

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.: 631
Project work day: 841
Date the Shift Began: 9/4/08
 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
Remark: ironwork/mtg w/TYLIn/formwork
Weather: warm/hot
Hi 91F/Lo 59F

Description of Operation:
ABF - continue formwork for cross beam/mobilize north end bulkhead to E2 from Pier 7
RPS - continue ironwork for cross beam/demonstrate clearance issue for ducts

		HOURS - ITEM NO.						CONTRACTORS		
ITEM NO. >>		38	48	133				Prime	American Bridge / Fluor JV (P)	
		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	Construction Surveying				Sub #1	Regional (1)	
								Sub #2	(2)	
								Sub #3	(3)	
								Sub #4	(4)	
								Sub #5	(5)	
EQUIPMENT AND/OR LABOR:								REMARKS		Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT	RT			Name	Classification	Prime / Sub
	1	Foreman	8.00					Karl Nisley	Pilebutt	P
	1	Journeyman	8.00					Jason Matlock	Pilebutt	P
	1	Journeyman	8.00					Edward Mendoza	Pilebutt	P
	1	Apprentice	8.00					Richie Yambao	Pilebutt	P
	1	Foreman	8.00					Ben Neal	Pilebutt	P
	1	Journeyman	8.00					Allen Briney	Pilebutt	P
	1	Journeyman	8.00					Luke Paulk	Pilebutt	P
	1	Apprentice	8.00					Garrieth Nelson	Pilebutt	P
	1	Journeyman	8.00					Kevin Fitzgerald	Operator	P
	1	Apprentice	8.00					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		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 Greenlee	Ironworker	1
	1	Journeyman		8.00				Roberto Berber	Ironworker	1
	1	Journeyman		8.00				Jose Cervantes	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

Bi-Weekly safety meeting - driving with seat belts
Field meeting between RPS/CT/TYLIn/ABF. RPS had question about arrangement of #57 bars around vertical ducts. According to RPS, it would be impossible to place the ironwork as planned. They asked what was more important, the number of bars or the placement of bars. CT and T.Y.Lin stated that the number of bars was more important and that the placement can shift a few inches if needed as long as they are in the vicinity. A few bars may not be placed at all due to the lack of space within column core area.

001-07 #005989

REC'D 08 OCT 07

WELDER Ironworker *[Signature]*

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.: 631
 Project work day: 841
 Date the Shift Began: 9/4/08
 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	Weather: warm/hot
--------------------------------	--------------------------

few bars may be not be placed at all due to the lack of space within column cage areas.
 I asked one of the designers from T.Y.Lin if the clearance of 110 on the bottom left corner of Detail A on sheet 512R1 was in reference to the bottom of the stirrup or the bottom of the main reinforcement #57. As the ironwork is placed now, the clearance is to the bottom of the #57 as planned. If this 110mm was to the bottom of the #25 stirrup, there would be 4 inches of unreinforced concrete. Alex (T.Y.Lin) stated that this clearance was to the bottom of the #57 bar.
 Question was brought up about the hoops around the column cages. According to plan, these hoops will need to be placed at a 2% slope to match the cross fall of the cross beam. These hoops would need to be oval shaped. This is not currently the case. T.Y.Lin is okay with them being oval. The T&L bars through this area are more important.
 The 160/180mm spacing I previously mentioned will not likely be achieved based on the configuration of the ducts. In DSC02331, the bars are placed at 250 but already close to snug tight against the ducts.
 Ironwork continues in the south end region of the cross beam by the bulkhead (DSC02332). Ironworkers also continue to align hoops on the barge while alternating the splices to ease installment over the column cages (DSC02333).



DSC02331.jpg



DSC02332.jpg



DSC02333.jpg

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT INSPECTION
OT:	

David Chung
 DAVID CHUNG

TE/CT
 Title