

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 533
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 743
Form HC-10A (Rev. 6/80)	04-0120F4	Date	5/29/2008

Weather: Clear and cool

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

ASSISTANT STRUCTURE REP. **JASON WILCOX**
 CONTRACTOR - **ABFJV**

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

Description of Operation:

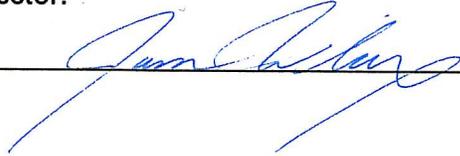
Thanh Le is observing the operations at Temp Tower D today and will have most of the detailed diary. Since there is a nesting Western Gull on the Southwest corner of the T1 footing there has been some concern about disturbing it. It has 3 eggs in the nest and by the Contract, and the associated permits and regulations, it can not be moved or disturbed. The edge of the nest is just under the edge of where the Southwest B1 beam will be placed. The contractor was informed yesterday by Courtney Cacace of the Environmental division of Caltrans that they can not disturb the bird or its eggs. It was also discussed that there may be an area that the contractor has to stay out of, like a 50 foot perimeter, as not to disturb the Gull. As of 12:40 pm I was informed that the first B1 beam was placed and set and that the contractor was going to hook up and place the second beam shortly. At this time I let Mark Vilcheck know of the contractors intentions and we agreed that a letter needed to be written and work should be stopped. I called Bill O'Sullivan and told him that we will write a letter telling them to stop work and that he should let Traylor Dutra know of this. Bill said that he was going to call Brian Peterson first, then he would let Traylor Dutra know. I then asked Bill to call me before calling Traylor and he agreed. After we hung up, I came back in to go over the next steps with Mark Vilcheck. Within a couple minutes Gary Pursell came walking by and said that we should not stop them and that a letter should not be written. There are to be bird watchers coming out this afternoon to observe the bird during the operation. I then called Bill O'Sullivan again and let him know that they could continue with the operation, but that they need to take precautionary measures so as not to disturb the bird too much. Shortly after this, Mark left to go visit Damon Brown at the job site and observe the operation.

The lift of the second B1 beam took about an hour to place, compared to the 2 hours it took the first beam. The Gull did leave the area for that time, but did return after the crew left, which was around 1530 hours. There was a bomb threat on the bridge and the contractor was informed of this around 1510 hours.

OVERTIME: Arriving early, staying late for the designers meeting, and communicating with the contractor about the bomb threat meant accruing 2 hours of overtime.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.