

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 548
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 758
Form HC-10A (Rev. 6/80)	04-0120F4	Date	6/13/2008

Weather: Clear and warm

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

ASSISTANT STRUCTURE REP.  
JASON WILCOX

CONTRACTOR – ABFJV

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

**Description of Operation:**

Gina Rizzardo, Markian Petrina, Gilel Klebanov, and myself took the boat out to the DB-5 this morning at around 7:00am to observe the testing of the remaining bolts and the driving of the pile that was placed yesterday. The contractor prepared the Delmag D100-13 diesel hammer for driving pile D111 in frame D1. They drove the pile from an elevation at the top of the pile sleeve of 27 m to 32.125 m. Some floating fish were observed and approximately 40 – 50 sea gulls flew around dive-bombing to get them as they floated to the surface. Once the Diesel hammer stopped being effective with driving the pile, they stopped and began to pick and place the remaining three piles of frame D1. I observed them picking and placing the pile for location D112 and it settled under its own weight at an elevation noted on the top of the pile sleeve to be 24.5m. When they started to pick and place the third pile I left the site and Thanh Le witnessed the rest.

Bolting continued this morning using the turn of the nut method. We were shown today by the engineer for Traylor, Mike Edde, the submittal they sent to ABF concerning the change in method. Checked tension of bolts using the small gun, then turning one-half turn and got more than 90 kips of tension. Also checked the torque wrench to see the associated torque for 80 kips of tension. It read about 83 lb-ft on the torque wrench. There was a multiplier working in unison with the wrench, and the correlating torque was about 1500 lb-ft. This torque is the associated torque for 80 kips of tension.

Picked and set the remaining 3 piles of the Southwest frame, D1. Thanh observed the end of the days operations.

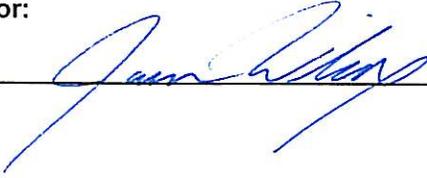
RECT-08 SEP-04 #005389

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

OVERTIME: Arriving early and documenting the days operations and conversations meant accruing 2.5 hours of overtime.

**Inspector:**

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.