

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: **7/8/08**
 NIGHTWORK **TUESDAY**
Shift Hrs Start 6:00 Stop 17:00
Engineer's Hrs Start 8:00 Stop 18:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: Pier E2	7-day const. cal.: 573	Weather: Sunny & Hot
Remark:	Project work day: 783	95 F

Description of Operation: Falsework Erection

		HOURS - ITEM NO.									
ITEM NO. >>								IDLE OR DOWN/ ELSEWHERE	Prime American Bridge / Fluor JV (P)		
									Sub #1	(1)	
								Sub #2	(2)		
								Sub #3	(3)		
								Sub #4	(4)		
								Sub #5	(5)		
EQUIPMENT AND/OR LABOR:								REMARKS			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)		RT	OT				Name	Classification	Prime / Sub
		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
		Deck Engineer		8.00	2.00				Ryan Oku		p
		Operator		8.00	2.00				Kevin Fitzgerald		p
		Oiler		8.00	2.00				Kevin Alger		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	Ingersoll Rand		
		Welding Machine		8.00	2.00				Lincoln Vantage 500		
		Generator		8.00	2.00				MQ Power 25		

I received a call from D. Adams, ABF's chief surveyor, that his people were on the Skyway and to notify our surveyors if we want to have shots at the same time. In turn, I called R. Erskin and told him about the news and following some discussion he accepted to go on top of the Skyway structure. Later in the day, he gave me the data of all points he had shot, which included the edge of the Orthotropic Tub and the datums (Sky 1, 2, 3, & Pt. 7056.)

At Pier E2 the problem with the high points (on the soffit) persists and the shots that ABF surveyors took using a level proved that the numbers are not as high as those done with the Total Station, but still higher than the planned grade (of 22mm above final grade) by at least 1/2". In the calculations that we ran, the settlement was on the order of 0.01", which is basically Zero. Next we will take into account the deflection of the beam to determine the reason ABF had planned for 22mm of settlement for this falsework. This is the reason ABF had planned for the structure to be 22mm above the finished grade. To make matters worse, the SWPPP requirement which obliges the Contractor to put down visqueen on plywood over the soffit, thereby decreasing the concrete height further. T. Y. Lin is pondering the issue as well.

ABF crew is still in the throes of placing soffit and welding the beams atop the Pier and the work is continuing on a slow pace.

For work at Berth 7, please refer to Massoud Modanlou's report.

Materials:

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

Saman Soheilifard
Saman Soheilifard

ASR/CT
Title

REC'D 08 SEP 27 #006719