raynor, Gene Rosamilia, Roger Northern / ABF Pete Siegenthaler, Jason Tom, Stanley Ku, Ching Chao, David McClary, Jim Reid, Doug Wright and Sang Le / CT Mazen Wahbeh and Peter Christmas / METS and Carol Choi / TYLin.

WQCP / WQCP Addendum B-22 and D-70 were processed and submitted for transmittal to ABF.

CWR / CWR 125R1, 138R1, 139R1, 140R1 147R0 and 148R0 were processed (approved) and submitted for transmittal to ABF.

NCR / Serge Sinevod (SMR/METS) and I discussed the incident/NCR ZPMC-0237 concerning the welding of the East Shaft Lift 4 A Skin (HSP485 to 345 material) without an approved WPS that occurred on 05/09/09. The WPS (WPS-B-T-4231-B-U3-F) while addressing the flux core arc welding of the 485 to 345 material (diaphragm to skin plates) is limited to a maximum of 70mm and therefore not approved for the 90mm thick material. Serge informed me that on 05/07/09 he and Mazen Wahbeh (SMR/METS) had meet with Steve Lawton (Foreign QA Manager/ABF), Craig Knops (Welding Assessment Engineer/ABF) and Lu Jianhua (Manager-QA/ZPMC). He stated that they had discussed the welding of the lift 4 skin plates (485 to 345 material) and that ABF and ZPMC had been informed that it was not acceptable to utilize the current WPS. Furthermore that ABF/ZPMC was going to develop and submit a WPS/PQR utilizing submerged arc welding for the welding of the thicker material. It appears that ZPMC production proceeded with the welding anyway. I confirmed with Serge that ZPMC had stopped welding. I discussed the draft NCT with Mazen Wahbeh and he was in agreement with the actions required. Mazen also informed me that he had discussed the incident with ABF and had been informed that they intended to remove and replace the weldment.

I processed NCR ZPMC-0237 and sent advance/courtesy copies of the NCT/NCR to Steve Lawton electronically

Daily Report
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Overtime - Prior approval overtime / Standard shift hours 0545-1615 hrs prior approved estimated overtime 2 hours per day. Estimate hours approved for

- Jim Reid 2+/- hours per day / total 10 hours for period 05/11-15/09.
- Gina Rizzardo 2+/- hours per day / total 10 hours for period 05/11-15/09.
- Doug Wright 2+/- hours for 05/11/09.

Prepared By:	Kennedy,Scott	Sr. Bridge Engineer	11-May-2009
Reviewed By:	Tom,Jason	Sup. Transportation Engineer	

**RESIDENT ENGINEER'S DAILY REPORT
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Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-skennedy-000001 **Working Day Calendar:** 881 **Date:** 12-May-2009
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Fabricator Shift Hour:** to
Location: Shanghai, China **RE Shift Hour:** 0545 to 1615
Weather: Overcast **Temperature:** F/ F
Material Description: SAS Tower

Summary:

Tower / I received a call from Mark Woods (CT) at approximately 0805 hrs CST. Mark informed me that they were currently in the process of reviewing the ZPMC working drawings for the lifting booms at the top of the tower. As detailed and submitted by ABF/ZPMC there are four booms show verses the single boom intended in the contract plans (per Mark plan sheet conflict of showing 1 boom / electrical sheets verses 2 booms / structural sheets). Mark stated that due to long term maintenance issues with the boom winches that there is discussion of eliminating the booms and changing to a retractable outriggers (3) system using a tugger from the deck. Mark asked if the status of the material for the booms could be determined and I informed him that I would ask ABF at the tower meeting. I informed Mark that any changes at this point should only be considered in they were critical. Mark said that he understood this and was discussing with Gary Pursell. I also informed Mark that the current discussion that was underway concerning the request from Maintenance to now install hand railing on the strut facades does not appear to be critical. Mark indicated that the hand railing installation could be performed in the States.

Tower – South Shaft Lift 1 / Sang Le (SMR/ CT METS) , Wai Pau (QA Inspector / METS) and William Clifford (QA Inspector / METS) informed me that a call had been received by Wai Pau directly from ZPMC requesting final inspection of South Shaft lift 1 and that it had been indicated the south shaft would be moved to the paint shop. This appears to conflict with the observations in the field as the preliminary milling is still underway and East Shaft Lift 1 will be moved to paint prior to milling and the completion of various attachments (either shaft ready for final inspection). I asked them to confirm with ABF QC what inspection was being requested and informed them information would be requested at the tower meeting.

Attended the weekly Tower meeting with ABF, in attendance were Dan Raynor, Gene Rosamilia and Low Soon Onn / ABF Jason Tom, Judy Li, David McClary, Jim Reid and Doug Wright / CT Mazen Wahbeh, Sang Le, Serge Sinevod and William Clifford / METS and Carol Choi / TYLin. The following items from the agenda and minutes incorporated from last meeting (12/02/08) were discussed (agenda and minutes by Gene Rosamilia / ABF attached).

- FCN / none.

- Access Door / Gene indicated that ZPMC will obtain the 7mm thick neoprene seal and revised drawings will be forthcoming.

- CCO 67 / Gene indicated that ABF would be supporting ZPMC in the marking of the holes. It was indicated a laser plummet would be utilized to spot the center. Gene asked about the support condition for the SFT. It was indicated that the support information was on the drawings provided by with the SFT. The alignment pins were discussed and that it was intended to install the pins when the templates were physically placed together after the holes were cut. Gene indicated that he did not believe that templates would be reset after the holes were cut. It was indicated that the CCO requires physical matching after cut the holes. Gene disagreed that it was required. Per Gene shear plates on actual base plates will not be cut prior as has been done on the copy template. Gene discussed the marking further and it was indicated that ZPMC in fabricating inserts to use a laser plummet for marking the centers. From the centers a cutting circle and an inspection circle will be scribed.

- Hardness Testing / ABF to provide letter addressing results.

- Grillage Fabrication Procedure / Dan discussed setting up a meeting (CRM) during the upcoming design visit or if the comments were not very complex to hold a teleconference.

- DVP / ABF addressing comments from meeting on 05/11/09 and will submit formal copy.

- Strut Material / ABF still waiting on the test results of the 9th plate (7.3 required currently 8 approved).

- RFI / Upcoming RFI (RFI 1749R0) was discussed in which ABF proposes to either move the kink plate 300mm away from the diaphragm or to eliminate the kink plate and utilize the fit lug. Carol indicated that moving the plate away from the stiffener kink or elimination the plate was problematic. Additional review to occur.

- Tower Boom / The status of the material for the booms was requested and it was briefly discussed that there may be modifications to the booms.

- South Shaft Lift 1 / ABF was informed that Team China / METS had received a call directly from ZPMC requesting "final inspection" of South Shaft Lift 1 and that it had also been indicated that they intended to move the shaft shortly to paint. It was requested by Gene from whom the call had come from and he was informed from Ken (?). Gene indicated that he would be discussing with the individual. Gene also indicated that ZPMC had milled past the 10mm hold point that he/ABF had inserted/required prior to final milling. Gene indicated that he would check the status of the shaft and directed Soon to discuss with Mr. Ding (Project Manager-Field / ZPMC).

Tower – Shaft / I received a call from Gene Rosamilia (Project Engineer / ABF) at approximately 1041 hrs CST and he indicated that only East Shaft Lift 1 was moving to paint at this time.

Tower / Jim Reid (Inspector / CT) and I observed the status of the milling of South Shaft Lift 1. ZPMC was currently in the process of milling but has yet to perform preliminary milling of the entire shaft end (skin plates and stiffeners) portions of the skin plates and stiffeners appear to not have been cut yet. ZPMC was in the process of beginning to erect the sun shade. ZPMC was in the process of rigging the transports to apparently move East Shaft Lift 1 to the Paint and Blast shop. This may occur by tomorrow. We also observed the status of the production in Shop 10 and Shop 11.

Daily Report

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DR-skennedy-000001

Overtime - Prior approval overtime / Standard shift hours 0545-1615 hrs prior approved estimated overtime 2 hours per day. Estimate hours approved for

- Doug Wright schedule modified due to OT limit.

Prepared By:	Kennedy,Scott	Sr. Bridge Engineer	18-May-2009
Reviewed By:	Tom,Jason	Sup. Transportation Engineer,	

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Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-skennedy-000002 **Working Day Calendar:** 882 **Date:** 13-May-2009
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Fabricator Shift Hour:** to
Location: Shanghai, China **RE Shift Hour:** 0545 to 1615
Weather: Overcast **Temperature:** F/ F
Material Decription: SAS Tower

Summary:
 I was off today and had no conversations with the contractor.

Prepared By: Kennedy,Scott	Sr. Bridge Engineer	18-May-2009
Reviewed By: Tom,Jason	Sup. Transportation Engineer	

**RESIDENT ENGINEER'S DAILY REPORT
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Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-skennedy-000003 **Working Day Calendar:** 883 **Date:** 14-May-2009
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Fabricator Shift Hour:** to
Location: Shanghai, China **RE Shift Hour:** 0545 to 1615
Weather: Cloudy **Temperature:** F/ F
Material Description: SAS Tower

Summary:

MEP / Attended weekly MEP teleconference in attendance and identified were Bill Shedd, Michael Travis, Martin Chandrawinata and Sandra Michelotti / Pier 7 and Gina Rizzardo. The following was discussed;

- Attachments
 - o Inclusive OBG attachment list needed by MEP Team China.
 - o Inclusive Tower attachments list and penetration list (all penetrations/electrical, mechanical, fixtures) needed by MEP Team China.
- CCOs
 - o Backup information / cost analysis requested for MEP related CCOs
 - o CCO 59 and 68 discussed costs. MEP Pier 7 indicated that ABF/ZPMC was to provide a cost matrix addressing the various penetration diameters and had only received and incomplete one last year. A copy of a matrix that had been provided to Team China in April was sent to Pier 7.
- Status / General Status information for Blast and Paint Shops, OBG and Tower was provided.

I spoke with Bill Shedd (CT) at approximately 0850 hrs and we discussed the following;

- 1. Yellow plan sheets for MEP/ PB design. It was indicated that PB was working on them.
- 2. RFI 1122R01 and the substitution of the channel struts.
- 3. Attachments and the revisions to the deck attachment drawings. It was indicated that MEP Pier 7 would obtain and upload information requested.

NCR / I spoke briefly with Dan Raynor (Senior Engineer / ABF) concerning NCR ZPMC-0237. Dan indicated that the ZPMC was in the process of the qualifying the SAW for the butt weld (PQR) and were in the process of performing the testing. I inquired if the existing weldment would be removed and replaced he indicated it would be.

Tower – East Lift 1 / Doug Wright (Inspector / CT) informed he that per a conversation with ABF/ Gene Rosamilia (Project Engineer / ABF) it had been indicated that the shaft would be primed and mist coated not final paint as had been indicated at the Tower meeting on 05/12/09. In addition, that shaft had arrived at the blast/paint Shop 2 yesterday (photo by DWright attached)

Daily Report

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DR-skennedy-000003

CWR / CWR 149R0 was processed (approved) and submitted for transmittal to ABF.

RFI / Discussed the status of RFI 1749 R0 with Jim Reid (Inspector /CT) and was informed that the RFI was being withdrawn as Design had already be approval to perform a single sided PJP welds for the kink plates. Therefore the kink plate does not need to be moved with welds placed on the side of plate away from the diaphragm.

Prepared By:	Kennedy,Scott	Sr. Bridge Engineer	18-May-2009
Reviewed By:	Tom,Jason	Sup. Transportation Engineer	

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Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-skennedy-000004 **Working Day Calendar:** 884 **Date:** 15-May-2009
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Fabricator Shift Hour:** to
Location: Shanghai, China **RE Shift Hour:** 0545 to 1615
Weather: Overcast / Windy **Temperature:** F / F
Material Description: SAS Tower

Summary:

NCR / I spoke with Steve Lawton (Foreign QA Manager / ABF) concerning the reoccurring QC issues (missed indications) that we had discussed on 05/07/09. He had stated that he had hoped to meet with Mr. Chen Bin (General Manager- Quality / ZPMC) but he had not been able to as he/Steve had been off site. Steve indicated that he had received an e-mail yesterday from Mr. Chen and the information provided concerning corrective actions had not been sufficient. He indicated that he would be discussing further with ZPMC. We also briefly discussed the NCR that were pending/response from ABF. Steve indicated that he would be working on the responses in the next week and that he had provided ZPMC with ABFs list of pending NCR to obtain the support data. I informed Steve that I would provide him with a copy of the list of NCR that CT-Team China believes are pending ABF response current as of 05/12/09 (35 total 12 tower).

MEP / Gina Rizzardo (Inspector / CT) and I reviewed the additional information to be requested from MEP Pier 7. We also discussed MEP CCOs with Judy Li (CT).

I spoke with Weiping Yang (OBG Engineer / ABF) and asked if he had last week's tracking lists available. He indicated that he would be reviewing penetrations and updating tomorrow. Asked him when updated if he would e-mail to Gina Rizzardo (Inspector / CT) and myself for comparison (previously agreed to exchange update sheets each Monday / TC provided last update). Weiping indicated that he would e-mail and after comparison would discuss.

I spoke with Dan Raynor (Senior Engineer / ABF) and we briefly discussed the deck attachments (exterior supply lines and local agency mains) and RFI 1122R1. Dan indicated the deck attachments were not included in ZPMC's contract and therefore would be installed by others. It was indicated that it may change for later lifts. It appears at this time lifts 1-4 will have this work performed in the USA.

RFI – RFI 1749R0 / I spoke with Carol Choi (TYLin) and asked about what had occurred with the RFI. She informed me that in RFI 1207R0 they had also addressed the access issue and had included the single sided PJP for the kink plate.

Tower – Lifting Boom / I spoke with Dan Raynor (Senior Engineer / ABF) to follow on the status of the material for the booms. Dan indicated that they had forgotten inquire with ZPMC to discuss with Soon. I spoke with Low Soon Onn (Engineering Control / ABF) and he indicated that he would contact ZPMC to inquire with possible information on Monday 05/18/09.

Daily Report
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Jim Reid (Inspector / CT) accompanied METS (Sang Le, Serge Sinevod and Wai Pau) to Hangzhou Hailen Steel Co today for preliminary meetings concerning the cable sockets.

Tower – South Shaft Lift 1 / I received a call from Jim Reid (Inspector / CT) at approximately 1800 hrs CST. He informed me that per information from Serge Sinevod (SMR / METS) the milling machine does not have sufficient vertical travel to mill the upper and lower portions of bottom of the shafts (base). It was indicated that ZPMC plans to perform the milling of the plates that can not be reached by other means. I will discuss with ABF next week. In addition, he confirmed that the milling that exceeded the 10mm ABF hold point was not over the entire shaft base by at discreet locations.

Additional estimated overtime hours approved beyond standard shift for 05/15/09

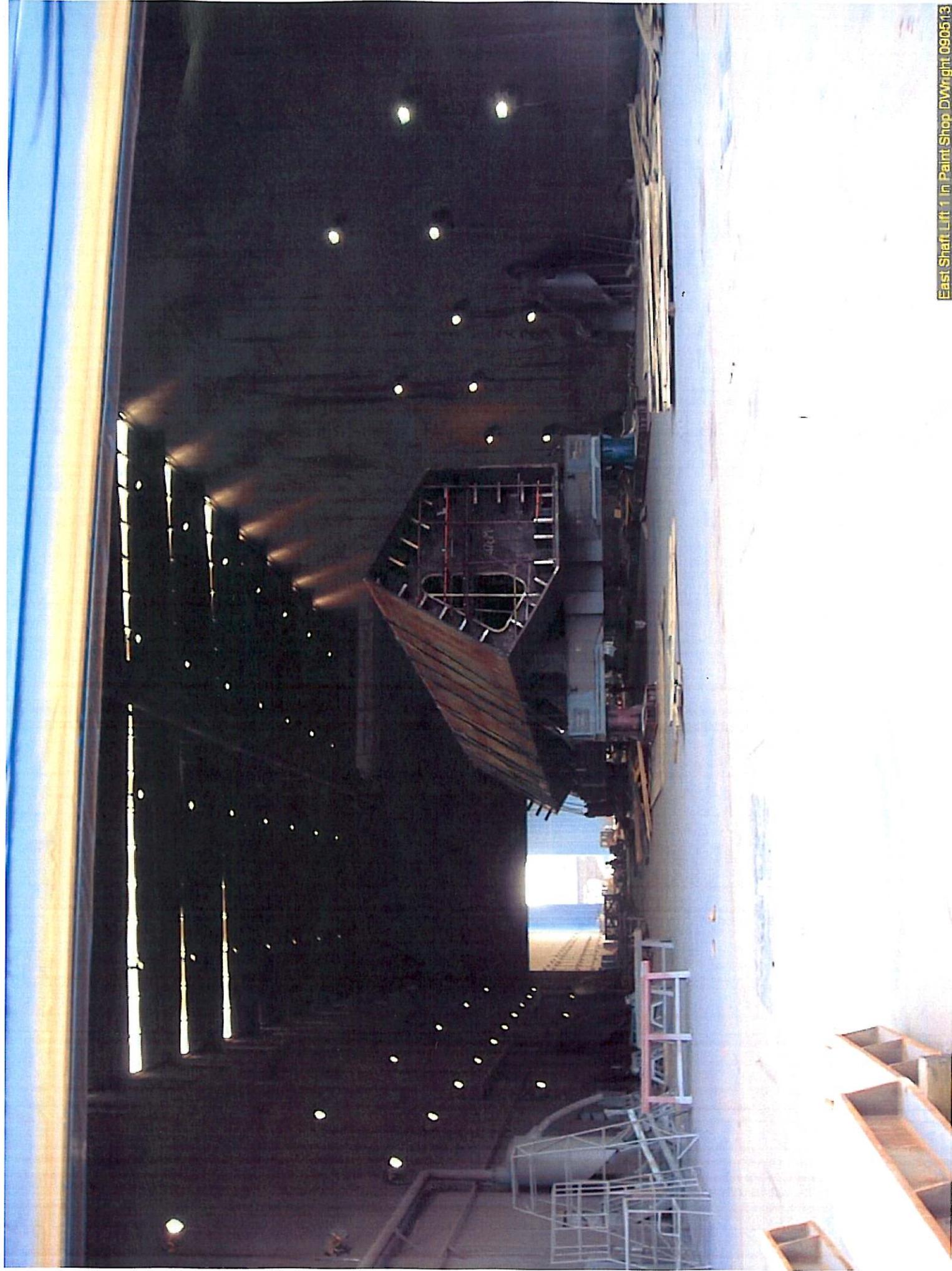
- Jim Reid 2+/- hours / Meeting and return from Hangzhou.

Prepared By:	Kennedy,Scott	Sr. Bridge Engineer	18-May-2009
Reviewed By:	Tom,Jason	Sup. Transportation Engineer	

TOWER MEETING MINUTES AND AGENDA

Project: San Francisco Oakland Bay Bridge East Span Seismic Safety Project	
Meeting Subject: Tower Progress Meeting	Meeting No.: 00027 File No.: Meeting Date: 5-12-2008 Prepared By: Gene Rosamilia Issue Date: 5-12-2008
Attendees / Distribution:	
ABFJV Dan Raynor Gene Rosamelia Peter Ferguson Soon Onn Low	CALTRANS Doug Wright Keith Devonport Sang Le Serge Sinevod Carol Choi

Item	Discussion
Current Field Changes	- Canceled
Access Door Hardware	Hardware types received via RFI response. ABFJV requests manufacturer's information used to develop the RFI response unofficially. Lift 1 and 2 may still be installed in the field. -TYLIN provided manufacturer information unofficially. - ZPMC will supply 7mm neoprene
CCO 67	Additional template fabrication. ABF to determine location of work and shipping information (ie which shipment). - ZPMC preliminary plan is shipment 1 OBG. - ZPMC does not feel that the 2 mm tolerance can be met given flatness of template. RFI submitted to clarify use of template. - ABF CT to discuss verification process.
Hardness Testing	ZPMC/ABF to work out access and coordinate test with CT witness. - South ad East shaft complete and appear acceptable. ABF to respond to NCR when all additional NDT is completed.
Tower Grillage FP	Status- submitted to ABFJV this week.
Survey (DVP)	Status – ABF to Submit based on comments from Pre-review meeting.
NSL1 buttering	bevel buttering process at base of the shaft (1 joint 38mm x 1.5m) not started yet. Hardness testing required for repair.
Strut material letter	Failed CVN for 485 MPA plate was sent via letter last week. Test date was 1 month old. ABFJV to respond.



East Shaft Lift 1 in Paint Shop DWright 090513