akm]

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Form HC-10A (Rev. 6/80)

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar: 974
Project Work Day No.: 1184

Date 08/13/2009

| Inspectors | Start | 09:40 | Stop | 10:40 |
|---|---|---|---|---|
| Hours | | 13:00 | | 14:00 |
| Shift Hours | | 07:00 | | 15:30 |

**ASSISTANT RESIDENT ENGINEER'S**

**CONTRACTOR – ABFJV, Sub SDI**

**HOURS - ITEM NO.**

EQUIPMENT AND/OR LABOR:

| Equip. # | NO. MEN | DESCRIPTION (Of Equipment or Labor) | #37 Cable Tie -Down | | | | | | | | | IDLE OR DOWN | REMARKS Name | REMARKS Contractor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | Field Superintendent | | | | | | | | | | 8 | Ralph Craig | SDI |
| 2 | 1 | Ironworker Journeyman | | | | | | | | | | 8 | James Carriker | SDI |

**Weather:** Sunny with mild to warm temperatures – Hi 81°F Low 58°F (per weather.com forecast)

**Description of Operations @ W2 Cap Beam:**

ABF

- Continued to weld stitch plates and horizontal braces near W2E and W2W, see Lalit's diary for more details as he is the lead worker on this operation. ABF had a inspector named Barry Drake from Smith Emery onsite to check the welding of the horizontal braces to the soffit beams.
- Continued to make holes in the suspended platform timber to facilitate HDPE pipe sheathing installation.
- Installed walkway underneath the W2W top pier slab for access to connect the galvanized dressers.
- Began drilling holes for the #19 dowels to be expoxied at the east face of the W2W construction joint.

SDI

- Were not onsite today due to the fact that the bottom bearing pipe assemblies couldn't be installed due to the rust found on the inner face of the pipes. Also ABF has to provide more access for the SDI ironworkers to complete installation of the HDPE pipe sheathing.

**Office work:**

- Continued to investigate specifications regarding the rust found on the inner face of the bottom bearing pipes. Gil, Lalit and myself determined that there was no clear language on the rust found on this steel.
- Attended bi-weekly SAS Safety and staff meeting at 8:00am.
- Reviewed how to use the air monitoring device with Alex Coloma prior to entering the confined space.
- Reviewed the "Code of Safe Practices" for entering a confined space.
- Filled out paperwork(attached to this diary) regarding confined space entry into the W2E and W2W caissons.

**Inspector:**

Matt Bruce Matt Bruce Transportation Engineer (D)

REC'D '09 AUG-28 #010885

| | |
|---|---|
| EA | 04-0120F4 |
| Co-Rte-KP (PM) | SF-080-13.2/13.9 (8.2/8.7) |
| Structure Rep. | Rick Morrow |

| | | | |
|---|---|---|---|
| File Name: | Aug-13-2009 W2 Cap 009 | | |
| Date: | 08-13-09 | By Int: | 08-13-09 |

Description: Looking down at the W2E caisson foundation grillage. This caisson is classified as a confined space. ABF foreman was notified prior to me entering and Massoud was the lookout person. The air was checked with a Caltrans monitor from the top prior to entry. This was done by lowering the device with a 30m long tape and listening for the beep. I did a preliminary inspection of the grillage at W2E and W2W and found no significant damage. However it was hard to see the steel in the shadows

| | | | |
|---|---|---|---|
| File Name: | Aug-13-2009 W2 Cap 011 | | |
| Date: | 08-13-09 | By Int: | M Bruce |

Description: Rust found on the bottom bearing pipe assemblies. The rust couldn't be scrapped off the steel with a fingernail.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**CONFINED SPACE ENTRY CHECKLIST**

PM-S-0040A (REV. 5/1998)

**FORM AUTHORIZED FOR ONE SHIFT ONLY**
**NEW FORM MUST BE COMPLETED FOR EACH SUBSEQUENT SHIFT**

*This form must be readily available at the confined space during the time work is in progress. After work is completed, give to your supervisor for retention.*

DESCRIBE WORK TO BE DONE

INSPECT CABLE-TIE-DOWN GRILLAGE IN W2 CAISSONS

| DATE AUTHORIZED | TIME AUTHORIZED |
|---|---|
| 08/13/09 | 13:00 FROM TO 15:00 |

LOCATION OF CONFINED SPACE

W2 PIER ON THE EAST END OF YBI

LOCATION OF WORK WITHIN CONFINED SPACE (DRAW SKETCH BELOW, ESTIMATE AND SHOW DISTANCE AND DIRECTION FROM WORK ACCESS)

CAISSON ~ 16m FROM O.G.

| | | |
|---|---|---|
| **PRE-WORK APPROVAL** | CREW SUPERVISOR'S SIGNATURE: Gill Kelleher | DATE *(Must be signed on date of issue)*: 08/13/09 |
| **CONFINED SPACE ENTRY APPROVAL** | ENTRY SUPERVISOR'S SIGNATURE | DATE *(Must be signed on date of issue)* |

EMPLOYEES AUTHORIZED TO ENTER CONFINED SPACE

| | | |
|---|---|---|
| ENTRY SUPERVISOR | | |
| LOOKOUT PERSON/ATTENDANT | Masoud Madanlou | |
| ENTRANTS | Matt Bruce | |

*CHECKLIST ON OTHER SIDE MUST BE COMPLETED BEFORE ENTRY*

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

# CONFINED SPACE ENTRY CHECKLIST

PM-S-0040B (REV. 5/1998)

NOTE: THE ENTRY SUPERVISOR INITIALS ITEMS 1-3 AND 5-7. ENTER SPACE ONLY AFTER THE PROCEDURES LISTED BELOW HAVE BEEN COMPLETED.

| | INITIAL |
|---|---|
| 1. Review *Code of Safe Practices* for entry and work in confined spaces. | MB |
| 2. Review emergency/rescue procedures. Ensure emergency rescue equipment/personnel are available for removing disabled worker from space. | MB |
| 3. Assure that confined space has adequate ventilation. | MB |

| 4. Atmospheric testing | ENTRANCE | | INSIDE | |
|---|---|---|---|---|
| | METER READING | INITIAL | METER READING | INITIAL |
| % Oxygen | 20.9 | MB | 20.9 | MB |
| Combustibles (%Lower Explosive Limit - LEL) | 0 | MB | -2 | MB |
| Carbon Monoxide | 0 | MB | 0 | MB |
| Hydrogen Sulfide | 0 | MB | 0 | MB |

NOTE: If the atmosphere tests hazardous - **STOP - DO NOT ENTER**; contact entry supervisor. Hazardous is defined as oxygen level below 19.5%, or a combustible gas content greater that 1% LEL, or carbon monoxide greater than 25 ppm, or hydrogen sulifide greater than 10 ppm.

| | INITIAL |
|---|---|
| 5. Suitable lighting provided in work area. | MB |
| 6. Effective means of providing continuous communication between standby person and worker(s) in confined space. | MB |
| 7. Assure that atmosphere will be tested during work within confined space. NOTE: If atmosphere becomes hazardous, all workers shall STOP WORK and LEAVE CONFINED SPACE IMMEDIATELY - DO NOT RE-ENTER; contact entry supervisor. | MB |

I have determined to my satisfaction that the above procedures have been completed and it is safe to enter and work in this confined space.

ENTRY SUPERVISOR'S SIGNATURE

LOOKOUT PERSON/ATTENDANT'S SIGNATURE

INITIALS OF OTHER WORKERS/ENTRANTS ENTERING CONFINED SPACE

MB

| | Date | Start | Time | CO(PPM) | TWA(CO) | STEL(CO) | H2S(PPM) | TWA(H2S) | STEL(H2S) | O2(%) | LEL(%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 179 | 8/13/2009 | Period#5 | 11:08 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 180 | 8/13/2009 | Period#6 | 11:16 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.5 | 0 |
| 181 | 8/13/2009 | | 11:17 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 182 | 8/13/2009 | | 11:18 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 183 | 8/13/2009 | | 11:19 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 184 | 8/13/2009 | | 11:20 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 185 | 8/13/2009 | | 11:21 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 186 | 8/13/2009 | Period#7 | 13:15 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 187 | 8/13/2009 | | 13:16 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 21.1 | 0 |
| 188 | 8/13/2009 | | 13:17 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 189 | 8/13/2009 | | 13:18 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 190 | 8/13/2009 | | 13:19 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 191 | 8/13/2009 | | 13:20 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 192 | 8/13/2009 | | 13:21 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 193 | 8/13/2009 | | 13:22 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 194 | 8/13/2009 | | 13:23 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 195 | 8/13/2009 | | 13:24 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 196 | 8/13/2009 | | 13:25 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 197 | 8/13/2009 | | 13:26 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 198 | 8/13/2009 | | 13:27 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 199 | 8/13/2009 | | 13:28 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 200 | 8/13/2009 | | 13:29 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 201 | 8/13/2009 | | 13:30 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 202 | 8/13/2009 | | 13:31 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 203 | 8/13/2009 | | 13:32 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 204 | 8/13/2009 | | 13:33 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 205 | 8/13/2009 | | 13:34 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 206 | 8/13/2009 | | 13:35 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 207 | 8/13/2009 | | 13:36 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 208 | 8/13/2009 | | 13:37 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 209 | 8/13/2009 | | 13:38 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 210 | 8/13/2009 | | 13:39 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 211 | 8/13/2009 | | 13:40 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 212 | 8/13/2009 | | 13:41 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 213 | 8/13/2009 | | 13:42 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 214 | 8/13/2009 | | 13:43 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 215 | 8/13/2009 | | 13:44 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 216 | 8/13/2009 | | 13:45 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 217 | 8/13/2009 | | 13:46 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 218 | 8/13/2009 | | 13:47 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.6 | 0 |
| 219 | 8/13/2009 | | 13:48 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |

| | Date | Start | Time | CO(PPM) | TWA(CO) | STEL(CO) | H2S(PPM) | TWA(H2S) | STEL(H2S) | O2(%) | LEL(%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 220 | 8/13/2009 | | 13:49 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 221 | 8/13/2009 | | 13:50 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 222 | 8/13/2009 | | 13:51 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 223 | 8/13/2009 | | 13:52 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 224 | 8/13/2009 | | 13:53 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 225 | 8/13/2009 | | 13:54 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 226 | 8/13/2009 | | 13:55 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.7 | 0 |
| 227 | 8/13/2009 | | 13:56 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 228 | 8/13/2009 | | 13:57 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 229 | 8/13/2009 | | 13:58 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 230 | 8/13/2009 | | 13:59 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 231 | 8/13/2009 | | 14:00 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 232 | 8/13/2009 | Period#8 | 15:12 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |
| 233 | 8/13/2009 | | 15:13 | 0 | 0.2 | 0.0 | 0 | 0.0 | 0.0 | 20.9 | 0 |

Note: The last calibration date and the alarm set values in this rep are the instrument settings taken at the time of download and are not necessarily those taken when data were logged.

Instrument: M40, S/N: 0606130-050
Number of sensors installed: 4 (CO, H2S, O2, LEL)
Last calibration date: Tuesday, August 04, 2009
Session started @ 13:37 Wednesday, June 17, 2009
Session ended @ 15:13 Thursday, August 13, 2009

Sensor installed: CO
Maximum = 25 PPM @ 11:17 7/2/2009
Minimum = 0 PPM @ 13:37 6/17/2009
Lo alarm = 25
Hi alarm = 70
TWA:
Data was logged with TWA time base set to 8 hour(s).
Final TWA = 0.2 PPM @ 15:13 8/13/2009
TWA alarm = 35
STEL:
Maximum = 7.5 PPM @ 11:24 7/2/2009
Minimum = 0.0 PPM @ 13:37 6/17/2009
STEL alarm = 400

Sensor installed: H2S
Maximum = 0 PPM @ 13:37 6/17/2009
Minimum = 0 PPM @ 13:37 6/17/2009
Lo alarm = 10
Hi alarm = 20
TWA:
Data was logged with TWA time base set to 8 hour(s).
Final TWA = 0.0 PPM @ 15:13 8/13/2009
TWA alarm = 10
STEL:
Maximum = 0.0 PPM @ 13:37 6/17/2009
Minimum = 0.0 PPM @ 13:37 6/17/2009
STEL alarm = 15

Sensor installed: O2
Maximum = 21.1 % @ 13:16 8/13/2009
Minimum = 20.4 % @ 15:54 6/17/2009
Lo alarm = 19.5
Hi alarm = 23.5

Sensor installed: LEL
Maximum = 0 % @ 13:37 6/17/2009
Minimum = 0 % @ 13:37 6/17/2009
Lo alarm = 10
Hi alarm = 20

Comments// Used by Matt Bruce