

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 696
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 906
Form HC-10A (Rev. 6/80)	04-0120F4	Date	11/8/2008

Weather: Partly cloudy and cool

Inspectors Hours	Start	0630	Stop	1500
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. MEEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor
		Traylor Dutra											

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Description of Operation:

Apparently the night shift was able to splice weld the top pile to the bottom pile of F126. First thing this morning the contractor prepared to vibrate the pile down to the same elevation as F125. This was done from 8:06 AM to 8:14 AM. From the low point of the top ring of the annulus, the reading was 44.5 meters and they drove until 63.0 meters. At this point a small leak was detected so the crew immediately took a break to ensure that none enter the bay water.

Shortly after the break they disconnected the vibratory hammer and hooked up the diesel hammer. While this was going on a seal was seen, but the hammer was not ready yet. Once the hammer was ready, another seal was seen. This stopped the driving for 8 minutes, until two more seals were spotted. This stopped driving for another 10 minutes. During this break, Brian O'Sullivan asked me if I heard any information about a discussion between Brian Peterson and Gary Pursell about this one passage in the Special Provisions stating that piles greater than 1.5 meters in diameter needed to have the marine mammal monitors in place and that driving had to stop when a mammal was spotted. The piles being driven today are 42" in diameter, well below the 1.5 meters called for in the Special Provisions. I called Mark Vilcheck and he said there has been some discussion regarding this, but we have not received specific direction on what to do if this was brought to our attention in the field. After waiting for a total of about 16 minutes I gave the go ahead to hammer a single low-impact hit. By the time this was done, the seals had not been seen for about 10 minutes. It just so happened that the crew took a break for the next 10 minutes anyway.

Once the break was over, the seals had not been seen, so they started driving F125 with the diesel hammer at 10:25 AM. They drove it to practical refusal by 10:50 AM, achieving at least 84 blows over the final 250 mm, and the last 50 mm they had about 33 blows. Final elevation for F125 was 69.5 meters at the top of the annulus ring. This equates to about a tip elevation of -63.0 meters.

The diesel hammer was removed and placed on F126. It was driven from 11:07 AM to 11:24 AM achieving a reading at the top of the annular ring of 73.0 meters. This equates to a tip elevation of -66.5 meters. Required tip is -65 meters. The final 50 mm of pile driving had 18 blows for the first 25 mm, and 19 blows for the final 25 mm.

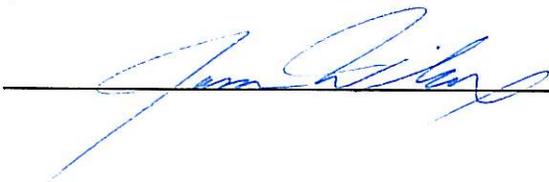
Once again, the West piles reached practical refusal, being driven into denser material while the East piles went at least to tip without as much resistance. The soil slopes away from Yerba Buena Island heading to the East.

Once F126 was driven down, the crew removed the diesel hammer and cleaned up. They moved the DB-5 to the South side of the frame and began to pick the top pile for F105. Just before this Gina Rizzardo arrived on site and will have the diary for this portion of the operation.

OVERTIME: Accrued 8 hours of overtime today covering the contractors Saturday operations.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.

