

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 551
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 761
Form HC-10A (Rev. 6/80)	04-0120F4	Date	6/16/2008

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)										
		Traylor Dutra										Name Contractor

**Description of Operation:**

Thanh Le is observing the pile driving operation today and will have the detailed diary for the day.

Gina Rizzardo is observing the bolt tightening operation for the day for the Tower D driving frame on the South side of T1. There was some difficulties with the operator of the torque wrench, but this was cleared up by lunch time. Then the crane broke down and the crews were sent home around 2:00pm. Bill O'Sullivan called me to ask how to send over the information regarding the bolting procedure for the drivnig frame. I called him back around 1:50pm and said that sending the information in a transmittal would suffice.

It should be noted that what the contractor is doing out in the field and what they submitted are different. They said that they will use the Research Council on Structural Connections, RCSC, as a basis for installing and testing the A490 bolts on the driving frames. According to our consultant in design, John Denis, these connections on the driving frames need only be "snug-tight" because they are "bearing connections," not "slip-critical." One of the problems is that the "snug-tight" condition implies that the plies of steel are in contact with each other. In order to achieve this, a pneumatic air gun is used to bring the plies of steel together and in turn, a larger than intended tension is imposed on the bolts. When the contractor tries to perform the "turn-of-nut" method the nut will not turn the half turn required by the RCSC. During testing with the Skidmore-Wilhelm, tensions achieved reached between 50 and 90 kips. Well above the "snug-tight" condition of 5 to 10 kips. It has been agreed by John Denis, Gilel Klebanov, Mark Vilcheck, and myself that using the RCSC specifications achieves a higher tension than is necessary per the design. That being said, the contractor is not doing what they propped and their designer needs to be

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aware of this and their acceptance of what has been done in the field is needed. I was assured that the results are going to the contractors designer, Klohn Crippen Berger, for acceptance of the bolting results by Mike Edde. Since the crane broke down, all of the crews on the DB-5 crane have been sent home for the day.

The Western Gull continues to inhabit the nest on the Southwest corner of the T1 footing but there is only one egg left intact. Damon Brown and I visited the site in the morning and saw that one of the eggs was split in two pieces and the yolk was dried up as if it broke some time over the weekend. There was no evidence of the second egg except for some yolk particles a couple feet from the other egg. I called Mark Vilcheck and Courtney Cacace to inform them of this new situation. I asked Damon to begin measuring and preparing to direct the contractors worker to build the plywood barrier to the North of the nest.

The tugboat Becky T, Captain Frank Wouters, and Deck Hand Matt Morton spent 2 hours touring the job site on the water covering T1, E2, and the moorings out in the bay. They circle the areas looking for nesting birds, or evidence of a nest as called for in the Special Provisions and compensated by CCO 13 of this contract.

OVERTIME: Arriving early and documenting the days operations and conversations meant accruing 2 hours of overtime.

**Inspector:**

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.