

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 483
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 683
Form HC-10A (Rev. 6/80)	04-0120F4	Date	4/9/2008

Inspectors Hours	Start	0530	Stop	1700
Shift Hours	Start	0630	Stop	1700

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

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

**Weather:** Cloudy, cool, and breezy

**Description of Operation:**

The 4100W crane has been repaired and is fully operational this morning. The initial plan for the day was to work more on the spoils platform for B1 and to set up at B2 for testing the micropiles. I was informed that there was a meeting at 0700 hours this morning concerning the failed test from yesterday. By 1000 hours they began setting the jack up at pile #5. I was called by Seong-Hyeok Song around this time and he informed me that they were going to test at this pile using the same method as they did for pile #1, but they were going to have more timber under the jack to help spread out the load. Since this is very similar to the original submittal, a new submittal was not needed. This was acceptable. They set up the separately supported beam, used to measure elongation, on two vertical pieces of bar stock set on the two micropiles just to the East of pile #5. The details of the results should be in Mr. Song's diary, or Abdikarim Ali's diary for the day. Basically, the pile passed the test.

In the afternoon they were able to test the next 2 piles in succession, namely #6 and #7. Gina Rizzardo was there to observe the test and witnessed the passing of both piles. After this, the crew stopped for the day, which was around 1430 hours.

Gilel Klebanov brought up the concern about the use of adjacent piles for the "seperately supported" measuring device. The forces being applied to the test pile may pull on the soil surrounding this pile, causing the adjacent piles to move up with the test pile. This would give inaccurate readings. A possible remedy to this would be do have a surveyor take shots of the before, during, and after the test of the top elevations of all piles. This will be brought up to the Contractor int omorrows meeting with the designers.

Throughout the day some of the Traylor crew continued to work on the B1 spoils platform, and came very close to finishing it. They will continue to work on it tomorrow morning, and hopefully finish it as well.

Inspector:

Jason Wilcox



Trans Engineer (D)/Asst. Struct. Rep