STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 574
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 784
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**7/9/2008**

Weather: Cloudy and warm

Inspectors Hours	Start	0630	Stop	1500
Shift Hours	Start	0630	Stop	1700

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – ABFJV

HOURS - ITEM NO.

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:

Thanh Le is observing the pile driving of the last two piles with Gina Rizzardo. Thanh is observing the PDA operator while Gina is counting hammer blows along side the Geotechnical engineer for Klohn Crippen Berger, Manuel Reyes. The morning saw a lot of preperation for the PDA connections and running the leads for the computer that runs the program. Around 9:50 am a seal was observed in the area so the pile driving could not start until at least 15 minutes passed without another sighting. The time passed and the driving started around 10:40 am on pile D101, on the northwest corner of the North frames West side. Gina or Thanh will have the final data for this operation. I observed the driving of this one pile until practical refusal, when the last 250 mm had at least 80 blows, and the final 25 mm had at least 8 blows. After the second, and last, pile for the North frame was driven, the crane was moved to the South side for re-tapping of the South piles. Today marks the 15th day after the initial driving, and according to the contract they are allowed to re-tap the piles to confirm proper setup on the piles. The criteria for acceptance is to drive the pile either 75 mm, or a minimum of 50 blows with the Menck MHU-500T hydraulic hammer. Over the first 75 mm the hammer hit 5 blows for the first 25 mm, 5 blows for the second 25 mm, and 7 blows for the last 25 mm, totaling 75 mm. This pile had an initial capacity of about 30 MN, but upon the first re-tap, it had about 18 MN and by the end of the third tap they achieved about 22 MN. The geotech did not like this so they drove the pile another 75 mm, getting 9 blows for the first 25 mm, 10 blows for the second 25 mm, and 13 blows for the final 25 mm. The final capacity was around 28 MN. The geotech accepted this information for now and they stopped for the day.

REC'D *08 SEP-05 #006367

The tugboat Becky T, Captain Frank Wouters, and Deck Hand Matt Morton spent 2 hours touring the job site on the water covering T1, E2, and the moorings out in the bay. They circle the areas looking for nesting birds, or evidence of a nest as called for in the Special Provisions and compensated by CCO 13 of this contract.

The Western Gull and its hatchling continue to inhabit the nest on the Southwest corner of the T1 footing and the fledgling is walking around.

OVERTIME: No overtime today because of an optometry appointment.

Inspector:

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