

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: **6/5/08**

NIGHTWORK THURSDAY

Shift Hrs Start **6:30** Stop **14:30**
Engineer's Hrs Start **7:00** Stop **16:30**

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location:	7-day const. cal.: 540	Weather:
Remark:	Project work day: 750	

Description of Operation:

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.						REMARKS			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	Structural Concrete, Bridge						IDLE OR DOWN/ ELSEWHERE	Name	Classification	Prime / Sub
		Pile Driver	8.00							Ben Neal	Foreman	
		Pile Driver	8.00							Alan Briney	Journeyman	
		Pile Driver	8.00							Luke Paulk	Journeyman	
		Pile Driver	8.00							Jason Matlock	Journeyman	
		Pile Driver	8.00							Josh Mechaca	Journeyman	
		Pile Driver	8.00							Edward Mendoza	Journeyman	
		Operator	8.00							Kevin Fitzgerald		
		Oiler	8.00							Kevin Alger		
		Crane Ringer	8.00							Manitowac		
481-93-4002		Man-lift	4.00					4		Hertz Rental Genie s-125		
P185-R		Compressor						8		Ingersoll Rand		
		Welding Machine						8		Lincoln Vantage 500		
		Generator						8		MQ Power 25		

As indicated in my June 4th diary, ABF told us yesterday that their plan was to lift the cap beams at high tide. Speaking to Jason yesterday, I got the impression that it would take place at 6:30 - 7:00. At any rate, once I got to the field at around 7:30, the cap beam was not yet picked-up and the boats were not going directly to the E2 but hovering around the Pier policing the water. The pick finally happened at around 8:00 AM and it was done without much difficulty. Once the pick was complete, I looked to the top of the falsework pipes and in particular the interface between the Shim Bar and the Bearing Bar in relation to the stiffener attached to the cap beam. They all seemed to be centered almost perfectly. Speaking to the Superintendent, Terry and the Foreman, Ben, there seems to be minor tweaking of this frame that remains to be done.

Shortly following the erection of these cap beams, the crew got to the top of the beams in order to begin the welding of the bearing bar to the shim bar. The falsework plan requires a 4" long 3/8" weld on both sides connecting the 2" x 4" x 3'-4" Bearing Bar to the 9" x 36" Shim Bar.

The 4 36" x 302 cap beams with the partial bracing attached, was placed on the North column (E2W) and the plan is to erect the asseby for the south side tomorrow.

Bak at the office, I tried to contact the designers but to no avail, thus Massoud & I continued our review of RFIs & submittals.

REC'D *08 JUN-28 #005446

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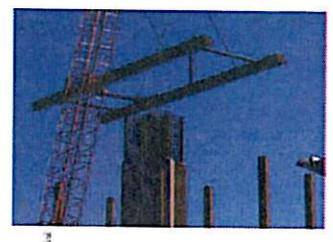
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ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: _____ 7-day const. cal.: 540 Weather: _____



Materials: _____

Insp. Hrs.	
REG:	INTERMITTENT
OT:	INSPECTION

Saman Soheili
 Saman Soheili

Assistant Struc. Rep
 Title