

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 667
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 877
Form HC-10A (Rev. 6/80)	04-0120F4	Date	10/10/2008

Weather: Partly cloudy and cool

Inspectors Hours	Start	0700	Stop	1700
Shift Hours	Start	0630	Stop	1630

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

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

Description of Operation:

Thanh Le, Gina Rizzardo and myself had a group discussion this morning and brought up the following issues:

- 1) American Bridge Flour, ABF, has not responded to our request for further details regarding an alternative method for driving piles if they are to encounter refusal 3 meters above design tip elevation, as required by the Special Provisions Section 10-1.41 Temporary Towers, under Working Drawings, Item M. The Submittal response referred to has to deal with 657 R09, and is attached to this diary.
- 2) Traylor Dutra, TD, is planning to install bolts into the South Driving Frame for Tower F this morning. They have yet to perform a Pre-Installation Test for the lots of bolts, nuts, and washers purchased for this operation. After the discussion I called Bill O'Sullivan to inform him of this. He said he would remind TD of this once we got off the phone. I also informed him that ABF would have to submit a plan for the bolting procedure for F and G driving frames since the information we have is specifically for Tower D driving frame only. He agreed and said he would get something together..... In the afternoon I got together with Bill and he said TD will have Smith Emery on site next week to perform the bolt testing for Tower F driving frame. He also said TD is getting the revised bolting plan together to include F and G driving frame assembly.

I went to observe TD at the F driving frame and observed four workers performing field drilling of bolt holes for the splice plates that fit up the frame components. One side of the plates came from XKT with the holes already there. Bolts were put in the holes to secure the plates during the drilling process. This was done to ensure that the holes would line up. After seeing this, I saw Sean Heydan, the engineer for TD, and asked him when they were going to perform the Pre-Installation Test for these lots of bolts, nuts, and washers. He said they did not plan on testing these lots. He then got caught up in a conversation with Lee Tacker, the welding foreman and we were unable to finish our discussion. Shortly after, I called Bill O'Sullivan to inform him of this, and left a message because he was unable to answer the phone.

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3) There are some elevations on the pile tip elevation table that was sent to Caltrans in Submittal 657 R12. These were addressed and sent back to ABF, but we have not received the revised sheet.

Thanh Le is observing the field operations today at Pier 7 for the assembling of the South driving frame for Tower F. He will have the labor and equipment diary for the day and will be covering the hours for the acceleration of the F driving frame.

While I was on site I observed the workers drilling holes in the bottom B1 beams, (the 400mm X 500mm box sections), between the 8-sleeve and 1-sleeve components of the frame. This location is noted in the plans as the "Shop Bolted Connection." I also noticed that there is a discrepancy with the plans at this location. On the plans there is an elliptical hole cut in the beam to facilitate bolt tightening, while on the frame there is an area completely cut out. I asked Bill about this and he said he was aware of the change and has the updated shop drawings for this and the KCB drawings, denoted as DCN or, Design Change Notice, and that this same change was done on the top box section. We met up at 2:00 pm and he showed me both drawings, saying that the designer Klohn Crippen Berger, KCB, was aware of this change and is ok with it. He also said that Caltrans can come over at any time to observe these shop drawings when needed, and that as far as he knew, we were always able to do this.

In the afternoon Thanh showed me an area where the bottom box section is out of alignment and the bolt holes from the shop, and the box do not lign up. He said he informed Sean Heydan of this and he will inform the designer of this to remedy the situation.

There is another area close to the "Shop Bolted Connection" location where the drilled holes are 40 mm or so from the edge of the plate, where the plans call for a minimum of 50mm. He informed Sean of this as well.

I was informed that Andrew Coffman from Smith Emery came out to Magnetic particle Test, MT, the damaged B1 box sections on the frame, (see attached p.2).

OVERTIME: Accrued 2 hours of overtime observing the contractors operation at Pier 7.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.

Oakland, CA 94607

(510) 622-5660, (510) 286-0550 fax

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July 02, 2008

Contract No. 04-0120F4

04-SF-80-13.2 / 13.9

Self-Anchored Suspension Bridge

Letter No. 05.03.01-002318

Michael Flowers
Project Executive
American Bridge/Fluor, A JV
375 Burma Road
Oakland, CA 94607

Dear Michael Flowers,

Response to ABF-CAL-LTR-000575 - Tower F & G Driving Frame Work Plan

The Department is in receipt of ABF-CAL-LTR-000575 dated June 30, 2008. The requirement for the alternate installation technique originates from Special Provisions Section 10-1.41 which states that the Contractor shall submit working drawings that shall include "Details for alternative installation techniques for installing driven piles, in case pile refusal is encountered more than 3 meters above the design penetration. Techniques shall include the effects on bearing value and any design modifications."

The Department understands that Submittal No. 657 was intended by ABF to address the pile installation procedures for temporary towers D, F, and G. Therefore, provide this information for Temporary Towers F and G through a revision to Submittal 657.

If you have any further questions, contact Gil Klebanov at 510-286-0510.

Sincerely,

A handwritten signature in cursive script that reads "Gary Pursell".

GARY PURSELL
Resident Engineer

cc: R. Morrow, G. Klebanov

file: 05.03.01

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

333 Burma Rd.
Oakland, CA 94607
(510) 622-5660, (510) 286-0550 fax



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July 18, 2008

Contract No. 04-0120F4
04-SF-80-13.2 / 13.9
Self-Anchored Suspension Bridge
Letter No. 05.03.01-002377

Michael Flowers
Project Executive
American Bridge/Fluor, A JV
375 Burma Road
Oakland, CA 94607

Dear Michael Flowers,

Submittal 657, Rev. 9 - Water Based Foundation Workplan

The Department has completed review of Submittal ABF-SUB-000657R09, "Water Based Foundation Workplan," dated July 9, 2008. The submittal is "Returned for Correction," as outlined by the following comments:

CATEGORA A:

1. Letter KCB-ABF-LTR-025 does not adequately detail the alternative techniques for installing driven piles in the case that pile refusal is encountered more than 3 meters above the design penetration, as required by the Special Provisions. The letter states that if this condition occurs, then "during driving of the *other* piles the designers will conduct additional analyses to verify capacity as and if necessary." Address the following:
 - a. Clarify how the Contractor intends to ensure the design capacity is met in the initial pile that met practical refusal 3m or more above tip elevation.
 - b. Describe what "additional analyses" Klohn Crippen Berger intends to perform.
 - c. Clarify any effects on bearing value and any design modifications as required by the Special Provisions.

The Department acknowledges Klohn Crippen Berger's acceptance of Traylor-Dutra, JV's modifications to the Pre-Installation Verification Plan. Please note that final approval of the actual installation and inspection procedures that deviate from the Structural Bolting Plan as submitted under ABF-SUB-000657R08 will come from the Designer, Klohn Crippen Berger.

If you have any questions, please contact Gil Klebanov at 510-286-0510.

Sincerely,

<<< ORIGINAL SIGNED >>>

GARY PURSELL
Resident Engineer

cc: Rick Morrow, Gilel Klebanov
file: 05.03.01, 55.0657

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NOTES:

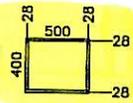
- FOR GENERAL NOTES SEE DRAWING 100-02.
- FOR PILES SEE DRAWING 107-01.
- THE RESPONSIBILITY FOR THE MEANS AND METHODS OF INSTALLING THE DRIVING FRAMES IS THE RESPONSIBILITY OF THE SUBCONTRACTOR. AN INSTALLATION PROCEDURE SHALL BE SUBMITTED TO ABF FOR REVIEW BEFORE THE COMMENCEMENT OF CONSTRUCTION. THE FOLLOWING INSTALLATION SEQUENCE IS SUGGESTED:
DRIVE THE FOUR INTERIOR PLUMB PILES FOR THE EAST AND WEST LINE FRAMES. FLOAT EACH FRAME INTO POSITION SUSPENDED BETWEEN TWO BARGES. LOWER THE FRAME ONTO THE PLUMB PILES & CONNECT THE PILES AND PILE SLEEVES. INSTALL THE CONNECTING TRUSS BETWEEN THE EAST AND WEST LINE FRAMES. DRIVE THE BATTERED PILES IN AN ALTERNATING SEQUENCE TO MAINTAIN HORIZONTAL TOLERANCE OF THE FRAME AND PILES. RE-DRIVE PILES IN ACCORDANCE WITH THE DRAWINGS. GROUT THE ANNULAR SPACES BETWEEN THE PILES AND SLEEVES.
- THE COLUMN ANCHOR UNIT SHALL BE FABRICATED SUBSEQUENT TO THE COMPLETION OF PILE INSTALLATION. THE LOCATIONS OF THE COLUMNS SHALL BE LOCATED RELATIVE TO THE DRIVING FRAME BY SURVEY. THE ANCHOR UNIT SHALL BE FABRICATED WITH THE LOCATION OF THE SEAT PLATE, BOLTING PLATE, STIFFENERS AND BOLTS ADJUSTED WITHIN THE BRACKET TO SUIT.
- UNLESS SHOWN OTHERWISE ON DRAWINGS ALL CONNECTIONS BETWEEN BUILT-UP BOX SECTIONS AND BETWEEN BOX SECTIONS AND PILE SLEEVES SHALL BE FULL STRENGTH WELDED CONNECTIONS. FOR QUALITY TESTING REQUIREMENTS SEE DWG. 100-02 NOTE 4.4 BULLET 1 FOR CJP TENSION WELDS.

PIPE SLEEVE LEGEND:

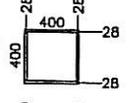
- (A) 1390 x 28 THK., BATTER 1:5
- (B) 1390 x 28 THK., BATTER 1:7
- (C) 1230 x 25 THK., BATTER 1:6
- (D) 1390 x 28 THK.

STEEL MEMBER LEGEND:

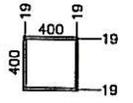
B1 DENOTES BUILT-UP BOX SECTION



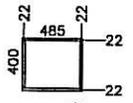
B2 DENOTES BUILT-UP BOX SECTION



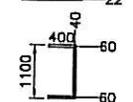
B3 DENOTES BUILT-UP BOX SECTION



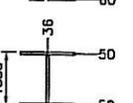
B4 DENOTES BUILT-UP BOX SECTION



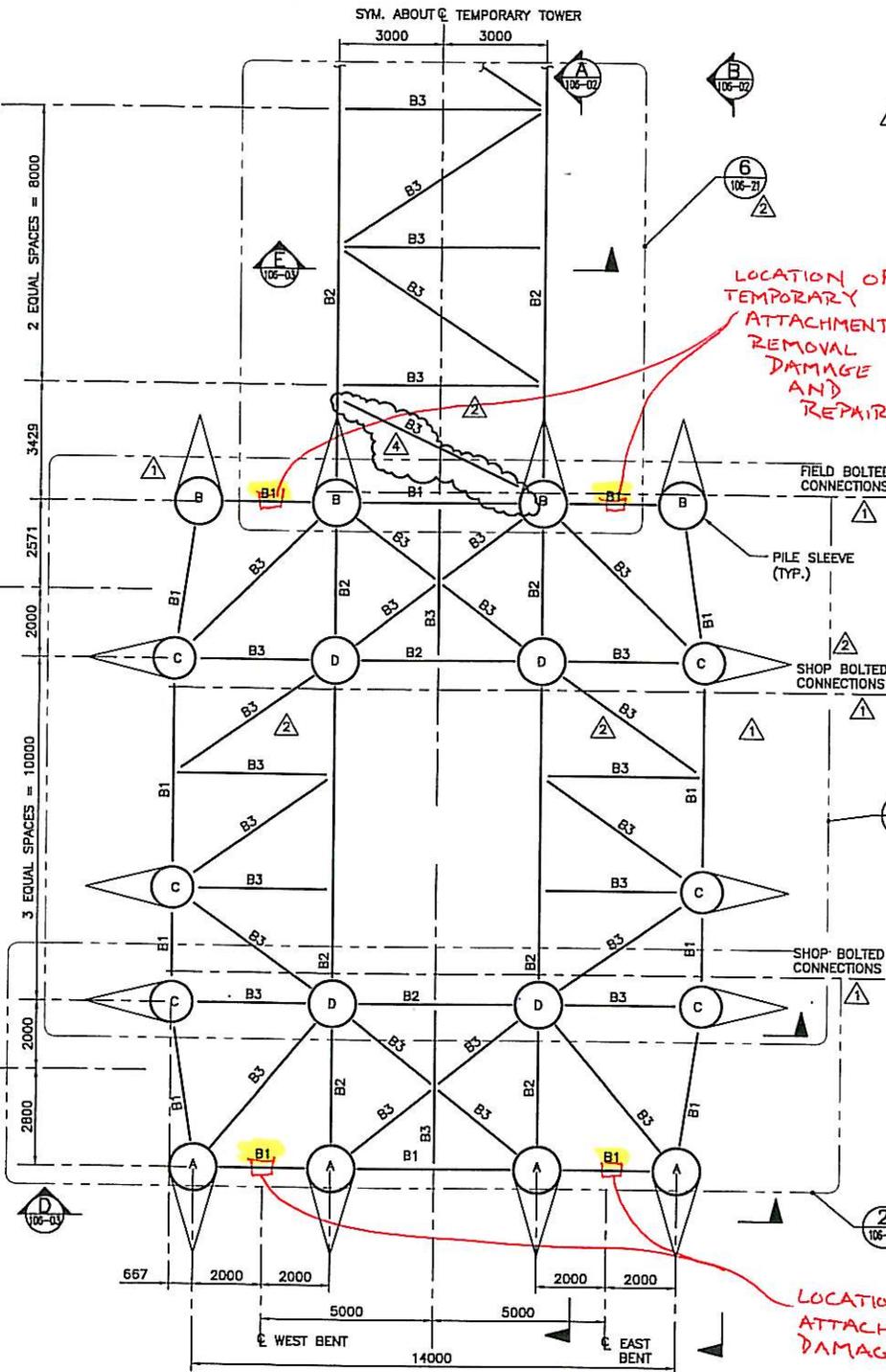
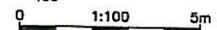
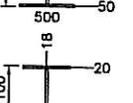
C1 DENOTES BUILT-UP CHANNEL



W1 DENOTES BUILT-UP BEAM



W2 DENOTES BUILT-UP BEAM



PLAN @ EL. 1.500
SCALE 1:100

AS SHOWN
SIMILAR

SEAL

REGISTERED ENGINEER - CIVIL

DESIGN BY	C.P.H./W.W.
DRAWN BY	J.D./P.M.
APPROVED	B.H.
DATE	APRIL 2007
SCALE	AS SHOWN
BRIDGE NO.	34-0006L/R
KILOMETER NO.	13.2/13.9
CONTRACT NO.	04-0120F4

CLIENT

A JOINT VENTURE

PROJECT	SAN FRANCISCO OAKLAND BAY BRIDGE EAST SPAN SEISMIC SAFETY PROJECT		
TITLE	SELF-ANCHORED SUSPENSION BRIDGE TEMPORARY TOWER F & G DRIVING FRAME - PLANS		
PROJECT No.	P01506A03	DWG. No.	106-01
REV.			4

CANCEL PRINTS BEARING PREVIOUS

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