

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.: 643
Project work day: 853
Date the Shift Began: 9/16/08
 NIGHTWORK TUESDAY
Shift Hrs Start 6:30 Stop 15:00
Engineer's Hrs Start 6:45 Stop 15:15

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: E2 Cross Beam	Weather: partly cloudy
Remark: Ironwork/PT ducts	Hi 64F/Lo 55F

Description of Operation:
ABF - continue to place PT ducts
- continue to form support system for PT rods within column cage area at E2E
- mobilize ducts from barges to platform
RPS - continue placement of #57 transverse bars
- begin placement of #19 grillage in shear key/bearing area

		HOURS - ITEM NO.						CONTRACTORS		
ITEM NO. >>		38	48					Prime	American Bridge / Fluor JV (P)	
		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)				IDLE OR DOWN/ ELSEWHERE	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				Name	Classification	
	1	Foreman	8.00					Karl Nisley	Pilebutt	P
	1	General Foreman	8.00					Terry Cronk	Pilebutt	P
	1	Journeyman	8.00					Jason Matlock	Pilebutt	P
	1	Journeyman	8.00					Leo Vega	Pilebutt	P
	1	Foreman	8.00					Ben Neal	Pilebutt	P
	1	Journeyman	8.00					Luke Paulk	Pilebutt	P
	1	Apprentice	8.00					Garrieth Nelson	Pilebutt	P
	1		8.00					Byron Contreran	Laborer	P
	1	Journeyman	8.00					Kevin Fitzgerald	Operator	P
	1	Apprentice	8.00					Kevin Alger	Oiler	P
	1	Ringer Barge #1	3.00				5.00	Manitowac Crane		P
	1	Ringer Barge #2	7.00				1.00	Manitowac Crane		P
002062	1	Lincoln Electric	7.00				1.00	Vantage 500	6008088	P
002083	1	Lincoln Electric					8.00	Vantage 500	6008091	P
002068	1	MQ Power Generator	7.00				1.00	Whisperwatt 25	6007939	P
002069	1	MQ Power Generator	7.00				1.00	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
	1	Journeyman		8.00				Jose Cervantes	Ironworker	1
	1	Journeyman		8.00				Roberto Berber	Ironworker	1
	1	Journeyman		8.00				Jose Pilayo	Ironworker	1
	1	Foreman		8.00				Luis Ortiz	Ironworker	1
	1	Foreman		8.00				Bob Bognaes	Ironworker	1
	1	Journeyman		8.00				Tim Greenlee	Ironworker	1
	1	Journeyman		8.00				Victor Quiroz	Ironworker	1

ABF did not work overtime today
In the morning around 0830, Masoud informed the general foreman (Bob) that the hoops around the column cages were wrong. They were oversized and were not properly bearing against the vertical reinforcement of the Pier (DSC02382/DSC02387). I noticed this as well after seeing that the hoops were not bundled vertically according to plan. They were carelessly bundled with the transverse #57 lying on top. 0930, Masoud reiterates that the hoops are wrong, not to proceed until the issue is addressed, and that they will be proceeding at their own risk; Bob stated that he talked to ABF about the issue and that ABF states that there wasn't a problem and to proceed. Workers are seen continuing to tie the #57s on top of the hoops.
Mark MacDonald (ABF engineer) arrives on the site and gives instruction to Bob on how to tie the grillage ironwork in the shear key/bearing areas using ISD model from RFI 967.
I discussed the hoops with Mark after Masoud left and showed him how there was a large gap between the hoops and the vertical ironwork. Pushing the hoops back and forth, he acknowledged the situation and asked if they could center the ring. I said I would have to talk to the designer

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REC'D 08 DEC 07 #006997

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ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: **E2 Cross Beam** Weather: partly cloudy

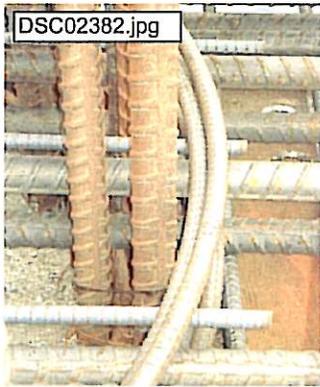
Pushing the hoops back and forth, he acknowledged the situation and asked if they could center the ring. I said I would have to talk to the designer. The designers were unable to be reached so Ron Matin (CT) came to the site to discuss the hoops. Measuring between the vertical steel and the hoop after pushing the hoop to one side against the vertical steel on the other side, the hoops were oversized by about 22mm.

Before I left, I noticed the ironworkers were continuing to place more #57s over the hoops at E2W (DSC02390), hoops that were also oversized. In the afternoon, I observed that the ironworkers had completed the second layer of #57 bars. I called Ron Matin to confirm what Tim (RPS) had told me, that the hoops were okay. Ron states that the hoops are okay as long as they have the hoops snug tight against the vertical pier ironwork, the 'slack' would need to be dragged to the center of the four column cage arrangement. In other words, the outer perimeter of the four column cage arrangement needs to be tight. Toward the top of the cages, the vertical steel would have more 'give' so the ironworkers are required to pull them to proper alignment against the hoops.

There was a safety concern where Bob prepared a bundle of steel to be mobilized to the platform. He did not secure the bundle very tight; a large number of bars were pinched only on one end and dangling over the water on its way to the platform. Tim saw this and immediately informed workers in the vicinity to move out of the way (DSC02393).

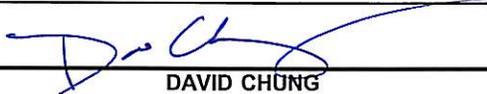
The ironworkers have started placing the #19 grillage bars (DSC02394). The concrete that will be used in this cross beam will have 1/2" agregage and will be self-consolidating concrete. However, the spaces still look too congested for agregate to properly flow.

ABF started placing tie rods that will be imbedded in the concrete (ABF's means/methods) in order to form the blister underneath (DSC02386).



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION


DAVID CHUNG

TE/CT
Title