

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 481
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 681
Form HC-10A (Rev. 6/80)	04-0120F4	Date	4/7/2008

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

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR - ABFJV

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

Weather: Clear, cool and slight breeze

Description of Operation:

As of 0630 this morning, Abdikarim Ali and I were on site for the testing of the micro piles of footing B2. We noticed that there was an extra rental crane on site and that the red Manitowoc the crew has been using was not up and running. We were told that the load sensor for the crane was inoperable and that they were not going to use it today, hence, the rental crane. It is a 9-ton capacity crane. Other specs are in Mr. Ali's diary for the day. The crew started to assemble it by extending the jib and running the cable through the eyes on top of the boom. Once this was done, they connected the head ache ball and extended the boom to get familiar with the equipment. As of this moment, some of the workers placed the spreader beam onto the platform, as well as the jacking ram and the 12"x12" block of wood with which to set the beams upon. The bearing plate was picked by the crane and set on the top of the cranes front deck to transport it to the edge of the hillside for installation. Once at the edge of the hillside the outriggers were lowered into position. After several attempts at getting the crane level, they picked the bearing plate and extended the boom. As this was being performed, it was noticed that with the boom extended over the hillside, the crane was shifting it's weight and the back right outrigger acted as though it was going to lift off the ground. This created an unsafe condition and the forman, Ron Lindsey, opted to stop the operation here for the day. By this time it was about 1030 hours. In short, because the larger crane was inoperable, and the smaller rental crane did not work, the crew was unable to start testing the micro piles.

Mr. Lindsey had his crew go down to footing B1 and start erecting the spoils platform for when they begin using the clamshell bucket to remove the upper layers of soil at this location. He also showed Mr. Ali and I the drawings for the new platform at this location. Initially they were going to have a larger, stronger platform supporting an excavator to achieve grade. The new plan is to set a smaller platform in a similar position, able to hold personnel and spoils only, and remove the first layer with a clamshell bucket hooked to the crane. It should be mentioned that Caltrans has not received a submittal for this work yet. By the end of the day, after work had gone on already, we received the submittal.

They started by drilling into the rock face to install the bolts that will hold up the platform and were able to drill and install until the tide came in, around 1430 hours. At this time they packed up and stopped working for the day. Mr. Ali has the detailed diary for the days operations, including the workers and equipment.

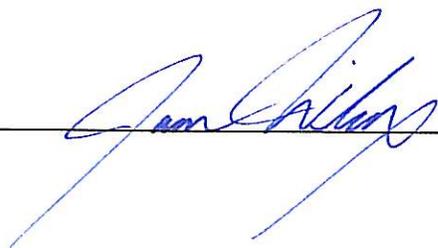
Since they ordered the replacement part for the Manitowoc this morning, it should arrive tomorrow, and hopefully be installed tomorrow as well. This would make it possible to perform the jacking test of the micropiles on Wednesday the 9th of April.

Thanh Le observed the operations going on with the DB-5 crane and the Big Digger barge with the 2250 crane on it over at Pier 7. He will have the detailed diary for this location. This entire week they are mobilizing for work at Tower D.

Thanh Le and I also looked over the plans of the driving frame for temporary tower D. There has been some concern about the size of some welds on the frame when compared to the plans.

Inspector:

Jason Wilcox



Trans Engineer (D)/Asst. Struct. Rep