STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 496
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 696
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**4/22/2008**

Weather: Cloudy, cool, and breezy

Inspectors Hours	Start	0600	Stop	1700
Shift Hours	Start	0630	Stop	1700

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:

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

Description of Operation:

Out at Yerba Buena Island the crew with Drilltech is excavating at B1. This work was observed by Seong-Hyeok Song in the morning and afternoon while Gina Rizzardo observed it from about 1000 hours to about 1200 hours.

It was observed that the micropiles at both A1 and B2 were grouted to the top of the pipe casing of each pile. The results from testing the piles at A1 were acceptable, so this grouting was acceptable as well. However, not all of the piles at B2 were tested to 133% of the design load, so this grouting was being done at the Contractors risk.

At the Temporary Tower D location, the CB-11 crane barge began picking piles off the adjacent barge and setting it in the water to be driven around 0900 hours. They connected the Ape vibrating hammer and started to drive the pile around 1430 hours. It should be noted that they submitted a workplan for driving piles, but it was rejected for a second time recently. I called Bill O'Sullivan to see if he knew what Traylor was doing and he said that ABF let Traylor-Dutra know that they could not start driving piles until a plan was accepted. He also said he would call me back, but did not. At the 1330 meeting the topic was discussed and it was agreed that Traylor will have to abide by the proposed workplan for driving the falsework piles, but that they are continuing at their own risk. Since there is no approved plan for the Contractor to abide by while driving piles, Damon Brown went out to the site to observe and report what the Contractor is doing. Apparently they tried driving the first row of piles on the South side of footing T1, namely the Western most 42" diameter pile. They could not drive the pile very deep, approaching the 17 meter mark, before stopping for the day. I was informed that they will be working 9 hour days.

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Working on what information to ask Bill O'Sullivan about, concerning welds on the D driving frame, lasted until about 1700 hours. Since I had a doctors appointment in the morning, no overtime was accrued for the day.

Inspector:

Jason Wilcox _____ Trans Engineer (D)/Asst. Struct. Rep