Stanley, Robert [DOT]

From: Johnson, Jeffrey [DOT]

Sent: Monday, May 08, 2006 6:23 PM

To: Stanley, Robert [DOT]; 'Mike Lustig'; Frame, Kyle [DOT]; Abu-Hawash, Ahmad [DOT]; 'Curtis Monk (curtis.monk@fhwa.dot.gov)'

Cc: Sunday, Wayne [DOT]; Nielsen, Stuart [DOT]; Adcock, Harold [DOT]; May, David [DOT]; McKay, Thomas [DOT]; Megivern, Stephen [DOT]; 'Brian Jorgensen (Brian.Jorgensen@fhwa.dot.gov)'

Subject: RE: CSL Test for Keosauqua Des Moines River Test Shaft

#1) We are testing the cylinders and will let Longfellow know when the strengths are adequate. They did NOT get high enough this a.m.
#2) Sending reports to you, Bob, for your comments does not upset our business at all. Proceed like you have been, as far as we are concerned.
Hope this helps. Let us know if you need further information. thanks · jlj

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-----Original Message-----
From: Stanley, Robert [DOT]
Sent: Monday, May 08, 2006 11:49 AM
To: 'Mike Lustig'; Frame, Kyle [DOT]; Abu-Hawash, Ahmad [DOT]; Johnson, Jeffrey [DOT]; Curtis Monk (curtis.monk@fhwa.dot.gov)
Cc: Sunday, Wayne [DOT]; Nielsen, Stuart [DOT]; Adcock, Harold [DOT]; May, David [DOT]; McKay, Thomas [DOT]; Megivern, Stephen [DOT]; Brian Jorgensen (Brian.Jorgensen@fhwa.dot.gov)
Subject: RE: CSL Test for Keosauqua Des Moines River Test Shaft

Mike, thanks for the information.
To all: Note that I have not copied any contractor with this e-mail; I will assume that Jeff Johnson will forward applicable on to them.

From the information provided by GSI below, it appears from the CSL testing that all is OK as far as soundness of the concrete in the load test shaft (no defects, etc) and that from this perspective, the load test can continue unless someone else has additional information and/or contradictory thoughts, opinions, etc and let's everyone know.

However, there is (at least) one more thing to clear/verify before the load test starts, and that is the strength of the grout and concrete mixes that Kyle noted in his Field Construction Review Report, which he sent out this morning. I understand that cylinders were made, and I think everyone knows that the strength of these two materials needs to be verified via cylinder testing and reporting before the load test can proceed. I don't know who is testing the cylinders (GSI or DOT or contractor?), but I assume that whoever tests the cylinders will let Jess know.

Jeff, what has just happened is pretty much the "standard procedure" we have used for GSI's CSL testing and reporting on I-235. With that procedure, GSI sends an e-mail report to me, I look it over, and then forward it to everyone else (except the contractor) with any comments I have (and then GSI's written report comes later). If you think that will not work for this bridge, let us know.

From: Mike Lustig [mailto:mlustig@gsinetwork.com]
Sent: Monday, May 08, 2006 10:55 AM
To: Stanley, Robert [DOT]; Mike Kemery
Subject: CSL Test for Keosauqua Des Moines River Test Shaft

Gentlemen,

GSI performed CSL tests on the 36 inch diameter test shaft at the above location on May 7, 2006. All four tube pairs were scanned and the results indicate relatively consistent arrival times and signal energy. No increases in arrival time greater than 10 percent were observed. It is our opinion that the CSL tests indicate sound concrete.

Michael T. Lustig, P.E.
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