

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 727
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 937
Form HC-10A (Rev. 6/80)	04-0120F4	Date	12/9/2008

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	DOUBLE TIME	NIGHT PAY							IDLE OR DOWN	REMARKS	
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)										Name	Contractor	
		Traylor Dutra												

Description of Operation:

Erect Temporary Towers: North Node Tower F Driving Frame Placement

As of 5:30 AM the North node of Tower F was brought out to the site resting on the Ugly Barge. Some of the bolts have not yet been torqued down yet, but the designer was OK with Traylor doing this. They were able to get the frame into position and ready for inserting the four plumb piles by about 9:00 AM. Surveyors set up their targets to assist in placing the frame into position and stayed on site until the last plumb pile bottom was vibrated down. By 11:00 AM I was informed by Terry Murray that they already installed two of the plumb piles and were continuing to install until the last two were in place. He also said he expected to start driving the piles with the vibratory hammer between 2:00 and 3:00 PM. I informed both Courtney Cacace and Rich Rodkin of this information to help aid them in their efforts of gathering data during the use of the vibratory hammer.

It has been brought to the attention of NOAH that the vibratory hammer may have an influence on the marine mammals in the San Francisco bay, and requested acoustic monitoring during the operation to draw a conclusion. The monitors took readings at 500 meters and 1500 meters and compared them to the ambient sounds between the driving of the piles. To facilitate the monitors, Traylor Dutra paused a short while between piles to allow the monitors to reach 1500 meters after being 500 meters away. At 1500 meters, they were just South of the shipping channel.

The pile driving started around 3:00 PM and continued until about 5:00 PM. They were able to vibrate all four piles down to an elevation that allowed the frame to float up and down with the tide, and still allow access to and from the welding platforms. The reading on the piles was close to -41 meters. Taking into account that the tide was at a low of about -.4 feet at about 3:15 PM, and that the elevation of the frame at the top of the sleeve is about 6.7 meters, the tip elevation of all four is close to -112 feet, or -34.2 meters. The exact elevation is not of great importance since the tops are to be welded and then the whole piles will be driven further, to "tip."

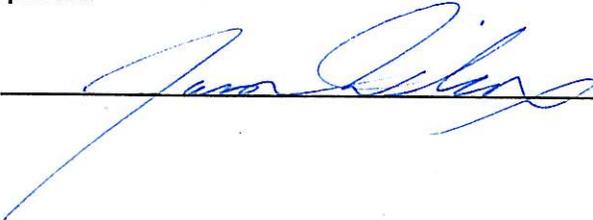
There were some down times during the driving of the plumb piles. The first two piles, F129 and F130 were driven quick without incident. When they repositioned the hammer to the southwest pile, F131, and pulled it up a little bit the frame shifted a little. The surveyors let the crew know this and they spent the next 30 minutes or so repositioning the frame. Once position was reestablished, they drove the pile down. This did not happen during the driving of the fourth pile, F132. By 4:45 pm the driving was completed for this portion of the plumb piles. After this, the crew picked and placed the welding platforms and prepared the night shift for welding the top piles.

See Thanh Le's diary for details throughtout the morning and early afternoon. He also observed the driving of the four piles this afternoon.

OVERTIME: Accrued 2 hours of overtime covering the Contractors hours.

Inspector:

Jason Wilcox



Transportation Engineer (D)/Asst. Structure Rep.