

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: **8/7/08**
 NIGHTWORK **THURSDAY**
Shift Hrs Start 6:00 Stop 14:30
Engineer's Hrs Start 7:00 Stop 16:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: Pier E2	7-day const. cal.: 603	Weather: Overcast in the AM
Remark:	Project work day: 813	Hot & Windy in the PM

Description of Operation: Falsework Erection & Sandblasting

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.				IDLE OR DOWN/ ELSEWHERE	REMARKS	Prime / Sub	
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT							Name
		At Pier E2								
		Pile Driver	8.00					Ben Neal	Foreman	p
		Pile Driver	8.00					Alan Briney	Journeyman	p
		Pile Driver	8.00					Luke Paulk	Journeyman	p
		Pile Driver	8.00					Jason Matlock	Journeyman	p
		Pile Driver	8.00					Edward Mendoza	Journeyman	p
		Deck Engineer	8.00					Ryan Oku	Journeyman	p
		Operator	8.00					Kevin Fitzgerald	Journeyman	p
		Oiler	8.00					David Bian	Journeyman	p
		Pile Driver	8.00					Harry Wheat	Journeyman	p
		Pile Driver	8.00					Richard Yambao	Journeyman	p
		Pile Driver	8.00					Carl Nisley	Foreman	p
		Crane Ringer	8.00					Manitowac		
481-93-4002		Man-lift	8.00					Hertz Rental Genie S-125		
P185-R		Compressor	8.00					Ingersoll Rand		
		Welding Machine	8.00					Lincoln Vantage 500		
		Generator	8.00					MQ Power 25		

Massoud, David Chung & I were at Pier E2 at around 11:00 PM to inspect the quality of the sandblasting operation on the rebar cages at the North column. The reinforcing steel was about 100% free of the protective paint coating placed at the conclusion of the E2/T1 project. There were a few streaks of paint remaining, which we pointed out to Ben and in turn he identified these location with spray paint for the workers.

Just as this inspection was winding down, I received a call from J. Duxberry, who told me that he plans to come out to E2 with M. Mac Donald to weigh in on the reinforcing steel at the South column that is to be cut-off in order to facilitate the placement of the PT ducts. Following a few phone calls, we decided to meet at 14:00. I went back to the office to get my plans and met with James, Andrew (T. Y. Lin) and R. Marin at Berth 7 and made our way to Pier E2. At the top of the Pier, we met with Mark and Terry, who had set-up the batter boards on the North & south sides of the South column. On these batter board, he had set 5 stringlines crossing the column and tied off at either end to nails on batter boards. Two of the stringlines were at the center of the two duts that run through the steel and the other two were placed at an offset to the center of the other two ducts. Terry had to offset these two pairs due to the fact that the ducts at this location would not run through the rebars but hit them head on.

Following an hour long inspection and measurements, T. Y. Lin was of the opinion that we need to cut ONLY 46 bars and not 48 called out on the plan or 52 considered by ABF. I thought that the number of bars to be cut, would be closer to that of the ABF. The rebars to be cut were made by green ribbons and slated to be cut off tomorrow morning. We left the site at around 15:30.

REC'D *08 SEP-27 #006738

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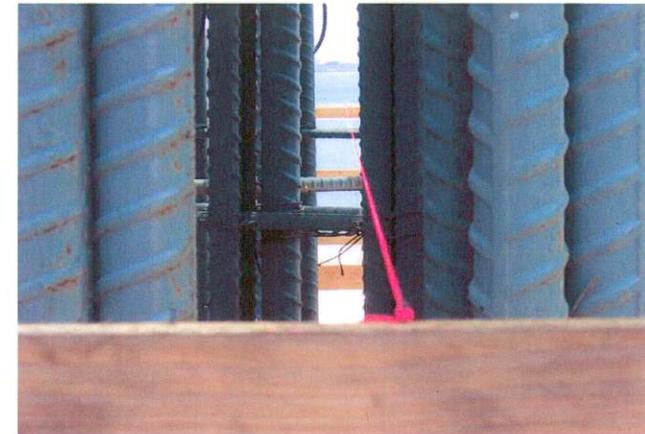
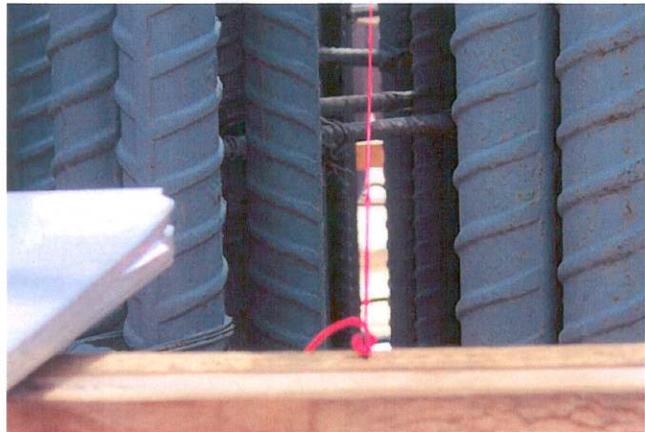
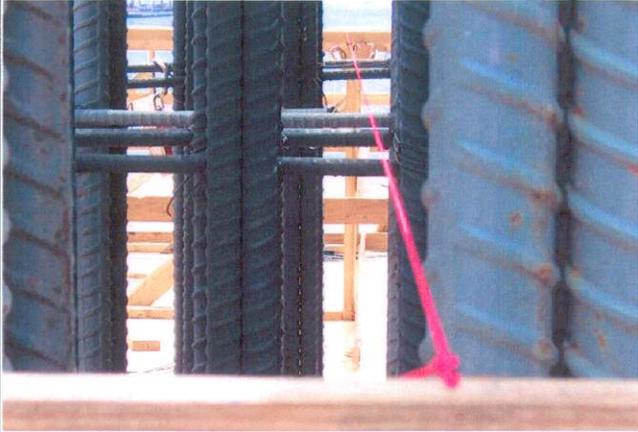
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ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

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STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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The construction of the soffit is winding down and it seems that they will be done with this work tomorrow. Also, they will have to clean up the site of the sand blasting at the North column prior to the removal of the containment. The following photos indicate the status of work at the South column and show the conclusion of this work is near.



Materials:

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

Saman Soheili
 Saman Soheili

ASR/CT
 Title