

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. 746.B *gkc*  
Date the Shift Began: 4/20/09  
 NIGHTWORK MONDAY  
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.: 859      Weather: Sunny & sizzling  
Remark:        Project work day: 1069       

Description of Operation: Falsework Removal

C156001921-26 #009713

		HOURS - ITEM NO.									
ITEM NO. >>		38						Prime	American Bridge / Fluor JV		
		Structural Concrete, Bridge							IDLE OR DOWN/ ELSEWHERE	Sub #1	
										Sub #2	
EQUIPMENT AND/OR LABOR:								REMARKS			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT					Name	Classification	Prime / Sub	
		<b>Pier E2</b>									
		Pile Driver	8.00					Terry Cronk	General Foreman	p	
		Pile Driver	8.00					Alan Briney	Journeyman	p	
		Pile Driver	8.00					Luke Paulk	Journeyman	p	
		Pile Driver	8.00					Ed Mendoza	Journeyman	p	
		Pile Driver	8.00					Karl Nisley	Journeyman	p	
		Pile Driver	8.00					Harry Wheat	Journeyman	p	
		Pile Driver	8.00					Jamal Whitney	Apprentice	p	
		Pile Driver	8.00					Richard Yambao	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		

**Staff Meeting**

Of Particular importance was our safety discussion where I asked Gil whether or not he has expressed concern over the unsafe scaffold set-up on the South side of the Cap Beam, where SDI is pushing strands in the ducts. I had expressed concern on Friday as well. He agreed that the concern is valid and that he would discuss that with ABF. Furthermore, the stressing of the Anchor Bolts at W2 ahead of the strands has not been finalized yet, according to Gil. He expressed, however, that it does seem very likely for the newly-requested sequencing to be approved by T. Y. Lin, but there has not been a final verdict on this issue as of today.

The falsework removal continued at this location. At the top, Karl continued with the detaching of the soffit from the concrete. This operation has been on-going since the end of the 2nd week of April.

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

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Report No. **46.B**

Date the Shift Began: **4/20/09**

NIGHTWORK **MONDAY**

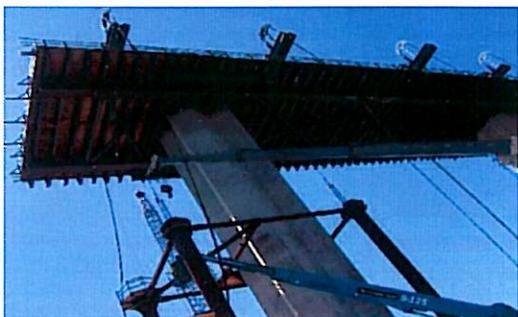
Shift Hrs	Start <u>6:30</u>	Stop <u>17:00</u>
Engineer's Hrs	Start <u>7:30</u>	Stop <u>18:00</u>

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Location: Pier E2	7-day const. cal.: 859	Weather: Sunny & sizzling
Remark:	Project work day: 1069	

Below the cap beam, a two-man crew in a man-basket continues to remove the bracing system around the last four columns on the South side of the Pier. In a conversation with Karl, he stated that he is hopeful to lower the soffit on Wednesday. In my opinion, however, it does not seem likely that the lowering of falsework would begin earlier than Wednesday.

I reviewed and downloaded Submittal 150 and the stressing protocol for the upcoming post-tensioning at Bent W2, which is slated to commence on Wednesday.



Materials:

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

*Saman Soheili*  
 Saman Soheili

ASR/CT  
 Title