STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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 Began: **9/4/08**

☐ NIGHTWORK **THURSDAY**

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 & Berth 7
Remark:

7-day const. cal.: 631
Project work day: 841

Weather: Scorching Hot 90-95F

Description of Operation: Rebar Installation

EQUIPMENT AND/OR LABOR: EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	HOURS - ITEM NO. ITEM NO. >>	48					IDLE OR DOWN/ ELSEWHERE	REMARKS Name	Classification	Prime / Sub
			RT	RT (Bar Reinforcing Steel (Bridge))								
		Berth 7										
		Pile Driver	8.00							Karl Nisley	Foreman	p
		Pile Driver	8.00							Harry Wheat	Journeyman	p
		Pile Driver	8.00							Richard Yambao	Journeyman	p
		Pile Driver	8.00							Ed Mendoza	Journeyman	p
		Pile Driver	8.00							Jason Matlock	Journeyman	p
		Generator										
		Welding Machine								Lincoln		
		Air Compressor								Ingersol Rand		
		Pier E2										
		Pile Driver								Ben Neal	Foreman	p
		Pile Driver	8.00							Alan Briney	Journeyman	p
		Pile Driver	8.00							Luke Paulk	Journeyman	p
		Pile Driver	8.00							Garrieth Nelson	Journeyman	p
		Deck Engineer	8.00							Ryan Oku	Journeyman	p
		Operator	8.00							Kevin Fitzgerald	Journeyman	p
		Oiler	8.00							David Bian	Apprentice	p
		Laborer	8.00							Byron Contreras	Laborer	p
		Laborer	8.00							Rigoberto Carreon	Laborer	p
			8.00							Terry Denis	Surveyor	p
			8.00							Chris Roberts	Surveyor	p
		Iron worker		8.00						Robert Bognaes	Foreman	S
		Iron worker		8.00						Tim Greenly	Journeyman	S
		Iron worker		8.00						Lucino Ortiz	Journeyman	S
		Iron worker		8.00						Alberto Quiroz	Journeyman	S
		Iron worker		8.00						Carlos Morales	Journeyman	S
		Iron worker		8.00						Jose Playo	Journeyman	S
		Compressor								Ingersol Rand		
		Crane "Ringer"	8.00							Manitowoc		
		Welding Machine	8.00							Lincoln		
		Generator	8.00							25KW		

Prime American Bridge / Fluor JV (P)
Sub #1 Regional (1)
Sub #2 (2)
Sub #3 (3)
Sub #4 (4)
Sub #5 (5)

RECD '08 OCT-13 #007273

Safety Meeting

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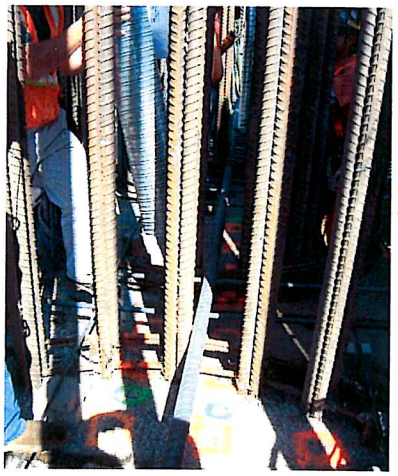
ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location:	Pier E2 & Berth 7	**7-day const. cal.:**	631	**Weather:**	Scorching Hot
Remark:		**Project work day:**	841		90-95F

Today at Pier E2, Carlos began the welding of the bundled #43 & #57reinforcing steel located in the NW rebar cage of the N. column. Three of 4 of these rebars had failed the RT and rejected by CT; hence, the re-weld. By the time Massoud & I left the footing at around 12:00, he was done with the welding of one of the three rebars.

Regional steel continued with the placement of the #25 stirrups at the South end of the cross-beam closing in on the South end panel. The stirrups are complete through the straight section of the cross beam with a few longitudinal #25s in place.

The big issue today, however, was the placement of the longitudinal #57s that will interfere with the vertical #57s of the Pier rebar cages. T. Y. Lin designers, Alex & Andrew came to the site, escorted by Mark Mac Donald in order to address this issue.



The top left photo above, shows the newly welded #57 with two more remaining to be welded. The other 3 photos are taken at the South column looking North. A horizontal #57 is placed to determine the conflict with the vertical #57 and to decide which bars need to be cut. It was finally decided that at one location on the South column a #57 needs to be cut and at the N. column 2 #57s and if more reinforcing steel need cutting, then ABF will let us know before cutting any rebars. Moreover, Alex said that he would want to relocate 6-#43 longitudinal rebars from the mid-sectio to face of the cross beam to save the colunm cage vertical bars.

Bob, the RPS foreman, asked Masoud & I a question in regards to Section J-J on Plan sheet 516R1/1204. Referring to the 22- #25 headed bars that are to be installed at the bottom layer no spacing is prescribed by the designer. With the anchor bolts in the way, he had reservations that he would not be able to fit all the 22 bars in the plaaned location and asked if some of those could be stacked as they already are at the one side of the centerline of the column. We told him to go ahead and stack them if necessary.

Once back on land, I told Alex, at the presence of Massoud, Andrew, and Mark M. about the possibility of not having the 2% slope on the #25 outside hoops around the column cages. I told him that based on a conversation with Bob, RPS' foreman, we are lead to believe that the hoops are neither oval shaped nor large enoguh to easily maintain the 2% slope required in the Plans. He said that the issue had been addressed in a RFI and that the 2% slope on the hoops required for the "T" & "L" bars to get through. I told him that this may become an issue and this announcement is to be regarded as a notice.

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The left photoabobe is looking south at the two Eastern rebar cages of the N. Column and the right photo is looking North at the same location. One #57 at each end is to be cut.

On the welding of rebars at the N. W. column cage, Mark Baker, the structures' QA was present in addition to the ABF's QC, Barry Drake, while Carlos was welding these rebars. As previously mentioned, only one of the three #57s was finished before we departed at about 12:00.

For the detail of work at Berth 7, please refer to M. Modanlou's diary.

Materials:

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

Saman Soheili — TE/CT
Title