

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 594
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 804
Form HC-10A (Rev. 6/80)	04-0120F4	Date	7/29/2008

Weather: Cloudy and cool

Inspectors Hours	Start	0630	Stop	1600
Shift Hours	Start	0630	Stop	1500

ASSISTANT STRUCTURE REP.
JASON WILCOX

CONTRACTOR – ABFJV

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

Description of Operation:

The second re-tap of the South driving frame piles began today at Tower D. While the operator of the PDA, Mike Holloway, came to the site and set up the machine for analysis, it was noticed that there was a letter from Klohn Crippen Berger (KCB) on the table. In short, it said that KCB would like Traylor Dutra (TD) to perform a second restrike on the South frame piles, but to raise the refusal criteria to 12 or more blows per 25mm. This was the first any of us in Caltrans heard of this. Thanh Le, Gina Rizzardo, and myself got together and spoke with Manuel Reyes, the geotech for KCB, so that we were all on the same page with the refusal criteria. Gina and Thanh will have their own diaries for the days operation as well as the raw data from blow counts and PDA analysis.

I observed the first 4 piles being restruck for the second time, namely D109, D110, D111, and D112. Initially, pile D109 was restruck, and driven approximately .6 meter before the desired resistance was achieved. They then moved the Menck MHU 500 hammer over to the next pile, D110. Here they drove until they achieved 10 blows per 25mm a couple times in a row. After this pile was driven, Manuel decided to continue restriking until they achieved 5 consecutive counts of at least 12 blows per 25mm. Once this criteria was set, they came back to strike D109, for the third time. This criteria was used for the remainder of the piles. On the data sheets, over the 1 hour between the end of the second re-tap, and the beginning of the third re-tap, the pile went from a capacity of 26.2 MN to 25.3 MN, a loss of .9 MegaNewtons over about an hour.

This second set of re-tapping the piles has shown that they all lose a certain amount of capacity over the waiting period. In most instances, the piles have lost between 2 and 10 Mega Newtons capacity. This drop in capacity is similar to the drop in capacity over the first 15 day waiting period between the initial driving and the first re-tap of the piles. Even though there is a drop in capacity upon the re-tap, it should be noted that the reading at the beginning of the re-tap is still above the minimum required by the

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by the contract, or 13.5 MN. Looking at the table on Gina Rizzardos diary, (attached here too), the individual capacities are noted under the RMX columns. As noted in the re-tap columns, some piles required more driving than others. The two East-most piles of the South frame needed to be driven more than the others.

By the end of the day all 8 piles were re-tapped and accepted by Manuel Reyes for KCB and the Big Digger crane barge was moved to the East side of the North driving frame for re-tapping of the 8 piles there. This will be the first re-tap here.

The Western Gull fledgling is still walking around, but not flying yet.

OVERTIME: Accrued 1 hours of overtime covering the contractors hours.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.