

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: **9/10/08**
 NIGHTWORK **WEDNESDAY**
Shift Hrs Start 6:00 Stop 14:30
Engineer's Hrs Start 7:00 Stop 17:00

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: Pier E2 & Berth 7	7-day const. cal.: 637	Weather: over cast and mild
Remark:	Project work day: 847	

Description of Operation: Reinforcing steel placement

			HOURS - ITEM NO.										
ITEM NO. >>			48						Bar Reinforcing Steel (Bridge)	IDLE OR DOWN/ ELSEWHERE	Prime	American Bridge / Fluor JV	(P)
								Sub #1			Regional Steel	(1)	
EQUIPMENT AND/OR LABOR:											Sub #2		(2)
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT							Sub #3		(3)
		Berth 7									Sub #4		(4)
		Pile Driver	8.00								Sub #5		(5)
		Pile Driver	8.00								REMARKS		
		Pile Driver	8.00								Name	Classification	Prime / Sub
		Pile Driver	8.00								Karl Nisley	Foreman	p
		Generator									Richard Yambao	Journeyman	p
		Welding Machine									Ed Mendoza	Journeyman	p
		Air Compressor									Jason Matlock	Journeyman	p
		Pier E2									Lincoln		
			8.00								Ingersol Rand		
		Pile Driver	8.00								Terry Cronk	Superintendent	p
		Pile Driver	8.00								Ben Neal	Foreman	p
		Pile Driver	8.00								Alan Briney	Journeyman	p
		Pile Driver	8.00								Luke Paulk	Journeyman	p
		Deck Engineer	8.00								Garrieth Nelson	Journeyman	p
		Operator	8.00								Ryan Oku	Journeyman	p
		Oiler	8.00								Kevin Fitzgerald	Journeyman	p
		Laborer	8.00								David Bian	Apprentice	p
		Laborer	8.00								Byron Contreras	Laborer	p
		Pile Driver	8.00								Rigoberto Carreon	Laborer	p
			8.00								Harry Wheat	Journeyman	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		

REC'D '08 OCT-13 #007276

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Earlier this morning and based on a prior arrangement with ABF & T. Y. Lin, Massoud, Jim, Mark, and James D. met at Pier E2 to determine the fate of the #57 & #43 verticals that are to get cut or spared. ABF was able to save reinforcing bars on the South column cages by virtue of slotting the bolt holes for the Shear Key Anchor Bolts support. The 2 #43s in the North column cages have to be snipped, however.

Team Concrete Meeting

The issues pertaining to E2 were the Pedestrian Bridge, which is now scheduled for installation toward the end of September and the Assembly of the 7" and 8" pipes that are going to house the Shear Keys Anchor Bolts. These pipes are to be assembled at Berth 7 on Saturday and will be installed next week at Pier E2.

Following the meeting, I received a call from David Chung informing me that ABF's Tim Greenly (instructed by the foreman, Bob Bognaes) has been torquing **410/420 couplers** on 16-#57 bars that make-up the lower level. By virtue of this infraction, Regional Steel is culpable on two accounts: One that **Tim greenly** is not on the list of Certified Operators (submittal 293 R0-R12) and secondly that he torqued these couplers to over 400 ft-lb, which is much gerater than the manufacturer's recommendation of **250ft-lb**.

Following this conversation, I called Chuck Kanapicki, ABF's QCM, who told me that he will look into this matter. My second call went to Mark MacDonald who said that he will speak to HRC and Regional Steel and indicated that HRC should produce some paper work to warrant their product. Then, I went to the T. Y. Lin's office and told them about the incident and that I had a concern in regards to using up the reserve elastic range of the couplers. They agreed with my assessment and it was decided to wait for a response from ABF/HRC in this regard. I pursued this further in a conversation with Ron Mateen who said a NCR has to be issued for each of the two violations.

Massoud & I went to the field at noon, following the conclusion of all conversation in regards to the coupler issue on E2. At the Pier, Terry, Jason & Allan were installing ducts over the donuts that are placed in locations where the anchor bolts for the Bearing is slated to be placed.

Bob, RPS' foreman, was not quite pleased with the turn of events on the couplers. He asked me for a fax number where HRC could send a letter certifying the 410/420 couplers for the torque of **420 ft-lb** they received. I gave him Ron Mateen's and told him that it is true that Tim Greenly did have certification to torque #57 bars on the E2/T1 Project, but that he should have his paper-rwork ready for this Project in order for this Project. One final note was that, whereas Tim Greenly told David Chung that he had jacked up the torque wrench to 500 ft-lb, the read-out indicated a torque of 420 ft-lb was applied to the 16-#57 bars. There is a statement on the **Certificate of Calibration** that reads as follows: "This torque wrench with Serial Number of **2008/149470 (or 2008/147002)** is calibrated and approved for Torque of 400 ft-lb and lower."



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

Saman Soheili

ASR/CT
Title