STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
Form HC-10A4 (Rev. 7/85)

Contract No. 04-0120F4
04-SF-80-13.4, 13.8
ACBRIM-080-(094)N

Report No. 713
Date 4/29/2008
M (T) W Th F S S **Circle Day**
Shift Hr Start 0630 **Stop** 1530

ASSISTANT RESIDENT ENGINEER'S DAILY REPORT

E2 Crossbeam

Location & Description of Operation Placement of the E2 pipe columns

HOURS - ITEM NO.

WEATHER
50 deg 15-25 knot winds

EQUIPMENT AND/OR LABOR:

EQPT. NO.	No. Men	DESCRIPTION (of Equipment or Labor)	Regular Hours	OT					IDLE OR DOWN	REMARKS for Idleness or (Reason other remarks)
ABF		Pile Driver- Foreman	8							Ben Neal
ABF		Pile Driver-Journeyman	8							Allen Briney
ABF		Pile Driver-Journeyman	8							Jason Matlock
ABF		Pile Driver-Journeyman	8							Luke Paulk
ABF		Pile Driver-Journeyman	8							Edward Mendoza
ABF		Operator-Oiler	8							Kevin Alger
ABF		Operator-Journeyman	8							Kevin Fitzgerald
ABF		Crane - "Ringer"	8							Barge #1 - Manitowac
ABF		Surveyor-Journeyman	8							Terry Dennis
ABF		Surveyor-Apprentice	8							Chris Roberts
481-93-4002		Man Lift	8							Genie
P185R		Compressor							8	Ingersoll-Rand
Vantage500		Welding Machine	5						3	Lincoln Electric
Vantage500		Welding Machine							8	Lincoln Electric
MQ		Generator	8							Denyo
MQ		Generator							8	Denyo
ABF		Equipment Barge	8							Flex Anchor
ABF		Skiff	1						7	115 Horse

Crew placing pipe column #4. Ben Neal, and Jason Matlock on the frame guiding the pipe throught the ring. Ed Mendoza, Allen Briney, and Luke Paulk were on the ground to guide the pipe into the sand jack. Before the pipe was set I verified that there was 6" of sand and no water present in the jack. The surveyors were on site to make sure that the bearing bar was oriented in the correct direction and that the frame was located at the proper elevation. Winds were 20 knots at the beginning of the day, but slowed to 10 - 15 during the pick. The pipe went smoothly into place without incident. The cables that were holding up the frame were never in danger of being hit and the entire crew operated safely throughout the entire pick. The pipe seated in the sand slightly off center, with it shaded to the east. It sat almost plumb vertically, and fit within the stiffener ring with small gaps on three of the four sides. I spoke with Terry Cronk about the welding of the fin plates. He informed me that they were going to apply the permanent welds today. He also informed me that they were not going to use the 1" x 1" x 6" bars that were susposed to be fillet welded to each fin unless there was larger than a 3/16" gap. I asked with Francis O'mallley if this would be adequate for design. He approved of it if they did not exceed a 3/16" root gap.

Aaron J. Prchlik — T.E.
Signature **Title**