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.: 719
Project Work Day: 929
Date the Shift Began: 12/1/08
☐ NIGHTWORK MONDAY

Shift Hrs	Start	6:30	Stop	17:00
Engineer's Hrs	Start	7:30	Stop	17:00

ASSISTANT RESIDENT ENGINEER'S DAILY REPORT
BRIDGE

Location: Temporary Tower F, DB-5 Barge
Remark:

Report No. 46.B

Weather: Fog, 55° - 59°

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

HOURS - ITEM NO.

EQUIPMENT AND/OR LABOR: EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	ITEM NO. >> 8 Furnish Temporary Towers RT	OT					IDLE OR DOWN/ ELSEWHERE < RT/OT	REMARKS Name	Classification	Prime / Sub
		DB-5 Crane	8.00	2.00								
		APE600 Vibratory Hammer							IDLE			
		Delmag D100-13 Diesel Hammer	6.00									
		Mench MHU500T Hydraulic Hammer							IDLE			
P241		Genie Boom							IDLE			
L472		Power Generator	8.00	2.00								
L480		Multiquip Air Compressor							IDLE			
L270		D185Q Sullivan Air Compressor							IDLE			
P44		Catepillar Forklift							IDLE			
		PLDR	8.00	2.00						Richard Hiebert	FOR	2
		PLDR	8.00	2.00						Terry Murray	FOR	2
		PLDR	8.00	2.00						Adam Price	JRNY	2
		PLRD	8.00	2.00						Brad McNally	JRNY	2
		PLDR	8.00	2.00						Gary Lewis	APPR	2
		PLDR	8.00	2.00						Joe Boracci	OPER	2
		PLDR	8.00	2.00						Kurt Dillard	JRNY	2
		PLDR	8.00	2.00						Richard Hiebert Jr	APPR	2
		PLDR	8.00	2.00						Steve Gordon	OPER	2
		PLDR	8.00	2.00						Theo Rohr	OPER	2
		PLDR	8.00	2.00						Todd Labar	OPER	2

Description of Operation:
Traylor Dutra used the Delmag D100-13 Diesel Hammer to retap PDA piles F128, F123, and F127. See the attached Log Pile Sheets for results. Mike Halloway was present and monitored the PDA. Klohn Crippen Berger's Manual Reyes and Traylor Dutra's Bryan Sullivan were also present and recorded blow counts. The refusal criterion according to the approved work plan was to drive the pile 75mm or a minimum of 50 blows. However, because the PDA piles were initially driven short of pile tip by 0.25m in order to avoid interference between PDA gauges and the pile sleeve, the retap drove them to at least the remaining 0.25m or a minimum of 50 blows. For each pile, Manual informed the foreman when to cease with driving.

ABF's Bill O'Sullivan and CT's Jason Wilcox were present intermittently during the pile driving operations.

The two marine mammal monitors on the DB-5 were Sara Maxwell and Cory Champagne. Right as the driving of F127 was to begin at 13:02, a harbor seal was sighted. The pile driving was stopped and the Contractor was told to wait 15 minutes and if the seal was not spotted within that time frame, the pile driving could resume. A seal was again sighted at 13:13, 13:25, 13:28, 13:30, 13:33, and 13:34. The pile driving resumed at 13:48. Cory gave the go-ahead for the Contractor to resume pile driving even though only 14 minutes had passed without seeing a harbor seal. The pile driving ended for the day at 14:52.

The rest of the shift was spend placing the hammer back on the barge then moving the barge to the south side of the driving frame in preparation for driving the remaining 3 PDA piles first thing tomorrow.

At Pier 7 workers continued field drilling, bolting, and preparing the jacking assembly. See Jason Wilcox's diary for more information.

Drafted response to 657R16.

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

GINA RIZZARDO — TE/CT
First Name Last Name — Title

RECD 09 JAN-02 #008034

46-02

JOB STAMP

TOWER F S. NODE
PDA REPAP

DEPARTMENT OF TRANSPORTATION
LOG PILE SHEET
DH-OS C79 (REV. 11 73)

G. RIZZARDO 12/1/08

Bridge No _____ Abut or Bent No. _____ Ftg _____ Pile No F127 Sheet No _____

Hammer Make _____ Model DELMAG D-100 DIESEL E = _____ Ft-Lbs

Reference Point-Description _____ Elev _____

START 14:48
STOP 14:52

INITIALLY STARTED @ 14:02 BUT WAS STOPPED DUE TO CONTINUOUS SEAL SIGHTINGS

PENET	TIP ELEV	BLOWS / 25mm
		51
		48

PENET	TIP ELEV	BLOWS / FT

PENET	TIP ELEV	BLOWS / FT
RMX	6.1, 10, 12.6	MN
ENERGY	138 J	
CSX	160	
CSI	166	
STROKE	2.9 m	
	30.2 bl/min	

JOB STAMP

TOWER F S. NODE
FDA PETAP

DEPARTMENT OF TRANSPORTATION

LOG PILE SHEET

DH-OS C79 (REV. 11 73)

G. RIZZARDO 12/1/08

Bridge No _____ Abut or Bent No. _____ Ftg _____ Pile No F128 Sheet No _____

Hammer Make _____ Model DELMAG D-100 DIESEL E = _____ Ft-Lbs

Reference Point-Description _____ Elev _____

	PENET	TIP ELEV	BLOWS / FT
11:55	70.3		
			17
			8
			7
			8
			7
			7
			7
			6
			7
			6
			6
			6
			6
			5
			6
			6
			5
			6
			6
			7
11:59			7

PENET	TIP ELEV	BLOWS / FT

TOWER F S. NODE
PDA RETAP

103 STAMP

DEPARTMENT OF TRANSPORTATION
LOG PILE SHEET
DH-OS C79 (REV. 11 73)

G. RIZZARDO 12/1/00

Bridge No _____ Abut or Bent No. _____ Ftg _____ Pile No F123 Sheet No _____

Hammer Make _____ Model DELMAG D-100 DIESEL E = _____ Ft-Lbs

Reference Point-Description _____ Elev _____

	PENET	TIP ELEV	BLOWS / FT
13:20	69.50		
			51
13:25			50

PENET	TIP ELEV	BLOWS / FT
		(EMX)

	PENET	TIP ELEV	BLOWS / FT
RMX	5.6,	9.4,	12.0 MN
ENTHR	129 kJ		
SPLIT	2.3 m		
CSX	154		
CSI	104		
	107 blows		