STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 762
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 972
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**1/13/2009**

Weather: Cool (AM), Mild and Clear (PM)

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

ASSISTANT STRUCTURE REP.

JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

HOURS - ITEM NO. 8

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor) Traylor Dutra	REGULAR	OVERTIME	DOUBLE TIME	NIGHT PAY						IDLE OR DOWN	REMARKS Name	REMARKS Contractor

Description of Operation:

Erect Temporary Towers: TTFN Pile Splicing and TTFS Pile Cutoff

Field Operations:

The first of the 48" battered piles was picked and placed this morning for splice welding, pile F104. Thanh Le observed this, but had to leave at lunch time for an appointment. I observed the operation for the afternoon. The Contractor is planning to splice piles F101, F104, F109, and F112 by Thursday morning. Of these, piles F101, F104, and F112 will be the last of the PDA piles for the North node of Tower F. There was one worker welding the seal welds on the pile tops that closes the gap between the backing bar and the back of the weld joint. These gaps are there due to imperfections in the fit up of the backing bar and the rolling process of the piles. By 1600 hours the new CWI Andrew Erthum performed the U/T inspection of the splice weld on F104 while Mike Johnson performed U/T after him in a QA role, testing about 50% of the weld. At this time the crane was detached from the pile top of pile F112, which had approximately 75% of the weld material on it.

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I was informed this morning that Traylor Dutra is planning to bring out the Big Digger to the South frame of Tower F in preparation of the grouting of the battered piles there. There has been talk that they may try to move all of the grouting equipment on to the DB-5 from the Big Digger, but this has not been confirmed as of yet.

The crew of the Big Digger was on site in the afternoon cutting off the pile tops. The six – 42" piles on the East and West sides of the frame are all that are left to cut off.

CHANGE ORDER WORK: Robert Utley fabricated the plywood and 2"x4" pile caps to rpevent birds from flying down into the piles. He performed this most of the day.

I accompanied Art Pannu and Mark Vilcheck to the field to torque test some bolts that are on the preassembled truss work that came in from China. There was no QC/QA reports or paperwork of any kind that came with the shipment to prove there was any approved procedure followed. The bolts were rusted from having been assembeled upwards of a month ago, then shipped over the sea on a month journey going through shifting forces of the waves. Without having another wrench on the bolt side, the whole assembly would move at or around 1000 ft-lbs. Sometimes the nut would move and other times the bolt and nut would move independently of each other.

Office Work:

*Organized submittals, transmittals, and RFI's for the Temporary Towers.
*Reviewed diaries

Conversations:

I spoke with Courtney Cacace about pile driving at the North node of Tower F. Phil Thorson of SRS consulting, mammal monitoring, was under the impression that pile driving will commence this upcoming Wednesday, January 14. I informed her that Traylor was not able to begin splice welding on the first of three piles until this morning, delaying the pile driving until Thursday, January 15th.

OVERTIME: Accrued 2 hours of overtime covering the Contractors hours

Inspector:

Jason Wilcox _____ Transportation Engineer (D)/Asst. Structure Rep.