

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: **7/24/08**  
 NIGHTWORK **THURSDAY**  
Shift Hrs Start 6:00 Stop 17:00  
Engineer's Hrs Start 7:00 Stop 17:30

**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

Location: Pier E2	7-day const. cal.: 589	Weather: Early morning fog
Remark:	Project work day: 799	Hot & sunny afternoon

Description of Operation: Falsework Erection

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.					IDLE OR DOWN/ ELSEWHERE	REMARKS	Name	Classification	Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	OT	< RT/OT						
<b>At Pier E2</b>											
		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	
		Pile Driver	8.00	2.00				Garrieth Nelson	Apprentice	p	
		Deck Engineer	8.00	2.00				Ryan Oku	Journeyman	p	
		Operator	8.00	2.00				Kevin Fitzgerald	Journeyman	p	
		Oiler	8.00	2.00				Kevin Alger	Journeyman	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				10		Ingersoll Rand			
		Welding Machine	8.00	2.00				Lincoln Vantage 500			
		Generator	8.00	2.00				MQ Power 25			
<b>At Berth 7</b>											
		Pile Driver	8.00					Harry Wheat	Journeyman	P	
		Pile Driver	8.00					Richard Yambao	Journeyman	P	
		Pile Driver	8.00					Carl Nisley	Foreman	P	
643583-549		Man-lift	8.00					United Rentals Genie S65			

This morning I heard from co-workers! That the reinforcing steel at the North column was not cut correctly. I had not heard this from the Contractor or anyone associated with the E2 crossbeam and had to verify the story. Talking to Gil, he told me that he had received a call from the Contractor to that effect and corroborated the earlier story I had heard. Pursuant to this conversation I headed to the top of the Pier E2, where I saw Terry and Chris, the ABF surveyors. Tim of RSC was the person who had cut the extra bars without paying any attention to the ribbons that had identified the bars pegged for cutting.

At Berth 7, the ABF crew finished off the containment with the visqueen tarp shrouding the entire structure and read to be picked up for shipment to Pier E2. The Big Top representative was not at the site today.

REC'D 08 SEP 27 #005731

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: **7/24/08**

NIGHTWORK **THURSDAY**

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

**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

<p>Location: Pier E2 Remark: <span style="background-color: yellow; display: inline-block; width: 100%; height: 1em;"></span></p>	<p>7-day const. cal.: 589 Project work day: 799</p>	<p>Weather: Early morning fog Hot &amp; sunny afternoon</p>
---	---	---



As can be seen in these photos 3 of the 4 bars in a different bundle have been cut. These bars are those bars that are marked by a triangle by the designer on the Plan Sheet 519R1/1204 and are meant to be cut below the Anchor Bolts or Anchor Plates and not to the bottom of the rebar.

In passing I asked Terry about the elevation of a nail he placed in the S. E. corner of the North column and he responded that it is: **36.833m**. According to Plan Sheet 510/1204, the center of the column should have an elevation of **36.865m**. The dimension of the column in the North-South direction is **6 meters** and with a 2% X-slope the elevation at the corner of the column should be:  $36.865 - (6/2)(0.02) = 36.805m$ . This in turn means that the column at this location is 28mm taller than the indicated by the Plan and it proves that the Contractor's soffit is taller than anticipated. It is not that the column was constructed lower than the Planned elevation as ABF claims. Ofcourse, ABF is not complaining about the North column much as the soffit at this location is just a few mm higher than the column. It'd be interesting to find out the elevation atop the South column (East bound).

In other news of this site, Jason and Ed were in the throes of welding the cap/carrier beams to the stringers as Luke & Allan were placing the joists and cutting forms around the column.

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 CP-CEM 4601 (Rev. 4/99) (Old HC-10A)  
 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: **7/24/08**  
 NIGHTWORK **THURSDAY**  
 Shift Hrs Start 6:00 Stop 17:00  
 Engineer's Hrs Start 7:00 Stop 17:30

**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

Location: Pier E2	7-day const. cal.: 589	Weather: Early morning fog
Remark:	Project work day: 799	Hot & sunny afternoon



I asked Aaron to cover the field work for me from 15:00 to the end of the shift as I had to attend a memorial.

Materials:

Insp. Hrs.	INTERMITTENT INSPECTION
REG: 8.0	
OT:	

*Saman Soheili*  
 Saman Soheili

ASR/CT  
 Title