STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 673
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 883
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**10/16/2008**

Weather: Partly cloudy and warm

Inspectors Hours	Start	0700	Stop	1730
Shift Hours	Start	0630	Stop	1830

ASSISTANT STRUCTURE REP.

JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

HOURS - ITEM NO.

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor) Traylor Dutra	REGULAR	OVERTIME								IDLE OR DOWN	REMARKS Name	Contractor

RECD *08 NOV-19 #007714

Description of Operation:

I reviewed what was accomplished by the contractor during the last three days I was gone. After speaking with Gina Rizzardo about the pre-installation testing of the Tower F driving frame bolts, I attended the bi-weekly safety meeting.

The rest of the morning was spent going through Lotus Notes emails, talking with Mark Vilcheck about upcoming events for the Tower F driving frame, and talking about the acceleration of Tower F driving frame requests with Jeff Ocampo and Mark. Jeff said XKT is claiming $20,000/day for the shop work acceleration, and a total of $800,000 for the acceleration from American Bridge Flour. We discussed the time and money involved with fabricating the driving frames and the meeting concluded with Jeff saying he would get together with Gay Pursell to get more details.

In the afternoon I met with Gina Rizzardo and Thanh Le about the bolting of the Tower F driving frame bolts that will happen tomorrow. Thanh heard that Traylor Dutra was going to set their torque wrench to the average torque that achieved acceptable tension, and use the multiplier in tandem with the wrench to tighten the bolts after hitting them with an impact gun. This is being done to cut down on the time it takes to tighten the bolts. This meeting was to see what torque the contractor is going to use tomorrow. I called Bill O'Sullivan to find this out and he said they planned to set the torque wrench to 85 kips, and this would insure a minimum tension of 80 kips in the bolts. After reviewing the results of the pre-installation test it was concluded that this was acceptable. It was also concluded that Caltrans still needs an acceptance letter from Klohn Crippen Berger about TD not using every combination of bolt, nut, and washer for the pre-installation test. He agreed and said he would have to make some calls. I also told him that two lots of bolts were not tested, and they need to be tested. He agreed and said that he thought someone from Smith Emery would be out there tomorrow and hopefully they could perform the test. He said he would call me later with that information, but I did not get a call as of 5:00 pm.

I worked on reviewing the monthly estimate for a short while when I had time, but was unable to confirm the amount of money the contractor was asking for. There is not sufficient back up for their request.

OVERTIME: Accrued 2 hours of overtime covering the contractors hours.

Inspector:

Jason Wilcox _____ Transportation Engineer (D)/Asst. Structure Rep.