

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 531
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 741
Form HC-10A (Rev. 6/80)	04-0120F4	Date	5/27/2008

Weather: Clear and cool

Inspectors Hours	Start	0630	Stop	1700
Shift Hours	Start	0630	Stop	1630

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:

Thanh Le is observing the operations at Temp Tower D falsework today. He will have the detailed diary for the days operations. I was informed that the contractor is removing the lashing that holds the driving frame to the top of the barge.

The morning was spent working on the response for Submittal 700 – “Driving System Submittal for Tower D Piles.”

Attended the 1:30 meeting with ABF to discuss the weeks operations and possible future operations in the weeks to come. I brought up a concern with the pile splicing techniques Traylor-Dutra plans on using and John Callaghan said that “this is all on them. We told them that we have the same concerns.” In short, using the crane to hold the top portion of the pile while welding the roots has inherent flaws. Since the crane is on a derrick barge on the water, it can move up and down with the passing waves, possibly pulling the welds apart. Also, using the “knife plates” to guide the top portion onto the bottom portion poses a problem with the root weld having a lot of starts and stops. This can contribute to rejectable inclusions in the weld during ultrasonic testing. John Callaghan agreed that the submittal by Traylor Dutra had it’s areas of concern for them too, but that “we can’t tell them how to do their work.”

Another item discussed that pertains to the water based foundations is that instead of writing state letters to ABF with our concerns, we will write mini-memos. If the mini-memos are not addressed, then state letters will be written. Tomorrow I will write mini-memos for the concerns we have on the falsework

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for the Tower D driving frame as well as our concerns for the welds that are different than what is called for in the design plans for the driving frame at Tower D.

After the meeting I spoke with John Callaghan, Bill O'Sullivan, and Scott Tudor about meeting tomorrow to look at the B1 beams that are used to resist lateral load for Temporary Tower D. Bill said that their quality control manager will be out here tomorrow and that he could meet with me and Mark Baker tomorrow. This was agreed to. We also spoke about the issue of mini-memos. John said that when it comes to work being performed by Traylor-Dutra that ABF would prefer a state letter because it's easier for them to get Traylor-Dutra to do what the State wants.

By the end of the day I was able to finalize the response for Submittal 700. I am waiting for a review of this response before sending it over to ABF.

A Western Gull has made a nest on the Southwest corner of the T1 footing and there are three eggs in it. Courtney Caccace was informed of this.

OVERTIME: Since the contractor worked until about 1600 hours, I had to be available to Thanh Le. During this time I worked on the response for Submittal 700 as well as review Submittal 705. This lasted until 1700 hours, meaning 2 hours of overtime was accrued.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.