

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 **8/11/08**  
Began: \_\_\_\_\_  
 NIGHTWORK **MONDAY**  
Shift Hrs Start 6:00 Stop 14:30  
Engineer's Hrs Start 7:30 Stop 17:30

**ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT**

Location: Pier E2	7-day const. cal.: 607	Weather: Sunny & hot
Remark: _____	Project work day: 817	_____

Description of Operation: Falsework Erection

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					IDLE OR DOWN/ ELSEWHERE	REMARKS	Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT							
<b>At Pier E2</b>										
		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
		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	
<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

**Staff Meeting**

The most pressing issues discussed were those pertaining to W2 in regards to the reinforcing steel. Moreover, an e-mail from ABF's boss to Gary Purcell in regards to the inadequacy of the CT personnel was discussed, in which almost all the cited items were refuted by the inspectors. All the affected personnel were to write a response and counter the accusations levelled at them and submit that to Gil/Garry.

At the time of this meeting, Massoud was at the site tending to the task of cutting the already marked reinforcing steel at the South column. As reported on Thursday's diary, the T. Y. Lin designers and us were at Pier E2 on that day, where James Duxberry & Andrew marked the column cage rebars that are to be cut at the soffit level in accordance to the "Field Cut Detail" of the Plan sheet 519R1/1204. A total of 46 bars were to be cut (#43s & 57s) to make room for the PTs. The bars that were cut at the site consisted of 27- #57 & 20-#43 for a total of 47 bars, which is still one bar shy of the 48 bars the designers had anticipated during the design phase.

At Pier E2, the clean-up of the sand-blasting medium inside the containment, including the blowing of all sand and dust off the rebar cages is now COMPLETE. This marks the completion of the Sand Blasting operation at the North column.

At Berth 7, the assembly of the pre-fabricated pedestrian walkway is underway and in full swing. The panel form for the transition (flared section) section of the cross-beam is not being assembled yet.

REC'D 08 SEP 27 #006740

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**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

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For all work at Berth 7 and the details on the sand blasting operation (labor & equipment), please refer to M. Modanlou's report.

The followin photos show the progress of work at Bert 7 and some of the material stored at this location.



Materials:

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

*Saman Soheili*  
Saman Soheili

ASR/CT  
Title