



Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 473 Const Calendar Day: 536 Date: 22-Nov-2013 Friday
 Inspector Name: Soheilifard, Saman Title: Transportation Engineer
 Inspection Type: Continuous
 Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 00:30
 Federal ID:
 Location:
 Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

04-0120F4
 04-SF-80-13.2/13.9
 Self-Anchored
 Suspension Bridge

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM
 Precipitation none Condition Rain

Working Day If no, explain:

Diary:

Dispute

Work description.

Friday, November 22, 2013
 Pile Driving
 Day 3: Piles #5 & #6

The following two outfits hired by Caltrans will be present during this pile driving operation:

Illingworth & Rodkin, Inc (Acoustic Monitoring)
 Jordan Roberts
 Jarred McDaniel

Garcia & Associates (Mammal Monitoring)
 Phil Thorson
 Adam Fox
 Marina Olson
 Carrol Kiper

It should be noted that the Barge EM 1106 is the barge that has the crane Manitowac 4100 mounted on it.

- *At 8:30, the ABF barge repositioned to the East side of the Tower and Dutra's to the West;
- *At 9:20, Dutra's surveyor OK'd the location of the pile driving template;
- *At 9:25, crane picked up Pile #5;
- *At 9:31, pile is hoisted over water;
- *At 9:33, pile #5 was stabbed in the mud;
- *As of 9:35, No Jordan or Phil on-site;
- *At 9:56, fine-tuning and welding of the guiding angles on the template;
- *At 9:57, grab the Vibratory Hammer (VH) and place on top of Pile #5 by 10:00;
- *At 10:00, Jordan on-site;

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- *At 10:07, Lucas & David were sent to remove a 13' section off the Bubble Curtain (BC) while the vibration of pile continued (several trials of pull & re-drive) with the Foreman (Robert) & Gilbert. The absence of Lucas & David from this operation did not affect the efficiency of the operation one iota;
- *At 10:14, the several pulling and re-driving with the VH, surveying, & plumbness check were complete, at which time the VH was removed;
- *At this time with respect to the top flange of the template, one could read a 61 ½-ft mark on the pile. Using template as reference, I determined that Pile was driven about 3 feet;
- *Water at the 54-ft mark of the pile after vibration was done;
At 10:20, Superintendent, Terry, measured the water depth to be 50 feet,
- *Therefore, the embedment length (EL) prior to Impact Hammer (IH) is ONLY 4 feet;
- *At 10:15, the crane moved over to pick up Pile #6;
- *At 10:20, pile #6 was hoisted over water;
- *NOTE: As of 10:20, David continues to re-assemble the BC in order to remove a 13'-" section, but Lucas is back with the rest of the crew on Pile #6;
- *At 10:37, the initial fine tuning was done and crane moved away to grab the VH;
- *At 10:42, VH on top of pile #6;
- *Water mark at 48 feet prior to vibration;
- *At 10:43, begin the VH, pause, check, & resume at 10:45 (it is the case with every pile);
- *At this time Terry re-checked the water depth and determined it to be 50 feet, again. Once I told him that the 50-ft depth results in an embedment length of ONLY 4 feet, he told me that 10 feet of his tape is cut-off. I have not had a chance to check his tape, yet.
- *At 10:49, stop VH, survey, sound and resume at 10:51;
- *AT 10:52, remove the VH;
- *On pile #5, with water at the 54-ft mark and the pile 80 feet long, 26 feet of this pile is sticking out in the air (at these water levels). On Pile #6; however, this length is 11 feet. Pile #6 was vibrated in 14 feet and pile #5 ONLY 3 feet. Pile #5 & #6 are located on the N. W. corner of the T1 Tower, with #6 located N. E. of #5. Water depth was determined to be 44 feet at this time and with top of water at the 69 ½ mark, the EL = 25 ½ feet prior to using the IH. This is the longest EL thus far encountered.
- *Right after the removal of VH off Pile #6, Robert, Sam, Lucas, & Gilbert moved to finish off the re-assembling of the BC. Once done, the length of the new 3-section BC was: $13'-11"+21'-11"+11'-6" = 47'-3"$
- *AT 11:27, the crane grabbed the BC and placed it over Pile #5 by 11:32;
- *At 11:37, all hoses were attached to BC;
- *EL of Pile #5 before IH: Top ring of BC at 58-ft mark, BC length 47 feet, thus EL: $58-47=11$ ft (about);
- *At 11:45, crane attached to the IH;
- *At 11:51, the IH in the lead was lifted to an upright position;

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*At 11:59, David who had climbed up the lead to attach the wire rope connecting the hammer to the lead returned to the deck;

*At 12:32, IH on Pile #5;

*At 12:40, BC is turned on & begin driving;

*The reference placed at about the 62 ¾ mark

Depth		Blow count
63	1/4	1
64	1	7
65	2	16
66	3	20
67	4	22
68	5	24
69	6	25
70	7	29
70.25	7 ¼	5

Stopped @ 12:47

*At 12:54, remove the BC off Pile #5 and place over Pile #6;;

*By 13:09, all hoses were attached;

*Some references for Pile #6: Top ring of BC at 75-ft mark;

*At 13:14, BC is turned on;

*At 13:15, Begin IH;

In the severe mist around the pile due to the combination of wind and mist due to BC, & half-wiped out elevation marks, I lost my blow counts and had to ask Jonathan. The numbers are somewhat speculative for he did experience my fate with the markings on the pile. His numbers are as follow:

Depth	Blow Count
1	9
2	19
3	27
4	35

*Top ring of Pile #6 at the 79-ft mark, thus, the EL: 79- 47 = 32 feet;

*AT 13:32, the hoses having been un-hooked, the hammer and the lead were in the up-right position on the deck;

*At 13:37, crane off the lead;

*At 13:42, crane over Pile #6 to remove BC;

*At 13:51, BC was on the Deck;

*This completes the driving of the 80-ft piles;

During lunch, Mike Eddy, Dutra Project Manager, told me that Dutra will not be driving any more piles today. Instead, they will go to barge 217 and load up EM1106 with the 100' piles in order to get ready for tomorrow. Since this work is paid under CCO, I called Shewitt and gave her the scoop and she wondered

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about Dutra's rationale. Talking to Mike Eddy one more time, he cited the time crunch as ABF barge need to re-position from its current position on the East side to the West before Dutra can mobilize to that side. I asked him to call ABF at that moment so the re-positioning is complete before tomorrow morning so work can begin immediately tomorrow morning upon arrival. He agreed and told me that he will call me back with ABF's response.

Talking to Terry the Superintendent, he did not give any convincing answers as to the reasons they are not even attempting to drive one more pile today. He only cited choppy waters and ABF barge as excuses that force his hand to postpone further pile driving to tomorrow.

I left EM1106 at 13:52 and spoke to Mike Green, ABF's Marine Superintendent, about moving ABF's barge. He did confirm that he will move ABF's barge to the south of the T1 tower in time for Dutra to slide in with their barge on the East side.

I returned to the site at 15:30, at which time ABF had moved their barge to the South side of the footing, already; however, Dutra had not made any attempt to move theirs. Dutra's barge was moored to the North of the Tower next to Barge 217 with all the piles still on it. At 16:00, I saw Jonathan on the shore and asked him about Dutra's agenda and the fact that their barges remain where they are and not on the East side. He responded that their barge could not move to the Tower for an anchor line was snapped and a buoy that had disappeared has popped back up. At about 16:15, the transferring of the 100-ft piles from Barge 217 to EM1106 began and continued for the next 45 minutes to an hour. Crew left at 17:15.

As the foregoing data reflects, there is only a fraction of the daily work that is bubble-curtain related. All the time that it takes to even disassemble, assemble, or re-assemble the Bubble Curtain (more often than not, it is not required to change the length) does not amount to a whole lot of time. It constitutes a very small fraction of the time spent driving piles. There are quite a bit of other activities that the Contractor would have had to perform regardless of the usage of the Bubble Curtain. Those activities as can be deciphered throughout these reports take up a larger chunk of the day and are totally exclusive of the bubble curtain related activities.

CCO-323 Bid Item: 001 0-BCS-ELS.323 Pier T1 Bubble Curtain System

DUTRA MATERIALS

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: DUTRA MATERIALS								
Operator	OTH	STEVE FRIYER	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Operator	OTH	STEVE FRIYER	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Piledriver	JNM	LUKE HUDSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Supervisor	GEN	TRVER MURAY	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	JEFF SAINZ	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	GILBERT MOYA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	DAVID SELBA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	JNM	SAMI TAVAKE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	APP	ROBERT UTLEY	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Piledriver	APP	JAMES SAVAGE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	OTH	STEVE FRIYER	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Equipment

Equipment ID	Description	RT Hrs	OT Hrs	ST Hrs	IT Hrs	Rental Company	Remarks	Dispute
Contractor: DUTRA MATERIALS								
*E0660562							No	
		3.00	0.00	0.00	0.00			<input type="checkbox"/>
*E0650562							No	
		8.00	2.00	0.00	0.00			<input type="checkbox"/>
*E0620562							No	
		2.00	0.00	0.00	0.00			<input type="checkbox"/>

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Attachment



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