

MSV

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 1021
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 1231
Form HC-10A (Rev. 6/80)	04-0120F4	Date	9/29/2009

Weather: Overcast and cool (AM)
Cloudy and cool (PM)

Inspectors Hours Start 0630 Stop 1600

Shift Hours Start 0700 Stop 1530

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – American Bridge - Fluor JV

HOURS - ITEM NO. 8											REMARKS	
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor) American Bridge	REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY				IDLE OR DOWN	Name Contractor	
											Name	Contractor

Description of Operation:

Erect Temporary Truss and Towers: Mobilize for Placing FS E17 to FS E20

FIELD WORK:

The Left Coast Lifter was at pier 7 this morning with the barge that has the truss segments spanning Field Splice E17 to FS E20. In the afternoon both pieces were brought out to the site for erection tomorrow.

Masoud Modanlou is observing the field activities and will have the detailed diary for the day.

OFFICE WORK:

- Diary work
- 0800 hrs Staff meeting
- Drafted a response for Submittal 691R10 – Temp Tower Foundations Tower H
- Reviewed Submittal 1350 – Temp Works Erection Plan – FS E17 to FS E20
- Drafted a reponse for ABF-CAL-LTR-001233 regarding RFCO No. 070, Pier E2 Top of Footing Elevation
- 1330 hrs Construction meeting with ABF

REC'D H31 NOV-04 #011377

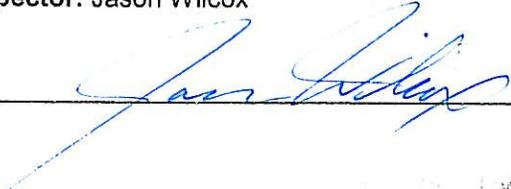
CONVERSATIONS:

During the 1330 hrs meeting, the following was discussed:

- Upcoming operations include moving the Left Coast Lifter and the truss segment out to E2 for erection tomorrow.
- The B1 beam repairs have been accepted by the Quality Control Manager, Jim Bowers, and ABF considers this finalized.
- The acceptance of the foundation work completed by Traylor Dutra for the Temp Towers has been drafted up and is being circulated around the office. It will take a while for all of the reviews to take place.
- There is a gap between the top of Towers and the bottom of the trusses. John Callaghan said they are going to place a flowable epoxy, possibly Chockfast Orange, into the formed locations so there will be complete bearing between the towers and the trusses. Kohn Crippen Berger is aware of the intentions of ABF in this matter and an RFI is forthcoming. It was said that even though there is a gap, the bolts could not be tightened any more, so once the gap is filled with the chosen material, the tension in the bolts will hold, and the material will prevent the closing of the gaps, reducing the chance of tension loss in the bolts.

OVERTIME: No overtime accrued today.

Inspector: Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.