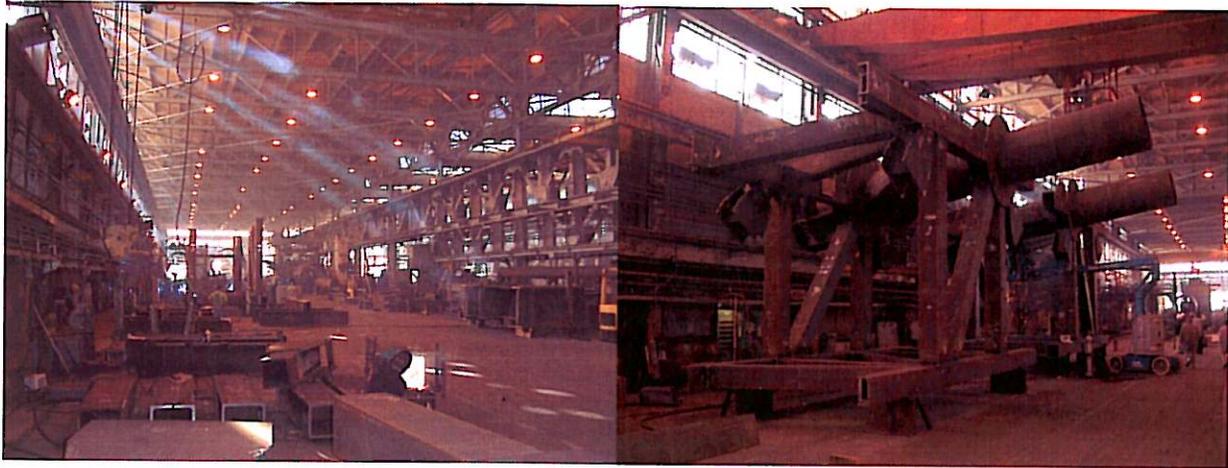


On the left in the foreground is one of the 8-sleeve components, of which the sixth sleeve is being attached on October 8, 2008. Just beyond this component one of the connecting frames for the second 8-sleeve component can be seen. On the right is a photo from about the same spot showing the progress XKT has made from October 8 to November 5, 2008. Both 8-sleeve components have all 8 sleeves in position and both are very near completion.



On the left it can be seen that there are 4 sleeves in position with one of the frame pieces in position. On the right all 8 sleeves are in position. It can also be seen here that the blocks under the frame on the left were changed out to the larger ones in the picture on the right. The cost to do this was included in the estimate for the acceleration of the Tower F driving frame, North node. Elevating the frame allows the flat bed truck to get under it and move it over to the dock for Traylor Dutra.



In the left picture, it is difficult to see, but there is a 1-sleeve portion of the frame in the center of the picture. There is no pile sleeve on the frame yet but . In the picture on the right it is easier to see, both of the 1-sleeve frames have their pile sleeves in position and it is welded out. There are some welds still needed to be done, but it is mostly complete.

Most of the components for the frame I saw during my last visit were not in piles any longer, rather, they were being incorporated into the frame components. I heard Gary Mathison say they planned to have the frame components finished and ready to be brought out to the dock for Traylor Dutra by next week. They still have to remove them from the shop, place them at the dock, then pick them upright so TD can pick and place them on the Morty barge with the DB-5.

In the afternoon Thanh Le came back to the office to inform me of the operations for the day. He said they were able to vibrate piles F123 and F127 down to about -57m and -56.5m respectively. Gina Rizzardo went out to the field to observe this and will have the diary for the night shift. When they wanted to operate the diesel hammer, they encountered troubles. Because of this, they opted not to use the diesel hammer today and planned to splice and weld piles F125 and F128 through the night shift and drive all three piles tomorrow.

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

**Inspector:**

Jason Wilcox

Transportation Engineer (D)/Asst. Structure Rep.