

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: **7/9/08**
 NIGHTWORK **WEDNESDAY**
Shift Hrs Start 6:00 Stop 17:00
Engineer's Hrs Start 7:30 Stop 17:30

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE REPORT

Location: Pier E2	7-day const. cal.: 574	Weather: Sunny
Remark:	Project work day: 784	

Description of Operation: Falsework Erection

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					IDLE OR DOWN/ ELSEWHERE	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			

Team Concrete Meeting
The most important issue concerning E2 was the higher than expected soffit. Although the settlement is negligible, the elastic bending of the piles measures out to about 17mm. ABF anticipated joint-take-up and compression of sand to make-up the other 5mm of the final settlement figure of 22mm. Therefore, they were shooting to build the soffit 22mm higher, however, that figure is now in the 40s. T. Y. Lin is looking into this matter as well on Gil's request.

Other items of interest concerning Pier E2 were as follows: Rebar placement to begin **late August** & Pour scheduled for **early November**.

At E2 work is progressing at the same slow pace as it has for the past few months as welding of the 36x160 stringers to the 36x302 cap beams has now moved to the middle section of the cross-beam and the decking of the North part of the cross-beam (west-bound) is done. Finally, the guard rail is being installed per **detail 3/MP** of the falsework plan using using HSS 6x4x1/4".

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

Materials:

Insp. Hrs.	
REG: 8.0	
OT: 1.5	INSPECTION

Saman Soheili
Saman Soheili

ASR/CT
Title

REC'D 08 SEP 27 1006720