

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 694
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 904
Form HC-10A (Rev. 6/80)	04-0120F4	Date	11/6/2008

Weather: Partly cloudy and cool

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

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

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

Description of Operation:

The night shift was able to splice and U/T F125. Thanh Le is observing the daily operation for the South Tower F driving frame pile driving and Gina will have the night shift diary.

Rich Rodkin from acoustic monitoring called this morning to make sure the crew was driving piles tomorrow. I informed him that they were going to drive piles today, as well as tomorrow. He said he could not make it out today, but will be prepared to come out tomorrow. Initially the contractor wanted to vibrate down F125, then diesel F123, F125, and F127 all today. By the end of the day they were able to vibrate F125 down and diesel drive F123 and F127. For both F123 and F127 they encountered hard driving that prevented them from achieving tip elevation of -65 meters. On both piles they encountered practical refusal around -63.5 meters and the PDA revealed a capacity of about 8 MN, short of the requested 10 MN. These piles are to wait 15 days before being restruck to verify capacity. The original submittal said they would use the Menck MHU-550T for final driving, unless tip is achieved, and restruck with the same hammer. Since the submittal was accepted, Manuel Reyes told Thanh Le that Klohn Crippen Berger reviewed an RFI by American Bridge Flour and accepted new criteria for the pile driving at Tower F. They will allow practical refusal to be 8 blows / 25mm with the diesel hammer. From what was gathered, the total refusal will be at least 80 blows / 250 mm, then count 20 to 25 blows per inch for two consecutive inches. This was achieved for F123 and F127 today. Manuel Reyes accepted this for now. The contractor decided to wait until tomorrow to diesel drive F125.

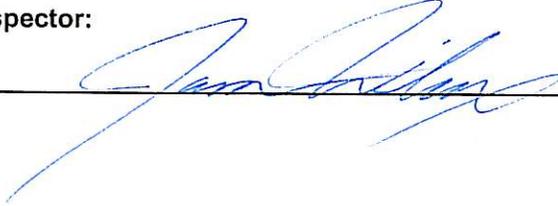
Once the piles were driven, the top portion of F126 was picked and set for welding. The root was welded up when the night shift began. They are hoping to complete F128, then begin to splice F124, hoping to finish that one for driving tomorrow. I informed Rich Rodkin of this and he asked when he should be out there. I let him know that it all depends on the completion of the splice welds and if they pass the U/T, but that I would expect them to start driving around 10:00 AM.

Through the morning and afternoon I worked on a progress spreadsheet for the Tower F driving frame pile driving.

OVERTIME: No overtime today.

Inspector:

Jason Wilcox

A handwritten signature in blue ink, appearing to read "Jason Wilcox", is written over a horizontal line.

Transportation Engineer (D)/Asst. Structure Rep.