

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 695
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 905
Form HC-10A (Rev. 6/80)	04-0120F4	Date	11/7/2008

Weather: Partly cloudy and cool

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

ASSISTANT STRUCTURE REP.  
JASON WILCOX

CONTRACTOR – TRAYLOR DUTRA JV

		HOURS - ITEM NO.											
EQUIPMENT AND/OR LABOR:		REGULAR	OVERTIME								IDLE OR DOWN	REMARKS	
Equip. #	NO. MEN											Description (Of Equipment or Labor)	Name

**Description of Operation:**

Through the night shift last night the crew was able to splice weld F124 and F128. This morning the crew planned to vibrate down both of these piles, then diesel drive F124, F125, and F128. I called Rich Rodkin with acoustic monitoring to let him know they were going to drive sooner than what was expected yesterday and he said he was on his way. Thanh Le was on site and will have the detailed diary for the pile driving. The information I witnessed is as follows. At 8:25 AM F128 was vibrated down to about -57.5 meters, finishing at 8:37 AM. Then F124 was vibrated from 8:52 to 9:00 AM to an elevation of about -56.5 meters. At 10:55 AM the diesel hammer was picked up and set on F128 and driven to final tip elevation of -65 meters. This pile had the PDA on it and it was noticed that the end bearing capacity of this pile was around 2.7 MN, far short of the desired 10 MN. I understand that the geotech expects the piles to set up over the 15 day waiting period to a factor of 3, possibly giving the capacity close to 10 MN. This will incorporate the skin friction as well as the end bearing capacity. The results have to be run through the CAPWAP by Mike Holloway, the PDA specialist. His results will come next week.

Pile F124 was driven next with similar results. Thanh Le observed the driving of this pile as I had to leave the site. A tip elevation of -64.75 meters was achieved, just .25 meters short of design tip.

I was told that the rest of the afternoon was going to be spent on pile rehandling in order to get the pile barge out of the way. Once the piles were rehandled, the DB-5 was going to pick and set the top pile at F126 so the night crew could begin splice welding throughout the night. Gina Rizzardo went to the site to observe the operations for the night shift. She will have the diary for the night.

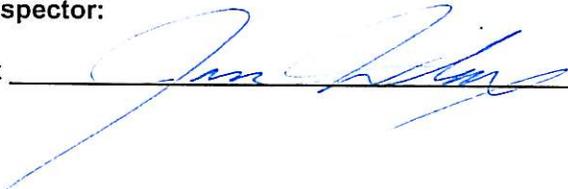
The marine mammal monitors were on site today and did observe a mammal in the work zone prior to diesel driving F128. By the time they were ready to drive, the mammal left the area.

Rich Rodkin and his acoustic monitors got data for piles F124 and F128.

OVERTIME: Accrued 2 hours of overtime today covering the contractors operations.

**Inspector:**

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.