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.

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:

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 resistence 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

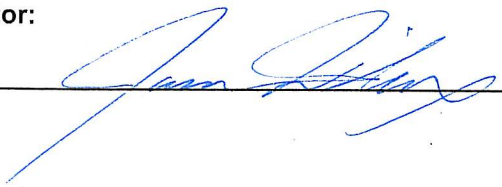
contract, or 13.5 MN. Looking at the table on Gina Rizzardos diary, (attached here too), the individual capacities are noted under the RMX columns. As noted in the re-tap columns, some piles required more driving than others. The two East-most piles of the South frame needed to be driven more than the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

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 9 8 9 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