STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 720
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 930
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**12/2/2008**

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

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	HOURS - ITEM NO. REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY					IDLE OR DOWN	REMARKS Name	Contractor
		Traylor Dutra											

RECD (6) JAN 28 #0008432

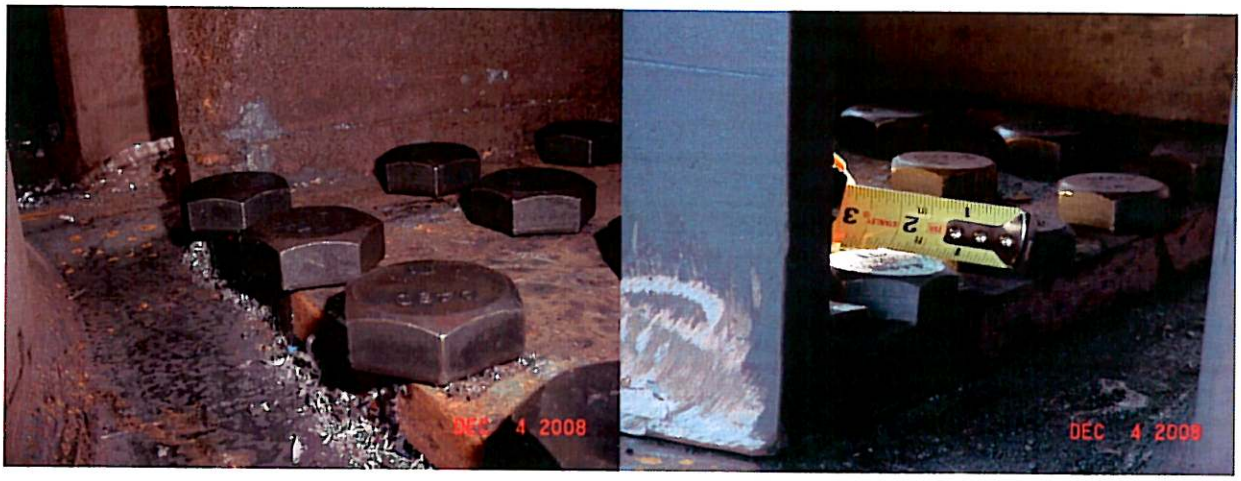
Description of Operation:
Erect Temporary Towers: North Node Tower F Driving Frame Assembly & TTF South Retap

The second day of re-tapping started this morning around 8:00 am on the 48" piles F108, F105, and finally F115. There were similar results for these piles as there were for the 42" piles from yesterday. It took 10 – 15 blows for the first inch to break the set up, then between 6 and 8 blows per inch for the remaining increments. Manuel Reyes is on site for the designers, Klohn Crippen Berger, and does not find the results troubling. For the piles today, none of them are in rock, so the piles were driven past desired tip elevation. For these PDA piles in soil, the Contractor decided to stop driving the piles about 250 mm above desired tip because the PDA attachments were approaching the top of the pile sleeve. If the piles were driven to tip, attaching and retrieving the PDA equipment after the re-tap would have been difficult. The initial re-tap requirements were to drive the piles 75 mm or 50 blows, which ever occurred first. In this manner the criteria was changed a little. However, the designers Geotechnical engineer was on site to make the call. Gina Rizzardo observed the pile driving this morning with me and she will have the diary for this operation.

The crew of the Big Digger is continuing to assemble the North node of the Tower F driving frame at pier 7. See the attached drawing for locations of the frame that were worked on today. A brief description of the progress thus far is as follows. For the bottom elevation of 1.5 meter, the northeast corner has been drilled and torqued as of yesterday. The southeast corner was drilled and about 80% of it was torqued yesterday, so this morning the rest of the bolts were torqued. These same workers moved over to the southwest corner to continue the drilling of these connection. It is at this corner that the diagonal is a little short, between 50 and 100 mm short. At the northwest corner there is a worker continuing to drill holes. This is the location where there is a misaligned chord on the West side of the connection. The same thing was on the South node and the designer gave the "OK" to drill another row of bolt holes and bolt them up.

On the top of the frame, elevation 5.5 meter, the diagonal is in on the northwest side, and toward the end of the day a couple workers were drilling holes all around that location, in the diagonal and in the chords.

In the 1:30 pm meeting with ABF, Bill O'Sullivan was there to talk about the diagonal being too short on the southwest corner. He said there was going to be an RFI generated and sent to Klohn Crippen Berger regarding this situation. After the meeting John Denis and I went to take a look at the diagonal and John saw that some of the field drilled holes looked to be too close to the edge of the box section on the North side of the frame. It appeared that on the northeast corner of the field drilled connections between the 8-sleeve piece and the 1-sleeve piece are approaching 35 – 40 mm, when the plans call for 50 mm minimum. This same situation happened on the South frame and is noted in Thanh Les diary on October 13, 2008. Bill O'Sullivan and Sean Heydan came out after John and I left the site, and I met with them to show them the areas of concern. They measured these locations and agreed that some are less than 50 mm, and that they will be included in the RFI that will be sent to KCB.



Thanh Le is out of the office today.

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

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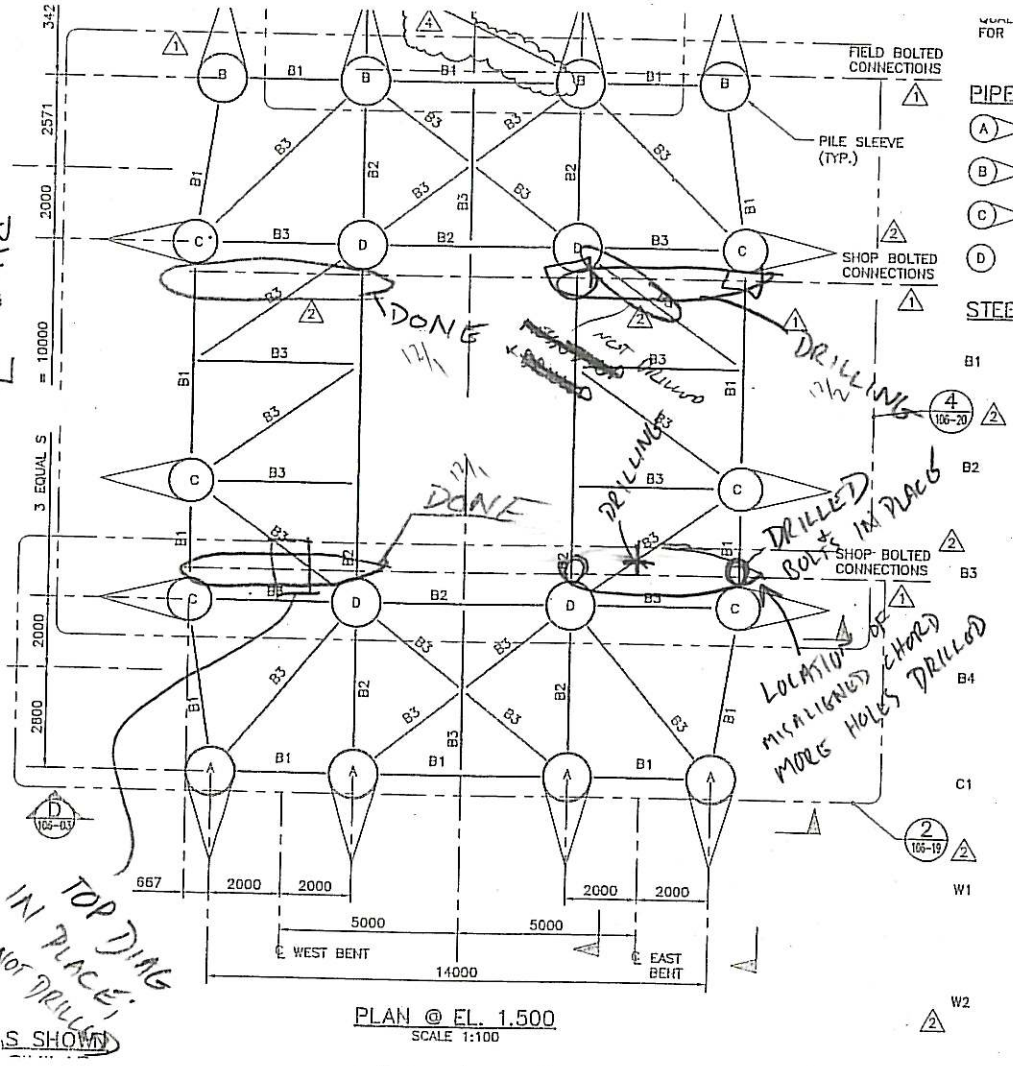
Inspector:

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



PLAN @ EL. 1.500
SCALE 1:100

QUALITY TESTING REQUIREMENTS SEE DRG. 166-02 NOTE 4.4 BULLET 1 FOR CJP TENSION WELDS. 3

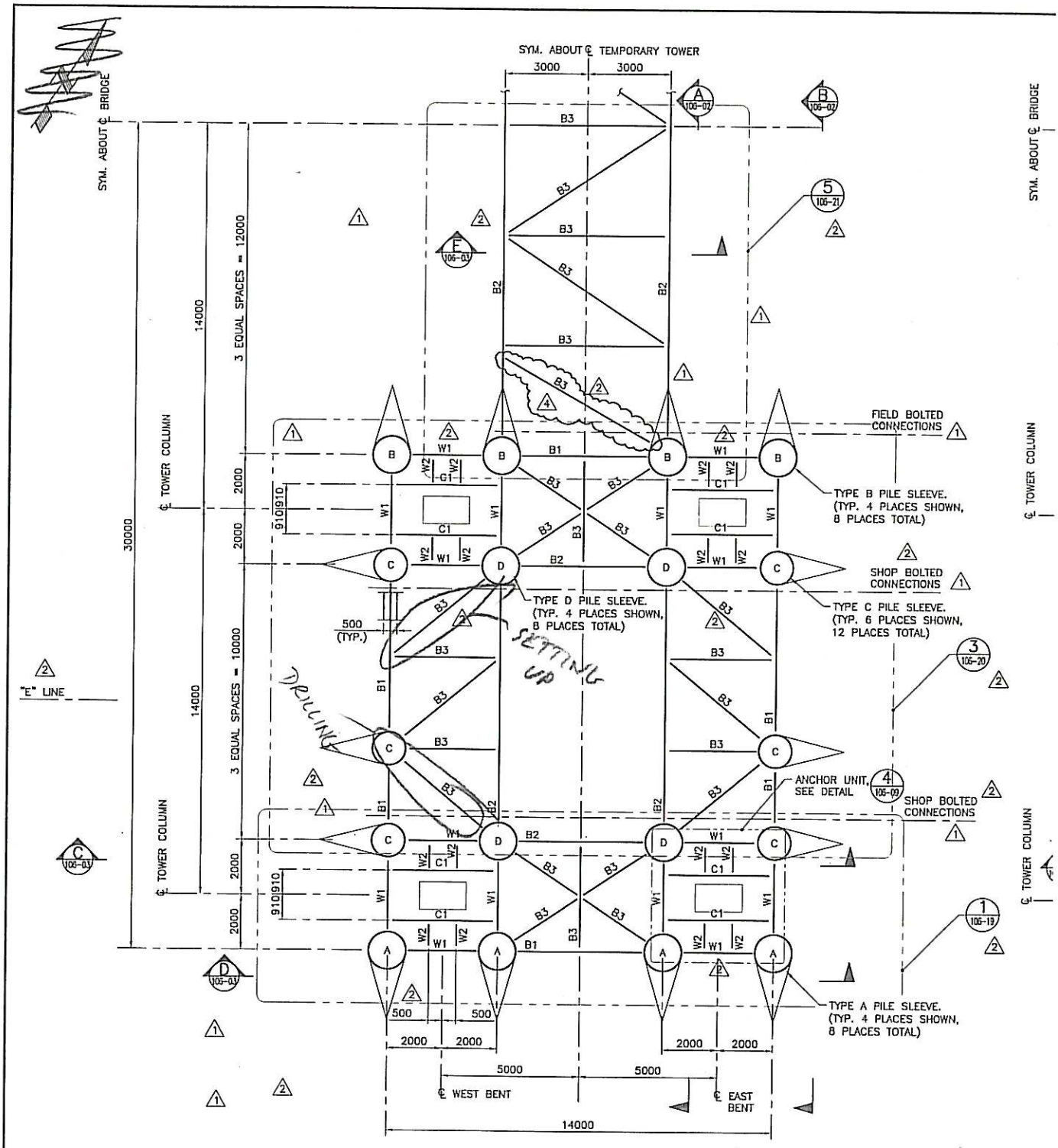
PIPE SLEEVE LEGEND:

- 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. 1

STEEL MEMBER LEGEND:

B1	DENOTES BUILT-UP BOX SECTION	500, 400, 28
B2	DENOTES BUILT-UP BOX SECTION	400, 400, 28
B3	DENOTES BUILT-UP BOX SECTION	400, 400, 19
B4	DENOTES BUILT-UP BOX SECTION	485, 400, 22
C1	DENOTES BUILT-UP CHANNEL	400, 1100, 60
W1	DENOTES BUILT-UP BEAM	500, 1350, 50
W2	DENOTES BUILT-UP BEAM	400, 1100, 20

1030
12/2/08



PLAN @ EL. 5.500
SCALE 1:100

TOWER F DRIVING FRAME
TOWER G DRIVING FRAM

NO.	DATE	ISSUE / REVISION	DRAWN	CHK'D	DESIGN
4	NOV. 29/07	REVISED AS NOTED	R.G.	K.D.	W.W.
3	NOV. 5/07	REVISED WELD NOTE 5	W.N.	K.D.	D.D.
2	OCT. 18/07	REVISED AS NOTED	W.N.	K.D.	W.W.
1	OCT. 1/07	ISSUED FOR CONSTRUCTION – REVISED AS NOTED	W.N.	K.D.	W.W.
0	AUG. 24/07	TOWERS F & G DRIVING FRAME & PILES–100% SUBMITTAL	P.M.	K.D.	W.W.
B	AUG 8/07	FOR INFORMATION	J.D.		W.W.
A	MAY 1/07	PRELIMINARY DESIGN – D THROUGH H	J.D.		W.W.