

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 679
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 889
Form HC-10A (Rev. 6/80)	04-0120F4	Date	10/22/2008

Weather: Clear and warm

Inspectors Hours	Start	1000	Stop	2030
Shift Hours	Start	0630	Stop	0630

ASSISTANT STRUCTURE REP.  
JASON WILCOX

CONTRACTOR - TRAYLOR DUTRA JV

REC'D '08 NOV-19 #00771E

		HOURS - ITEM NO.										REMARKS			
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY							IDLE OR DOWN	Name	Contractor
		Traylor Dutra													
		Foreman	8	2	2.5									Terry Murray	TD
		Crane Operator	8	2	2.5									Joe Boracci	TD
		Operator	8	2	2.5									Theo Rohr	TD
		Operator	8	2	2.5									Phil Baker	TD
		Pile Driver	8	2	2.5									Todd Labar	TD
		Pile Driver	8	2	2.5									Adam Price	TD
		Pile Driver	8	2	2.5									Richard Heibr Jr	TD
		Pile Driver	8	2	2.5									Gilbert Moya	TD
		Pile Driver	8	2	2.5									Brad McNally	TD
		Pile Driver	8	2	2.5									Robert Utley	TD
		Pile Driver	8	2	2.5									Ventura Ochoa	TD
DB-5	1	Derrick Barge Crane	24												
MORTY	1	Material Barge	24												
P-241	1	Genie Man Lift	24												
L-480	1	Multiquip Generator/Welder	24												
	1	Pile Picking Device	4												
Ape 600	1	Vibratory Hammer	1									11			
Ugly	1	Flexifloat Barge for F frame	24												
L-472	1	Generator	12												
L-625	1	Light Assembly	12									12	Lights used during	Night shift only	
L-628	1	Light Assembly	12									12			
L-627	1	Light Assembly	12									12			
L-626	1	Ligh Assembly	12									12			

L-624	1	Light Assembly	12									12		
D-100	1	Delmag Diesel Hammer										24		
M-500	1	Menck Hydraulic Hammer										24		
P-44	1	Caterpillar Forklift										24		
P242	1	Genie Manlift										24		
L-270	1	D185Q Compressor										24		
	4	Red-D-Arc welding Generators	12									12		
	4	LN-25 Welding Machines	12									12		
		Foreman		2	2	8							Lee Tacker	TD
		Crane Operator		2	2	8							Bud Germany	TD
		Operator		2	2	8							Gary Lewis	TD
		Operator		2	2	8							Steve Gordon	TD
		Piledriver		2	2	8							Jacob Lavash	TD
		Piledriver		2	2	8							Steve McGrew	TD
		Piledriver		2	2	8							Matt Morton	TD
		Piledriver		2	2	8							Dan Vega	TD
		Certified Welding Inspector		2	2	8							Andrew Coffman	Smith Emery
		Certified Welding Inspector		2	2	8							Ken Chelapi	Smith Emery

### Description of Operation:

I came in at 10:00 AM to work the swing shift. The hours of the crew above are the ones they worked, verified by checking who was on site at the beginning and end of each shift. I observed the rest of the day shift, and the beginning of the night shift. Tomorrow morning I will confirm that the night shift workers are still present and document their progress. Today, Thanh Le observed the morning work and will have the detailed diary for that time.

Thanh left the site around 2:00 PM, and I arrived on site at 2:30 PM. I observed that pile F133 was Ultrasonically Tested while I was away. This leaves the other 3 piles to be completed. Of these, there is a worker welding out F135 and is approaching the 90% completion point. The top portion of F136 is in place with 1/4" plates in between the top and bottom to maintain the 1/4" root gap. The root was accepted to begin running the root pass at 3:00 PM. At this time the top portion of F134 is being prepared on the Morty barge for picking and placing.

At 4:30 PM the first portion of the root for F136 was Magnetic particle Tested and accepted. This is the area between the guide plates. I was told the CWI was going to MT the subsequent passes until the full root gap was bridged, connecting the top and bottom piles. This first root pass bridged half way across the root gap. By 6:00 PM I observed that there was no other MT being done on the root area of F136, so I asked Gary Ersham if they performed a second MT on the second half of the root. He said there was a big discussion between he, Mike Johnson, and Ventura Ochoa about this and they decided that since the first half of the root was MT'd, they were not going to MT the second portion of the root. Since the backing bar and the bottom pile were welded together, that constituted the root weld. I said this was not completely true, and that the root constituted the entire root being bridged from top pile to bottom pile. Mike continued to say that testing each pass was not needed since they were going to Ultrasonically Test the weld anyway. Gary and Andrew Coffman, the night shift CWI, spoke at the end of the shift, around 6:15 PM, and Gary said that Andrew agreed with what I said. While this discussion was going on the welder was given the OK to weld with the wire LN-25 welding machine for the second half of the root and continue to fill the joint so they could remove the crane from the top of the pile. Andrew and I spoke about this and he said he was going to MT the splice weld at F136 before any more weld was placed. By the time I left for the night, no more weld was done here.

One worker was working on F135 all day, and by the end of his shift he said the weld was done and ready for UT. Since it was the end of the shift, they decided to wait for the night shift CWI to UT it. It turned out that once the night CWI arrived, he was told to go UT the weld. He calibrated the machine and came out to test it, but upon looking at it, it was apparent that it was not ready. There were areas the weld

was higher than 1/8" and other areas that were not flush to the surface of the pile. Both of which are called for by AWS D1.1 to be acceptable.

By the time I left at 8:15 PM the following is the progress:

F133: Complete and UT'd.

F134: Ready for top pile to be placed.

F135: Complete and needs UT.

F136: Root complete except under the guide plates.

Bolt torquing was performed all day, finishing the middle bottom connections and moving on to the southwest corner connections.

OVERTIME: I worked 10 hours today, of which 2 hours are overtime observing the contractors operations.

**Inspector:**

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.