

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

Report No. **46.B**
Date the Shift Began: **7/29/08**
 NIGHTWORK **TUESDAY**
Shift Hrs Start 6:00 Stop 17:00
Engineer's Hrs Start 7:30 Stop 17:00

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: Pier E2	7-day const. cal.: 594	Weather: Sunny & Hot 85+
Remark:	Project work day: 804	

Description of Operation: Falsework Erection

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					IDLE OR DOWN/ ELSEWHERE	REMARKS	Prime / Sub
			RT	OT						
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)						Name	Classification	
At Pier E2										
		Pile Driver	8.00	2.00				Ben Neal	Foreman	P
		Pile Driver	8.00	2.00				Alan Briney	Journeyman	p
		Pile Driver	8.00	2.00				Luke Paulk	Journeyman	p
		Pile Driver	8.00	2.00				Jason Matlock	Journeyman	p
		Pile Driver	8.00	2.00				Edward Mendoza	Journeyman	p
		Pile Driver	8.00	2.00				Garrieth Nelson	Apprentice	p
		Deck Engineer	8.00	2.00				Ryan Oku	Journeyman	p
		Operator	8.00	2.00				Kevin Fitzgerald	Journeyman	p
		Oiler	8.00	2.00				Kevin Alger	Journeyman	p
		Crane Ringer	8.00	2.00				Manitowac		
481-93-4002		Man-lift	8.00	2.00				Hertz Rental Genie S-125		
P185-R		Compressor	8.00	2.00				Ingersoll Rand		
		Welding Machine	8.00	2.00				Lincoln Vantage 500		
		Generator	8.00	2.00				MQ Power 25		
At Berth 7										
		Pile Driver	8.00					Harry Wheat	Journeyman	P
		Pile Driver	8.00					Richard Yambao	Journeyman	P
		Pile Driver	8.00					Carl Nisley	Foreman	P

The work at Pier E2 consisted of sandblasting the North column for the 2nd day and continue with the forming around the column and the laying of the soffit. The welding has concluded at this location and the only obstacle seems to be the forming around the column with the soffit being 5" higher than the column.

At the site when I spoke to Ben & Terry, it seemed as if they were not aware of the Extra Work J. Davidson had been talking to us. I asked him that there does not seem to be any Extra Work happening at this time and does not seem to be any need for that either. Ben agreed that the Extra Work would be minimal and said that he had already done some Extra Work by virtue of shimming the I-Beam that was part of the modified falsework design.

A few minutes later when J. Davidson showed up to the site, I told him that as he could see, the top of the column (concrete) is above the bottom of the 4x6 joists and the joists are buttoned up against the column. Therefore, there would be no concrete escaping due to the dip created by the low column. The joists are solid in this area, I added, hence there really is not any chance of concrete lateral pressure to kick out the joists resulting in form failure. The bottomline, I continued, is that I do not see any need for Extra Work at this location. He said that when they get beyond the limit of solid 4x6, they will weld a backing to support the joists against the concrete's lateral pressure and that is the Extra Work. As of today, it was agreed upon that no Extra Work has taken place.

REPID-08 SEP-27 #006134

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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In the office, D. Bradd told me that Gil has asked him to shoot the top of concrete at the South column and I explained to him that there is not any access for us at this time and that I have been waiting myself for a chance to do this. He explained that Gil told him that to have an ABF employee hold the rod. I responded that with our tenuous working relationship, I do not believe that they would welcome such an idea. Later in the day, I talked to Gil and he agreed to talk to Jim Davidson about having one of his guys holding the rod on the concrete.

Materials:

Insp. Hrs.	INTERMITTENT INSPECTION
REG: 8.0	
OT: 2.0	

Saman Soheili
 Saman Soheili

ASR/CT
 Title

First Name

Last Name