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| STATE OF CALIFORNIA | Job Stamp | 7-day Const. Calendar | Day No. 665 |
| DEPARTMENT OF TRANSPORTATION | SFOBB SAS | Project Work Day No. | Day No. 875 |
| Form HC-10A (Rev. 6/80) | 04-0120F4 | Date | 10/8/2008 |

Weather: Partly cloudy and cool

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|------------------|-------|------|------|------|
| Inspectors Hours | Start | 0700 | Stop | 1700 |
| Shift Hours | Start | 0630 | Stop | 1630 |

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – ABFJV

| | | HOURS - ITEM NO. | | | | | | | | | | | |
|-------------------------|---------|------------------|----------|--|--|--|--|--|--|--|--------------|--|------|
| EQUIPMENT AND/OR LABOR: | | REGULAR | OVERTIME | | | | | | | | IDLE OR DOWN | REMARKS | |
| Equip. # | NO. MEN | | | | | | | | | | | DESCRIPTION (Of Equipment or Labor) | Name |
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Description of Operation:

I arrived at the XKT shop on Mare Island this morning to meet with John Callaghan at 8:00 am. The XKT shop is where the Tower F and G driving frames are being fabricated for American Bridge Flour, ABF. Prior to entering the shop, we spoke with Alfred Bottini briefly to go over what I was there to observe. I told him I was interested in seeing the shop and getting some information on the day to day operations. I was not there to inspect welds for quality or conformance with the plans, rather to get an idea of what would be included in the acceleration of the F driving frame fabrication. Entering the shop, we saw one of the 8-sleeve components of the F driving frames North node. There were 5 pile sleeves in position, and the sixth sleeve was being placed in the top-center of the picture, as we were watching. See picture below:

46.02



The box sections in the foreground are supposed to be for the portion of this component to the left in the picture, above the orange manlift. This component is closest to the northeast corner of the shop, with access to two doors and is in the final location for fabrication. Prior to being in this position, the bottom four piles are welded to each other to make sure they are in line with each other, and this is done in the shop just to the left, in this picture. See the next picture to see.



In this section of the shop, the two 8-sleeve components of the driving frame are being assembled and welded. The picture above is where the sleeves are laid down and portions of the frame are attached. Once they are attached, the welders come over and go to work welding the connections.

Now that there is an acceleration of the South Tower F driving frame, there are no workers fabricating the box sections for the Tower G driving frames. This is in turn delaying when the workers can start there. Since the work on the G driving frames is being delayed, and XKT has a delivery date for ABF, XKT will have to accelerate the G driving frame as well.

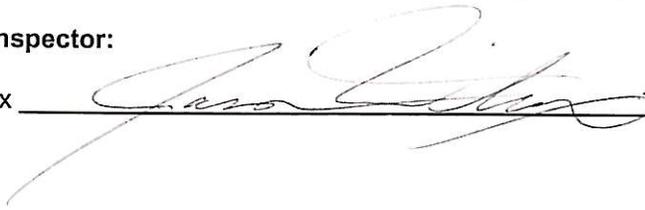
As we walked through the facility, topics were discussed about the normal fabrication schedule as well as what they planned to do in the future to expedite the F driving frame. Al started by saying that this northeast portion of the shop has been used to place and weld up the 8-sleeve components for the F driving frame.

Hours of work were discussed as well. I asked Al what the normal shift hours were prior to the acceleration schedule and he said it was typically Monday through Friday, either 8 or 10 hour shifts, and sometimes on Saturday if needed. As of now they plan to work Monday through Saturday with 10 hours shifts, with the possibility of working 12 hour shifts, and Sunday as well.

OVERTIME: Accrued 1 hour of overtime today covering the contractors operations.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.