

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

File 46

Date: 07/11/10 through 07/17/10

SELF-ANCHORED SUSPENSION (04-0120F4)

Gary Pursell / Rick Morrow

Time Elapsed – 55%
Completed – 58%
Bid Amount: \$1,434M

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

CURRENT ESTIMATE FIGURES:

This is the updated information for the SAS Project (work done up to June 20, 2010).
Attached, you will also find the CTI Sheets and Estimate Project Total for Estimate 50.

Percent Time elapsed: 55%

Days: 1495
Original Contract Days: 2,490
CCO days: 227

Percent Work Completed to date: 58%

Paid to contractor on Estimate 50

Bid Items: \$11,702,530.40
CCO's: \$2,606,615.65
MOH: \$5,412,576.00
Permanent Deductions: 0.00
Deduction: \$0.00
Net Payment: \$19,721,722.05

Total Amount paid to contractor to date:

Bid Items: \$595,662,179.65
CCO's: \$329,501,697.68
MOH: \$123,256,550.00
Total Deductions: \$816,991.31
Other Deductions: \$25,000.00
Total Amount: \$1,047,578,436.02

STATUS OF WORK:

STATUS OF WORK:

Office work

- The Department continues reviewing shop drawings and fabrication procedures for Bridge Deck, T1 Tower, Cable System, MEP Penetrations and Contract Change Orders.
- Requests for Information (RFI): 2829 received – 2833 (99.8%) responded
- Working Drawing Submittals: 6611 received – 6562 (99.2%) responded

Field/Marine work

- Final splice welding between OBG Lifts 1E and 2E, 2E and 3E, 3E and 4E, 4E and 5E, and 5E and 6E is ongoing.
- Final splice welding between OBG Lifts 1W and 2W, 2W and 3W, 3W and 4W, and 4W and 5W is ongoing.
- The tower crane segments have been moved to T1 and tower crane erection has begun.
- The Eastbound closure pour at Pier W-2 is complete. Post-tensioning tendons are being threaded through the tendon ducts. Longitudinal stressing, connecting deck Lift L1E to Pier W-2, is on-going.

REC'D H32 JUL 20 #013605

2
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ASSISTANT RESIDENT ENGINEER'S
DAILY REPORT BY W. SHEDD
Week Ending 07-17-10

- The W-2 Westbound closure pour was completed on June 24 and the lower longitudinal tendon stressing has begun.

•
Steel Fabrication (ZPMC, Shanghai, China Facilities)

- OBG –Lift assembly continues for OBG Lifts 7 and 8. Segment assembly continues for OBG Lifts 9, 10, 11 and 12. Parts fabrication continues for OBG Lift 13.
- Tower –The shipment with tower Lift 1 has left Shanghai on June 18 and should arrive within 3 weeks. Lift 3 East and South shafts are undergoing vertical assembly to Lift 2. Lift 5 shaft assembly continues.

•
Steel Fabrication (Other Facilities)

- Continue cable band casting and machining (GOODWIN, England).
- Continue fabrication of Parallel Wire Strand (SPCC, China).
- Continue Hinge K fabrication - Fuses 1 through 8 (OIW, USA).
- Tower saddle, W2 jacking saddle, and E2 saddle have arrived on site from Japan on June 21.
- Rockers and Bearing Plate fabrication for E2 continues (JSW, Japan).
- Continue fabrication of Suspender sockets and wire (WIRECO, USA).
- Continue E2 Shear Key and Bearing fabrication (HOCHANG, Korea).

•
Steel Fabrication (Other Facilities)

- Continue cable band casting and machining (GOODWIN, England).
- Continue fabrication of Parallel Wire Strand (SPCC, China). First shipment arrival estimated at 12/31/09.
- Continue Hinge K fabrication - Fuses 1 through 8 (OIW, USA).
- Tower saddle, W2 jacking saddle, and E2 saddle are being shipped from JSW in Japan.
- Rockers and Bearing Plate fabrication for E2 continues (JSW, Japan).
- Continue fabrication of Suspender sockets and wire (WIRECO, USA).
- Continue E2 Shear Key and Bearing fabrication (HOCHANG, Korea).

ASSISTANT RE'S DAILY REPORTS:

Monday, July 12, 2010

- Clear and breezy.
- I got a surprise offer from Saeed to tour the project via helicopter.
- I researched and had several discussions regarding the ventilation required for cco 110.
- I met and discussed the safety personnel issues regarding the Dacramat coated bolts for the tower splices. We met to prepare for a meeting with the Contractor that is scheduled for this Thursday. There is concerns regarding the Hex Chromium carcinogenic hazards.

Tuesday, July 13, 2010

- Mostly clear and mild.
- I chaired the Owner MEP meeting to review the status all of the CCOs, RFI's and Submittals related to MEP. See notes in my file. We discussed cco 83, W2 cover slab embeds, and cco 138.
- I attended the MEP Contractor meeting. See notes. I followed up on action items including cco 42 and 42S1, tar bands for pipe supports, and cco 72 pull box bracket paint.
- I attended the CCO 73 CRM with ABF, Anna, PB and Sam and Mike.
- I reviewed emails and the action items for the various MEP CCO's.
- I attended the Tower Arrival Ceremony.
- I met and discussed the safety personnel issues regarding the Dacrament coated bolts for the tower splices. We met to prepare for a meeting with the Contractor that is scheduled for this Thursday. There is concerns regarding the Hex Chromium carcinogenic hazards. See notes.

3
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ASSISTANT RESIDENT ENGINEER'S
DAILY REPORT BY W. SHEDD
Week Ending 07-17-10

- I attended the China Call meeting. See agenda.

Wednesday, July 14, 2010

- Mostly clear and mild.
- I discussed cco 138 and emailed the Devil's Slide MOH cco to Rich Foley.
- I reviewed and sent out some of the helicopter tour photos that I took last Monday.
- I had some discussions with Barb regarding the materials inspection requirements. She seemed upset.
- I met with Yong and Shewit to prepare for the schedule with ABF and to edit the May update response letter.
- I attended the YBI utility meeting with Deanna and Sam.
- I attended the Schedule meeting at ABF. See notes on agenda.
- I researched and emailed Bill O regarding the status of CCO 42 and 42s1. I also researched the COC requirements for the W2 embeds.

Thursday, July 15, 2010

- Clear and warm.
- I chaired the Safety Meeting where ABF's David Williams gave a discussion on Tower Safety. He is filling in for David Gainey while he is recovering from hip surgery.

I studied and researched the ladders at W2. The one that is out there is in conflict with the cover slab that is to be cast soon. I emailed the following to Hulsebus: ABF is currently casting the covers for the vaults at Pier W-2 on the SFOBB, east span replacement. ABF noted that the cover plans do not have provisions for block-outs at the location of the ladders down to the base of the W-2 foundations. We looked into this and discovered that the existing ladders are only for construction access on the north-west side of the vaults. The plan access is through a man hole on the south side of vaults, however, while there are embeds for ladders at those locations, there are no ladders. Additionally, the columns were also designed to have ladders. See attached W2 plansheet.

Further investigation revealed that the ladders were to be put in as part of the W-2 foundation contract. Through discussions with those involved at the time, there was an issue about the length of the ladders; OSHA requires that there has to be a landing after a given length of ladder, and the vault ladder runs were longer than that length. It was decided that rather than holding up acceptance of the contract to resolve this issue, the ladders were taken out of the W-2 contract, with the expectation that it would be handled in the SAS contract. Unfortunately, it has not yet been addressed on the SAS contract.

The ladders themselves were manufactured, and are currently in the maintenance bone yard. See attached photo. That being said, we have several options which include the following:

1. resolve the issue with OSHA, recognizing that these ladders will only be used for infrequent inspection and after seismic events, such that a landing is not needed. A definition for usage may be a matter of semantics. This being the case, install the ladders per the W-2 plans from the maintenance bone yard.
2. again, resolve the issue with OSHA, then use the existing construction access ladders (see photo) designing a new blockout in the cover for access from the west side of the vaults.
3. redesign the access on the south side of the vaults to put the OSHA required, newly designed landings.

4
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
ASSISTANT RESIDENT ENGINEER'S
DAILY REPORT BY W. SHEDD
Week Ending 07-17-10

I believe that this is an engineering design issue, where the correct ladder needs to be identified. Either we use the existing ladder (options 1 & 2 above), or a new ladder system needs to be designed (option 3) and a CCO written to procure and install it. In cases 1 and 3, it is likely that the covers will be placed prior to a solution, so the covers will have to be removed to make the proper ladder installation. If option 2 is feasible, then we would need to act quickly and create a block-out before the cover slab is cast.

- I studied and discussed the new procedures for timesheets.

Friday, July 16, 2010

- Mostly clear and cool.
- I reviewed the status of all of the open MEP CCO's in preparation for the CCO meeting.
- I chaired the MEP CCO meeting. We reviewed all of the MEP CCO's, established statuses, and action items, and updated the agenda / log. See notes on the agenda in my file.
- I emailed Bill regarding the MOH cco 138 and the possible extra work that may be involved in the field welding of the pipe supports along the obg lifts 1 through 4.
- I tied up loose ends in preparation for my vacation next week.
- I worked on the new timesheet system.

Saturday and Sunday, July 17 and 18, 2010

- No MEP work planned.



William B. Shedd,
SENIOR CONSTRUCTION ENGINEER