

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 482
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 682
Form HC-10A (Rev. 6/80)	04-0120F4	Date	4/8/2008

Inspectors Hours	Start	0600	Stop	1700
Shift Hours	Start	0630	Stop	1700

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

			HOURS - ITEM NO.												
EQUIPMENT AND/OR LABOR:			REGULAR	OVERTIME									IDLE OR DOWN	REMARKS	
Equip. #	NO. MEEN	DESCRIPTION (Of Equipment or Labor)												Name	Contractor
		Traylor Dutra													

Weather: Cloudy, cold, and windy

Description of Operation:

At the end of the day yesterday it was understood that the Contractor was not going to perform any testing of the micro piles of footing B2 today. However, this morning I was informed that another, larger rental crane was ordered to come out on to the site sometime this morning and that the testing will begin as soon as they can. The forman, Ron Lindsey, said that the part for the Manitowoc crane, (the load sensor), will be arriving as well and that they will boom the crane down so the repair men can get on it right away. A couple of the workers began preparing for the testing, placing the 12"x12" blocks into position and getting the jack ready for operation. At 0830 hours, Abdikarim Ali and I were informed by the engineer on site, Manuel, that the newer rental crane was going to arrive around 1030 or so. I returned to the office to see if the working drawings for the platform at B1 were in PMIV and accessible. They were, so I was able to print them out and take a quick look at them. Shortly after getting the paperwork, Seong-Hyeok Song called to tell me that the crane arrived and that they were going to start testing as soon as they could on the micro piles. By 1100 hours I got another call from Seong informing me that the testing of the first pile, pile #1, resulted in the "rat slab" cracking. The motion of the pile insinuated that the pile was pulling away from the slab, toward the downward side of the hill, so work was halted for the moment. I informed Gilel Klebanov of this and both of us went out to the site to see what was going on. We arrived around 1115 hours and spoke with Ron Lindsey and Manuel, as well as Seong and Abdikarim so that we were all on the same page. Shortly after this, there was a meeting of the minds down at the slab. The superintendent for Traylor by the name of Howard said that they submitted an RFI about the soil conditions under the slab, but Caltrans has not received anything of this matter. It was apparent that the

slab under pile #1 is not very deep, about 4-5" thick, and is resting on soft soil, on the side of a hill, without any reinforcing. Bill O'Sullivan came to the site and talked about the situation with Ron Lindsey and Manuel and Ron said that they will not test anymore today until more information can be found. Bill said that he will look further into the RFI that Traylor claimed to have submitted and Ron said that he will have his crew work on the B1 footing spoils platform.

In the 1330 hours meeting, not much more was found concerning the RFI, but it was understood that they will not test until they do find something, or at least figure out what to do next. Multiple topics were talked about and they are documented in the meeting minutes for the session.

After the meeting, John Denis, Thanh Le, Mark Baker and I went out to the barge that has the tower D driving frame on it to look at some welds that were of some concern. After the trip to the barge, Thanh showed me some lines in the Special Provisions and the Standard Specifications concerning falsework and temporary structures. As of now it was agreed that the Contractor needs to submit some sort of letter of compliance stating that the fabrication shop that made the frame conformed to the specifications called out in the plans.

Inspector:

Jason Wilcox



Trans Engineer (D)/Asst. Struct. Rep