

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. 7-day const. cal.: 624
Project work day: 834
Date the Shift Began: 8/28/08
 NIGHTWORK THURSDAY
Shift Hrs Start 6:30 Stop 15:00
Engineer's Hrs Start 6:00 Stop 14:30

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: E2 Cross Beam/Pier 7	Weather: clear/warm
Remark: formwork/ironwork	Hi 87F/Lo 62F

Description of Operation:
ABF - continued with formwork for blockouts of post tensioning and HS rods at Pier 7 and E2
RPS - begin ironwork for cross beam/prep column cage #57 to weld

REC'D - 08 OCT - 01 #00588

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					CONTRACTORS			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	Structural Concrete, Bridge			Bar Reinforcing Steel (Bridge)	Construction Surveying	IDLE OR DOWN/ ELSEWHERE	Name	Classification	Prime / Sub
			RT	RT	RT						
	1	Foreman	8.00					Pier 7	Karl Nisley	Pilebutt	P
	1	Journeyman	8.00					Pier 7	Jason Matlock	Pilebutt	P
	1	Journeyman	8.00					Pier 7	Edward Mendoza	Pilebutt	P
	1	Apprentice	8.00					Pier 7	Richie Yambao	Pilebutt	P
	1	Foreman	8.00					E2	Ben Neal	Pilebutt	P
	1	Journeyman	8.00					E2	Allen Briney	Pilebutt	P
	1	Journeyman	8.00					E2	Luke Paulk	Pilebutt	P
	1	Apprentice	8.00					E2	Garrieth Nelson	Pilebutt	P
	1	Journeyman	8.00					E2	Kevin Fitzgerald	Operator	P
	1	Apprentice	8.00					E2	David Bian	Oiler	P
	1	Apprentice			8.00				Chris Roberts	Surveyor	P
	1	Journeyman			8.00				Terry Dennis	Surveyor	P
	1	Ringer Barge	4.00				4.00		Manitowac Crane		P
002062	1	Lincoln Electric					8.00		Vantage 500	6008088	P
002083	1	Lincoln Electric					8.00		Vantage 500	6008091	P
002068	1	MQ Power Generator	8.00						Whisperwatt 25	6007939	P
002069	1	MQ Power Generator	8.00						Whisperwatt 25		P
	1	Honda 115 Horse Skiff					8.00				P
002075	1	Ingersoll Rand P185R					8.00				P
	1	Flex Anchor					8.00		Equipment Barge	@ Pier 7	P
002077	1	Ingersoll Rand P185R					8.00				P
768504005	1	Lincoln Electric	8.00						Vantage 500	000073	P
002067	1	MQ Power Generator	8.00						Whisperwatt 25		P
	1	Foreman		8.00					Tim Greenley	Ironworker	1
	1	Journeyman		8.00					Victor Quiroz	Ironworker	1
	1	Journeyman		8.00					Luis Ortiz	Ironworker	1
	1	Journeyman		8.00					Francisco	Ironworker	1
	1	Journeyman		8.00					Carlos Morales	Ironworker	1
	1	Foreman		8.00					Bob Bognaes	Ironworker	1

Two barges of ironwork were mobilized to E2 from Pier 7 early this morning (DSC02285). The ironwork for the E2 cross beam was started today. They cut all ties for the hoops around the north column cage (E2W) and started preparation for welding the #57 bar that they mistakenly cut (DSC02288). There was however no QC hired by ABF for the welding; therefore, there was not welding performed today. CT's Mark Baker (CWI) was on site but was not needed. The clearance below the main #57 bars is correct. They are using three-inch dobs and a #13 buried bar; 75+13+#25 stirrup = 113 mm. 25s
The width of the stirrups is also correct for the width of the cross beam. The markings in yellow paint for the layout of the horizontal #36s inside the stirrups is correct ~250mm. I noticed that they were placing the east leg of the stirrups parallel with the panel edges. Since these bars are

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ASSISTANT RESIDENT ENGINEER'S DAILY

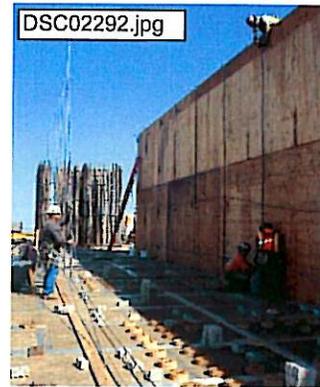
BRIDGE

REPORT

Location: E2 Cross Beam/Pier 7
stirrups is correct ~250mm. I noticed that they were placing the east leg of the stirrups parallel with the panel edges. Since these bars are supposed to be placed normal to the soffit, this would be okay since the panels are also placed normal to the soffit and therefore the panel edges would be at the correct angle. The west leg however was being 'plumbed' up. I noticed they were using a torpedo level to make sure these were plumb. I notified Tim (RPS foreman~10:00) that these stirrups were supposed to be placed normal to the deck (not plumb); a simple adjustment would suffice; the way they have their support system for these bars, they are forming parallelograms and just need to shift the top over a few inches; the bottom is already tied so that will not move. Bob Bognaes continues to complain of CT's presence even though we continue to tell them their ironwork placement is wrong intermittently instead of at the completion of the work.

Weather: clear/warm

Formwork at Pier 7 continues for PT blockouts on north and south end of cross beam. Blockouts on the soffit were also being nailed at E2.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

David Chung
DAVID CHUNG

TE/CT
Title