

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 558
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 768
Form HC-10A (Rev. 6/80)	04-0120F4	Date	6/23/2008

Weather: Clear and very warm

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

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

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

Description of Operation:

Thanh Le is out on the Tower D driving frame today to observe the pile driving operation. He will have the detailed diary for the day. I arrived on the site around 9:30 am to see the contractor driving piles with the Mench MHU-500T hydraulic hammer. During this operation I noticed that the egg of the Western Gull has hatched over the weekend and the hatchling is alive and well. During the pile driving it was also noticed that approximately 60 - 70 sea gulls were flying around and diving for fish that were damaged by the pile driving operation. During the pile driving operation there were 2 piles that had a PDA attached to them. The capacities for these 2 piles, (D114 and D116), were 29.8 MN and 23MN, respectively. The minimum is 13.5 MN.

I called Bill O'Sullivan in the morning to inquire about the mini-memo I wrote on June 10, 2008 concerning the welds on the Tower D driving frame. Since he did not answer his phone I left a message.

I spoke with Steve Carpenter in the morning about meeting up with his nest prevention crew to see how much time was spent performing this operation. We agreed that we would not have to meet up every day and go along with the crew to observe their actions. All we wanted was to ride along with them once to see where their route was and how much time was spent performing the task. I called Steve at 1:00 pm and said that I'd be out there by 1:30 pm for the ride along. Shortly after this call, Damon Brown called me and let me know that he would do it today. He did, and let me know that it took them about 1.5 hours to check around E2, T1, and the moorings out in the bay. Since they are using a tug boat, they are

not going as fast as a crew boat, but they do have a better vantage point from the top of the front bumpers of the tug. In doing this they are not using time by getting off the boat to check the areas of concern.

Toward the end of the day I drafted a response to Submittals 705R00 and 705R01, but PMIV was not operating properly and I was not able to send them out.

The Western Gull continues to inhabit the nest on the Southwest corner of the T1 footing, only now there is a hatchling as well. The egg must have hatched over the weekend.

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: Accrued 2 hours of overtime covering the contractors hours.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.