STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

TOLL PROGRAM/DIST. 4 CONSTR.

Job Stamp:
04-SF-80-13.2/13.9 04-0120F4
SFOBB SAS
San Francisco Co. in San Francisco
Fm 0.6 km to 1.3 km East of Yerba Buena
Tunnel East Portal

7-day Const. Cal.: 595
Project Work Day: 805
Date the Shift Began: 7/30/08
☐ NIGHTWORK WEDNESDAY

Shift Hrs	Start	6:30	Stop	15:00
Engineer's Hrs	Start	7:00	Stop	15:30

ASSISTANT RESIDENT ENGINEER'S DAILY REPORT
BRIDGE

Location: Temporary Tower D - DB-5
Remark:

Report No. 46.B

Weather: Fog, 61° - 71°

ITEM NO. >>	8					
Furnish Temporary Towers						IDLE OR DOWN/ ELSEWHERE
RT						< RT/OT

Prime	American Bridge / Fluor JV	(P)
Sub #1	Traylor-Dutra JV	(1)
Sub #2		(2)
Sub #3		(3)
Sub #4		(4)
Sub #5		(5)

EQUIPMENT AND/OR LABOR:

EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)

REMARKS

Name	Classification	Prime / Sub

SEE THANH LE'S DIARY FOR CONTRACTOR'S OTHER EQUIPMENT AND LABOR DESCRIPTIONS

Description of Operation:

Traylor-Dutra retapped all 8 piles (4 PDA, 4 non-PDA) in the North Driving Frame
- I monitored the PDA data while Thanh Le monitored the blow counts. I compiled a master spreadsheet with all the retapping data, see attached.

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT: 0.0	INSPECTION

GINA RIZZARDO — TE/CT
Title

REC'D '08 OCT-08 #007058

PILE	Initial Driving Date	First Retap Date & Time	Days Elapsed	Second Retap Date & Time	Total Days Elapsed	Third Retap Date & Time	*First Retap Blowcount (Bl./25mm)	Second Retap Blowcount (Bl./25mm)	**Third Retap Blowcount (Bl./25mm)	PDA DATA																	
										Initial PDA			First Retap PDA						Second Retap PDA						Third Retap PDA**					
													B.O.D.			E.O.D.			B.O.D.			E.O.D.			B.O.D.			E.O.D.		
										RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)
D101	9-Jul-08	7/30/08 13:35	21				7 7 6 7 7 7 9 8 9 9 10 12 12 15 16 16			27	462	250/n/a***	20	419	236/249	31.6	433	242/252												
D102	8-Jul-08	7/30/08 13:06	22				6 12 12 12 12 12 12																						
D103	9-Jul-08	7/30/08 11:50	21				8 14 16 18 16 23			37.4	414	246/286	29.5	394	230/253	36.7	452	247/272												
D104	8-Jul-08	7/30/08 11:36	22				4 7 7 10 11 13 15 12 13 12																						
D105	8-Jul-08	7/30/08 10:53	22				5 6 5 6 6 6 8 7 7 6 7 9 8 8 8 8 9 8 8 9 8 9 8 10 7 9 10 9 9 8 9 8 8 8 10 9 9 9 11 10 11 10 12 11 11 11 12 10 11 10 13 11 11 10 11 12 9 11 13 12 13 10 18 18 18 18 18																					
D106	8-Jul-08	7/30/08 9:57	22				5 5 5 7 6 5 6 6 7 7 7 6 6 7 7 7 8 7 7 7 7 8 8 6 7 7 7 9 6 8 8 7 8 8 9 8 9 8 9 8 8 8 8 10 10 14 12 10 13 12			23.3	405	241/276	17.1	422	235/243	24.7	404	238/245												
D107	8-Jul-08	7/30/08 9:35	22				4 4 4 4 5 5 7 5 5 7 7 7 8 7 8 8 11 8 10 14 10 13 10 12 9 12 14 14 13 12																						
D108	8-Jul-08	7/30/08 9:07	22				5 7 7 8 12 10 11 11 8 13 12 13 14 13			22	383	234/260	19.6	441	250/265	25.6	437	249/269												
D109	24-Jun-08	7/10/08 13:34	16	7/29/08 9:24	35	7/29/08 12:50	6 6 5 4 4 4 5 6 5 7 6 7	5 5 5 3 5 6 7 6 6 6 7 7 7 7 8 7 8 8 10 8 8 8 9 11	10 12 10 11 10 13 12 12 14 13	16.3	365	223/241	18	435	244/257	23	-	-	18.5	418	239/243	26.2	460	249/264	25.3	410	243/264	27.4	460	244/268
D110	23-Jun-08	7/10/08 10:26	17	7/29/08 9:47	36	7/29/08 10:42	3 3 2 3 3 4 6 6 6 7 6 5 9	6 6 7 6 7 7 10 10 10 9 10 12 10 10	13 13 12 14 12																				
D111	24-Jun-08	7/10/08 12:00	16	7/29/08 14:39	35		8 10 13	9 13 13 14 13 15		31.2	451	253/289	21.2	431	242/270	28.7	425	244/270	22.9	438	244/258	27.8	422	246/263						

PILE	Initial Driving Date	First Retap Date & Time	Days Elapsed	Second Retap Date & Time	Total Days Elapsed	Third Retap Date & Time	*First Retap Blowcount (Bl./25mm)	Second Retap Blowcount (Bl./25mm)	**Third Retap Blowcount (Bl./25mm)	PDA DATA																	
										Initial PDA			First Retap PDA						Second Retap PDA						Third Retap PDA**					
													B.O.D.			E.O.D.			B.O.D.			E.O.D.			B.O.D.			E.O.D.		
										RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)	RMX (MN)	EMX (kJ)	CSX/CSI (MPa)
D112	23-Jun-08	7/10/08 9:48	17	7/29/08 14:11	36		8 8 8	9 9 10 10 11 13 14 13 11 13																			
D113	24-Jun-08	7/10/08 9:22	16	7/29/08 10:57	35		4 4 4 4 5 6 6 6 7	5 5 5 7 6 8 9 9 8 8 9 8 8 9 10 9 9 11 10 12 11 12 13 12 12 14		NO PDA DATA TAKEN DURING INITIAL DRIVING			19.8	428	237/261	21.9	323	201/212	19	418	248/274	34.5	442	248/273						
D114	23-Jun-08	7/9/08 15:50	16	7/29/08 11:31	36		5 5 7 9 10 13	12 10 11 10 8 8 8 9 10 11 11 11 8 11 9 12 9 10 12 10 11 13 14 15 15 16		29.8	500	238/277	18.1	453	252/278	25.2	414	-	21.5	408	240/260	34.5	446	267/307						
D115	23-Jun-08	7/10/08 8:41	17	7/29/08 13:36	36		6 7 7 5 7	8 5 9 8 9 10 12 14 11 13 11 13 13 15 18 17																			
D116	23-Jun-08	7/10/08 8:52	17	7/29/08 13:14	36		3 3 5 5 5 8	7 7 8 8 9 9 10 10 10 9 9 11 10 10 11 10 11 12 10 11 10 11 10 11 10 12 11 12 11 11 12 12 14 13 12		23	423	241/278	NO PDA DATA TAKEN DURING RETAP															

*The acceptance criteria for the first retap was per KCB Sheet 105-01: 75mm or 50 blows, whichever occurs first
**The criteria for acceptance during the retap of D109 and D110 began as 500mm or 5 consecutive 12 blows, whichever occurs first. However, pre KCB's direction then new and final accpetance criteria became 5 consecutive 12 blows or drive until tip elevation. Therefore these two piles were again retapped to the new criteria.
***Gage dislodged during driving