

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.: 638
Project work day: 848
Date the Shift Began: 9/11/08
 NIGHTWORK THURSDAY
Shift Hrs Start 6:30 Stop 15:00
Engineer's Hrs Start 6:45 Stop 15:15

TOLL PROGRAM/DIST. 4 CONSTR.

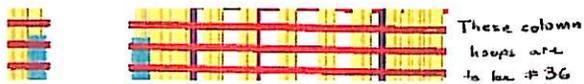
ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: E2 Cross Beam	Weather: overcast AM
Remark: ironwork	Hi 67F/Lo 58F

Description of Operation:
ABF - continue to work on vertical PT duct placement at south shear key
RPS - continue to place ironwork for column cages at E2E.

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.					CONTRACTORS			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT			RT/OT	Name	Classification	Prime / Sub
	1	General Foreman	8.00					Terry Cronk	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	Ringer Barge 1	8.00					Manitowac Crane		P
	1	Ringer Barge 2	8.00					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	4.00				4.00			P
	1	Flex Anchor					8.00	Equipment Barge		P
	1	Journeyman		8.00				Tim Greenlee	Ironworker	1
	1	Journeyman		8.00				Jose Pilayo	Ironworker	1
	1	Foreman		8.00				Luis Ortiz	Ironworker	1
	1	Journeyman		8.00				Victor Quiroz	Ironworker	1
	1	Foreman		8.00				Bob Bognaes	Ironworker	1

According to Saman (CT), HRC (coupler manufacturer) will be sending out a letter stating that the couplers are still okay to be torqued to 400 ft-lb. The designer still needs to be consulted in regards to whether or not this was intended. The difference between 250 ft-lb and 400 ft-lb may be the difference between service (elastic) and ultimate (plastic) behavior, which is up to the designer to decide.
RPS resumed placing hoops around the column cages at E2E. I noticed around 1100 that they did not have any #36 bars within their stack of #25 hoops. According to RFI 962, ABF stated that it would be necessary to replace one #36 for two bundled #25s in the PT duct area (see diagram). The reasoning was that the bundled #25 would not allow the ducts to be in proper position. Since they were stacked (as seen in DSC02367), they would be dropping them two at a time into position. However, in this stack there are no #36 bars. I mentioned this RFI to Luis since Bob was not around. They will attempt to do without the RFI.
ABF continued to work on the vertical PT ducts (DSC02365). I heard the general foreman (Terry Cronk) talking about placing rebar across the stirrups to tie the ducts to so they remain in proper alignment. I pointed out that the stirrups would first need to be placed in their proper position because the way they are now, there is space between the ducts and bars (DSC02366).
Work on the support system at E2W has for the time being come to a halt (DSC02364).



REC'D 08 OCT 07 #006994

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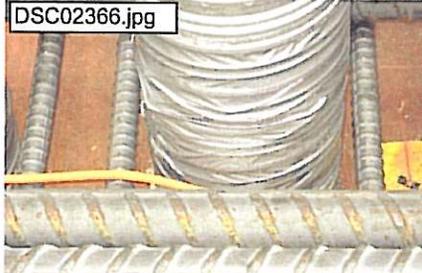
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Weather: overcast AM






Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

David Chung
 DAVID CHUNG

TE/CT
 Title