

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: **7/25/08**
 NIGHTWORK **FRIDAY**
Shift Hrs Start 6:00 Stop 17:00
Engineer's Hrs Start 7:00 Stop 17:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: Pier E2	7-day const. cal.: 590	Weather: Early AM fog
Remark:	Project work day: 800	Hot & sunny in the PM

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							
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	
		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			
At Berth 7											
		Pile Driver	8.00					Harry Wheat	Journeyman	P	
		Pile Driver	8.00					Richard Yambao	Journeyman	P	
		Pile Driver	8.00					Carl Nisley	Foreman	P	

The cutting of the extra bars is rightfully the hot item of debate and discussion and to that end, Gil told me to attend a 10:00 AM meeting in which this issue will be discussed. RSC is proposing a few alternatives that will be discussed before an amicable resolution is reached.

At 10:00 AM, Gi, Ron Mateen, & I met with Mike Lewis & James Davidson at ABF's trailer and we were in a teleconferencing call with J. Duxberry (T. Y. Lin) & Boyd Kelly of RSC. The proposals that were put forth were as follows:

- a) Replace the 4 cut verticals (actually as the following photos indicate, 3 of 4 were cut with the 4th one partially cut which in essence renders it useless) with discontinuous bars;
- b) Couple one of the #43 bars and install discontinuous bars at the 3 other locations;
- c) Weld back the cut-off bars using the specifications and procedures of the AWS D1.4 which is not supported by the CT Standard Specifications or the Special Provisions;

REC'D 08 SEP 27 #006732

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: **7/25/08**

NIGHTWORK **FRIDAY**

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

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: Pier E2	7-day const. cal.: 590	Weather: Early AM fog
Remark:	Project work day: 800	Hot & sunny in the PM

The last option seems the most plausible to all parties pending a permission to use the aforementioned AWS D1.4 on this Project. It was also mentioned (J. Davidson) that using this procedure is not to set precedence for future use but to remedy this situation in most expeditious and logical fashion. Coupling of the rebars requires chipping of concrete, which in turn could damage the "L" & "T" bars below the top of the concrete. It also requires more space which means the hoop needs to be cut. Installation of a non-lap bar requires extensive chipping and even more damage to the "T" & "L" bars.

RSC/ABF are to send a RFI listing the options on the table and CT is to investigate the possibility of using AWS D1.4, which seems to be the only option in resolving this matter.

At Berth 7 today, the sandblasting containment was lifted on to a barge this morning at around 9:00 Am and subsequently shipped to the site of Pier E2. This was followed by the crew resuming work on the remaining form panels for the crossbeam.

At Pier E2, the containment was lifted over the top of the Pier onto the North column. The reinforcing steel and the concrete on this column will be blasted on Monday.

The ABF crew continued with the welding of the carrier/cap beams to the stringer.

For the remainder of the day, I studied **Submittal 295**: Pier E2 crossbeam PT working drawing.

Materials:

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

Saman Soheili
Saman Soheili

ASR/CT
Title