

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 540
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 750
Form HC-10A (Rev. 6/80)	04-0120F4	Date	6/5/2008

Weather: Clear and cool

Inspectors Hours	Start	0600	Stop	1700
Shift Hours	Start	0630	Stop	1630

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

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

**Description of Operation:**

Thanh Le is observing the operations at Temp Tower D today and will have the detailed diary. He did inform me that the contractor will be installing elements of the Tower D driving frame throughout the day. By the end of the day they installed bolts in the trusses and braces that were already installed, or installed today. There were three BR203A braces installed today.

Thanh and I spoke at length this morning about the upcoming bolting operation for the Tower D driving frame and its elements. The contractor has submitted that they will use turn-of-nut method as it is described in the Research Council on Structural Connections, (RCSC). We spoke with Alex Schmitt and Francis O'Malley to get their expertise on this type of operation until about 9:45 am. At this time Thanh went out to the field to speak with the foreman, Terry Murray, about the bolting procedure.

It should be noted that in Submittal 657 Rev. 2 the procedure for the work at Tower D driving frames is as follows: Place the FR100A and FR101A frames on the South side with their associated B1 beams, then do the same on the North side. NOTE, since the craftsmanship of the B1 beams came into question during the site visit by Jim Bowers, and the fabricators Quality Control manager came for a visit to see these concerns, the delivery of the final two beams has been delayed, thus delaying installation of the North driving frame. The contractor is assembling the trusses and braces for the South driving frame instead before assembling the North driving frame. The sequence has further been altered to stab the 42" piles into the South driving frame next week, then drive those piles the week of June 16<sup>th</sup>. It should also be

REC'D 08 SEP 04 #006333

noted that the B1 beams in place on the South side have been marked up by the QCM and repairs are to follow, once the Western Gull has left the premises.

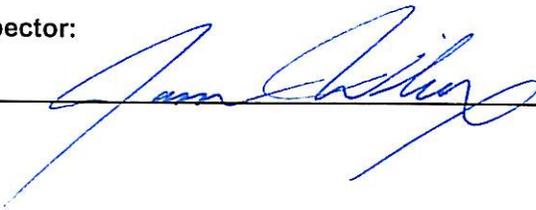
The Western Gull continues to inhabit the nest on the Southwest corner of the T1 footing and the eggs are still intact.

Damon Brown did not come into work today, citing bereavement.

OVERTIME: Arriving early and staying late to document the days operations meant accruing 2 hours of overtime.

**Inspector:**

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.