

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 876
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 1086
Form HC-10A (Rev. 6/80)	04-0120F4	Date	5/7/2009

Weather: Overcast and cool (AM)
Partly cloudy (PM)

Inspectors Hours Start 0630 Stop 1700

Shift Hours Start 0630 Stop 1700

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

HOURS - ITEM NO. 8

EQUIPMENT AND/OR LABOR:			REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY							IDLE OR DOWN	REMARKS	
Equip. #	N O M E N	DESCRIPTION (Of Equipment or Labor)												Name	Contractor
		Traylor Dutra													

Description of Operation:

Erect Temporary Towers: TTGN Pile Driving and Truss Assembly and Erection

FIELD WORK:

TTGN PILE DRIVING:

First order of business today for the crew of the DB-5 is pile driving. They planned to drive piles four piles today, but instead drove three, namely G102, G019, and G111 by lunch. Thanh Le is on site to observe the operation and will have the detailed diary for the day.

I was told that there is not much work for the rest of the workers so they wanted to get these three in the ground so some of the other workers can start welding the connection plates. Now, they plan to splice weld four more piles and drive all five next week.

Truss Assembly and Erection:

Masoud Modanlou is observing these operations and will have the detailed diary for them. The assembly of Truss segments 7E to 8E/9E is continuing throughout the day. There has been a push for this section to be erected before the B.5 to D section on the W-Line.

OFFICE WORK:

- Attended the 0800 hrs Safety Meeting
- Finished yesterdays diary
- Reviewed Submittal 1123 – Temp Works Erection Plan Truss FS W4 to FS W9
- Attended the 1500 hrs Designers Meeting for Temp Works

CONVERSATIONS:

After the Designers meeting I spoke with Scott Tudor and Mark Vilcheck about the truss jacking operation going on at the East end of segment 6E. The ironworkers on site have been performing this since yesterday and apparently Klohn Crippen Berger has been given an RFI by American Bridge regarding this issue. Since the diagonal between segments 5E and 6E did not have a diaphragm with pre drilled holes in it, the truss had to be left hanging, incurring shear and moment in the bottom chord that the diagonal was intended to support. In order to get the load transferred to the diagonal, they are jacking the load into the member, then drilling the holes in the diaphragm and bolting up the connection.

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

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.