

CP

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

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: **4/21/09**

NIGHTWORK **TUESDAY**

Shift Hrs Start **6:30** Stop **17:00**
Engineer's Hrs Start **7:30** Stop **18:00**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: **Pier E2** 7-day const. cal.: **860** Weather: **Overcast in the early AM**
Remark: **[Redacted]** Project work day: **1070** **Sunny & warm in the PM**

Description of Operation:

		HOURS - ITEM NO.								
ITEM NO. >>		38								
		Structural Concrete, Bridge						IDLE OR DOWN/ ELSEWHERE		
EQUIPMENT AND/OR LABOR:										
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT					REMARKS	Prime / Sub	
		Pier E2						Name	Classification	
		Pile Driver	8.00					Karl Nisley	Foreman	p
		Pile Driver	8.00					Alan Briney	Journeyman	p
		Pile Driver	8.00					Luke Paulk	Journeyman	p
		Pile Driver	8.00					Harry Wheat	Journeyman	p
		Pile Driver	8.00					Jamal Whitney	Apprentice	p
		Laborer	8.00					Byron Contreras		p
		Operator	8.00					Brad Buffalow		p
		Operator	8.00					Joe Showman		
		Oiler	8.00					Theodore Rhor		
		Oiler	8.00					Doug Greene	Apprentice	p
		Ringer Barge #1	8.00					Manitowac Crane		
		Crane Barge RT 160	8.00					60-Ton Mobile Crane		
002062		Lincoln Electric	8.00					Vantage 500	6008088	
002083		Lincoln Electric						Vantage 500	6008091	
002068		MQ Power Generator	8.00					Whisperwatt 25	6007939	
002069		MQ Power Generator						Whisperwatt 25		
		Honda 115 Horse Skiff								
002075		Ingersoll Rand P185R								
S-125		Manlift	8.00					Genie	481936009	

In the morning hours I was at the Doctor's office. Upon return, I was running elongation calculations and preparing my paperworks for tomorrow's stressing operation at "W2." There was whirlwind of action from CT to SDI, for the protocol sheets they had provided us was not correct and needed to be modified. In particular, the double end stressing was not taken into account.

Bruce & I practiced with the load cell and calibrated for the designated jack, which has a Gage Factor(GF) No. of 0.858 and Numerical Display (ND) No. of 9131.

The falsework removal at Pier E2 is still underway with the crew still trying to get the soffit detached from the underbelly of the concrete cap beam.

Materials:

Insp. Hrs.	
REG: 5.0	INTERMITTENT
OT: 0.0	INSPECTION

Saman Sohelli
Saman Sohelli ASR/CT
Title