

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 525
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 735
Form HC-10A (Rev. 6/80)	04-0120F4	Date	5/21/2008

Weather: Cloudy and cool AM
Partly cloudy PM

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

ASSISTANT STRUCTURE REP. **JASON WILCOX**
 CONTRACTOR - **ABFJV**

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

Description of Operation:

This morning I met with Thanh Le to go over the "punchlist" he made for the Contractor's designer, Vello Koiv. There have been some deviations from the plans on some of the falsework for the Temporary Tower D driving frame and he was asked to go on a site visit to assess the craftsmanship of the falsework. Prior to going on site, Thanh showed Mr. Koiv and Mike Edde, Dutra's engineer, the pictures he took of the areas in question. The following are the concerns and the designers responses.

- Was there a concern about a butt-splice in some of the double beams and their proximity to the stiffeners for the sand jacks? A) He said that as long as there was some documentation verifying the quality of the splice, he would not have any concern with the splice in that location.
- Q) Any concern regarding the Southwest double beams being more than 2% out of plumb, which the plans say is the maximum. A) Since the beams are out of plumb by about 2.5%, and that the beams are only carrying about 45% of their capacity, there was not much concern. Biaxial bending was of some concern, but the beams are very over-engineered.
- Q) Any concern with there being gaps larger than 5mm between the top of the battered piles and their 1" plate being welded on top? A) As long as there is weld on the plate, in line with the webs of the double beam, then there is not much concern.
- Q) Any concern about ot being able to verify the capacity of the battered piles since they were driven with a vibratory hammer? A) Since they are only handling a small amount of load with respect to the plumb piles, and that the plumb piles were driven most of the way with the vibratory hammer, then no, not really.

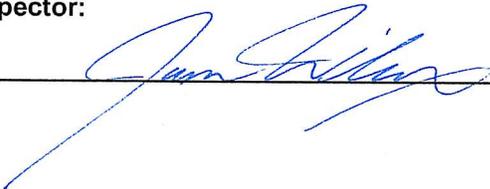
- Q) The embedment of the driven piles on the plans calls for a minimum of 40'. This is not being achieved. Can the plans be revised? A) I believe so.
- Q) Any concern about the stiffeners not lining up with the sand jack or pile centers? A) Since the load is being distributed so well with the stiffeners and the 1" top plate, and that they are not very off center, then not much concern.
- Q) Any concern about some of the sand jacks not being centered on the double beams? A) Of course. They need to be removed and welded in the correct position.
- Q) Any concern about the connector beam between the 2 Southern most double beams being welded different than how the plans call for? A) Yes. The eccentricity of the connector beam may be too much. More calculations to come and possibly remove the current connector beam.
- Q) Any concern about some of the sand jacks not achieving full bearing on the top flanges of the double beams? A) Of course. The small shims may have to be removed and more appropriate shims used.
- The 4-42" piles used for the falsework do not have any criteria specified for it's refusal. What are they to be held to? A) The 36" piles have the same acceptance criteria as the 42" piles. That being said, the 42" piles will have much more capacity than the 36" piles. Plans may be revised.

Thanh Le observed the operations of the Big Digger on the South side falsework for the Temporary Tower D driving frame today. While I was on site, there were workers welding attachments to the double beams to help align the driving frame when they place it here next week.

OVERTIME: Acquired 2 hours of overtime drafting the letter addressing the aforementioned concerns.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Struct. Rep