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STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 993
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 1203
Form HC-10A (Rev. 6/80)	04-0120F4	Date	9/1/2009

Weather: Overcast and cool (AM)
Partly Cloudy and warm (PM)

Inspectors Hours Start 0700 Stop 1600

Shift Hours Start 0700 Stop 1530

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – American Bridge - Fluor JV

HOURS - ITEM NO. 8												REMARKS	
EQUIPMENT AND/OR LABOR:			REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY					IDLE OR DOWN	Name Contractor	
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor
		Del Secco	4									David Del Secco	Del Secco
			4									Joe Mantz	Del Secco
			4									Nick Nazo	ABF
	2	Cushion Cut Drill Rig											
P742	1	Water Tank											
P775	1	Water Tank											
1788	1	Pump											
1793	1	Pump											
	2	Generator											

Description of Operation:
Erect Temporary Truss and Towers: Drilling Anchor Bolt Holes at E2 and bolt up Truss FS W13 to FS W16

FIELD WORK:

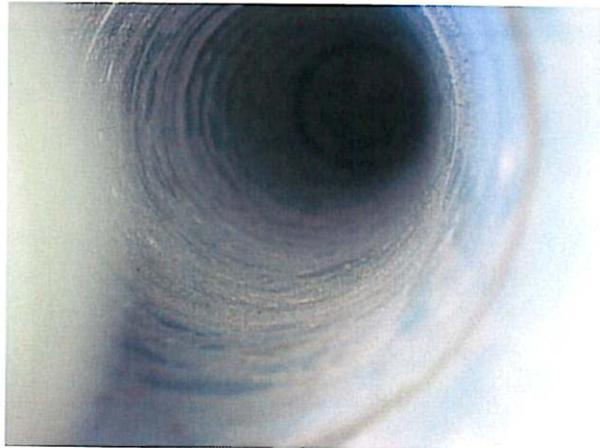
The crew from Del Secco came out to demobilize from the site. I arrived midway through the morning to take measurements of the drilled holes. See attached for details. All but two of the holes were not as required by the designer, Klohn Crippen Berger. One of these two is deeper, drilled deeper in order to remove the core, and this is acceptable according to the designer. The second hole is measured to be about 3 meters, when the plans call for 3.3 meters. The hole is located on the South side of E2, Southern – East bent, southwest hole, about “7 o’clock” at this footing. This is because the core and the retrieving

REC'D H31 NOV-04 #011051

tool were not removed. For one reason or another, it will not come out of the hole. ABF is seeking approval as it is by the designer.



Small water bottles wrapped in plastic to cover holes



Cleared out hole



Cracks on E2 through attachment for drill rig



Two attachments for drill rig next to each other

OFFICE WORK:

- Diary work
- 0800 hrs Temp Towers Staff meeting
- Reviewed documents, Plans, and Specifications for Tower H and Trusses on both the East and West Lines

CONVERSATIONS:

Scott Tudor called me to inform me of a vehicle in the parking lot with its lights on, but before we got off the phone I asked if he planned to be going to our 1330 hrs Construction meeting this afternoon, and he said he was. By 1310 I received an email saying that they would not be able to attend the meeting this afternoon. I emailed him with some questions and he responded. See attached.

OVERTIME: No overtime accrued today.

Inspector: Jason Wilcox

Transportation Engineer (D)/Asst. Structure Rep.



"Scott Tudor"
<STudor@abfjv.com>

09/01/2009 04:08 PM

Please respond to
<STudor@abfjv.com>

To "Jason Wilcox" <jason_wilcox@dot.ca.gov>

cc

bcc

Subject FW: TTW Construction Meeting

History: This message has been forwarded.

Jason,

- 1) KCB is currently finalizing sheets 108-01 and 108-02.
- 2) ABF is working on the DE Sheets for truss FS E17 - E20. The plan is to have it finalized by Friday, Sept 11.
- 3) Nothing new. ABF will put together a drawing for proof testing the rods.

Thanks for the photo and bringing this to my attention. This wasn't the intended fix for the web connection. I will look into this further.

Thanks,

Scott Tudor, P.E.
Sr. Design Engineer
American Bridge / Fluor Enterprises Inc., A Joint Venture
375 Burma Road
Oakland, CA 94607
Tel.: (510) 808-4596
Fax: (510) 808-4601
Cell: (510) 774-2363

-----Original Message-----

From: Jason Wilcox [mailto:jason_wilcox@dot.ca.gov]
Sent: Tuesday, September 01, 2009 2:33 PM
To: STudor@abfjv.com
Subject: Re: TTW Construction Meeting

Good afternoon Scott. I have a couple questions for you since the meeting was cancelled.

- 1) Has KCB updated DWG 108-01 to reflect the changes made to the anchor bolt holes and lengths at E2 for Temp Tower H?
- 2) Erection Plan progress for FS E17 to FS E20?
- 3) Anchor rod installation procedures? Testing?

I know we have already discussed that these were going to be coming up, I was just wondering if there was any update.

Also, please see the picture attached. It is of holes torched in the web of a crossbracing at PP-E40.

(See attached file: Xbeam PPE40.JPG)

Thank you,

Jason A. Wilcox P.E.
San Francisco-Oakland Bay Bridge
SAS - Temporary Towers
333 Burma Rd
Oakland, CA 94607
(510) 286-0513 office
(510) 867-4500 cell
(510) 286-0550 fax

"Scott Tudor"
<STudor@abfjv.com
>

09/01/2009 01:07
PM

Please respond to
<STudor@abfjv.com
>

To
"Mark Vilcheck"
<mark_vilcheck@dot.ca.gov>, "Jason
Wilcox" <jason_wilcox@dot.ca.gov>
cc
<jcallaghan@abfjv.com>, "Bill
Osullivan" <bosullivan@abfjv.com>
Subject
TTW Construction Meeting

Mark,

ABF won't be able to attend this afternoon's weekly TTW Construction meeting. Please feel free to contact us with any questions.

Thanks,
Scott

Scott Tudor, P.E.
Sr. Design Engineer
American Bridge / Fluor Enterprises Inc., A Joint Venture
375 Burma Road
Oakland, CA 94607
Tel.: (510) 808-4596
Fax: (510) 808-4601
Cell: (510) 774-2363

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believed to be clean. Xbeam PPE40.JPG

* 2011 02



1-Sep-09

Temp Tower H Anchor Bolt Hole Depths

NORTH E2

	NE 8 (going clockwise, starting with the North pair, left first)
1	347 cm
2	342 cm
3	342 cm
4	349 cm
5	345 cm
6	366 cm
7	398 cm
8	342 cm

SOUTH E2

	NE 8 (going clockwise, starting with the North pair, left first)
1	348 cm
2	337 cm
3	340 cm
4	346 cm
5	347 cm
6	347 cm
7	347 cm
8	360 cm

SE 8

1	343 cm
2	337 cm
3	344 cm
4	344 cm
5	347 cm
6	353 cm
7	344 cm
8	344 cm

SE 8

1	346 cm
2	346 cm
3	340 cm
4	340 cm
5	363 cm
6	300 cm
7	345 cm
8	346 cm

NW 4 (going clockwise, starting with the North one first)

test date		test date
9/23/2009	93 cm	9/22/2009
9/23/2009	101 cm	9/22/2009
9/23/2009	102 cm	9/22/2009
9/23/2009	98 cm	9/22/2009

NW 4 (going clockwise, starting with the North one first)

1	99 cm	FAILED
2	97 cm	FAILED
3	98 cm	FAILED
4	96 cm	FAILED

SW 4

9/23/2009	101 cm	FAILED
9/22/2009	98 cm	$\delta = -.0610$
9/23/2009	103 cm	$\delta = -.00508$
9/23/2009	96 cm	$\delta = -.00457$

SW 4

1	98 cm	FAILED
2	100 cm	FAILED
3	93 cm	FAILED
4	96 cm	FAILED

Results from testing the rods are summarized by showing the difference between the initial reading minus the final reading. During the 10 minute test, as required by the designer, the test load was maintained at 5550 psi. Maximum elongation/pull out was not to be greater than .1mm. Results are in cm.