

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: **9/16/08**  
 NIGHTWORK **TUESDAY**  
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	7-day const. cal.: 643	Weather: Overcast in the AM
Remark:	Project work day: 853	Sunny & Mild in the PM

Description of Operation: Reinforcing steel installation at Pier E2 and Anchor Bolt Assembly at Berth7

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					REMARKS		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	48	cco71				Name	Classification	Prime / Sub
		<b>Pier E2</b>								
		Pile Driver	8.00					Karl Nisley	Foreman	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
		Pile Driver	8.00					Alan Briney	Journeyman	p
		Pile Driver	8.00					Luke Paulk	Journeyman	p
		Pile Driver	8.00					Garrieth Nelson	Journeyman	p
		Pile Driver	8.00					Harry Wheat	Journeyman	p
		Laborer	8.00					Byron Contreras	Laborer	p
		Laborer	8.00					Rigoberto Carreon	Laborer	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
		Pile Driver	8.00					Ben Neal	Foreman	p
		Deck Engineer	8.00					Ryan Oku	Journeyman	p
		Operator	8.00					Kevin Fitzgerald	Journeyman	p
		Oiler	8.00					David Bian	Apprentice	p
		Operator	8.00					Mark Mom	Journeyman	p
		Oiler	8.00					Kevin Alger	Journeyman	p
			8.00					Terry Denis	Surveyor	p
			8.00					Chris Roberts	Surveyor	p
		<b>Berth 7</b>								
		Superintendent	8.00					Tom Gibson		p
		Foreman	8.00					Rick Clayborne		p
		Iron worker	8.00					Barry Rothman		p
		Iron worker	8.00					Casey Lux		p
		Laborer	4.00	1.00				Erevardo Hernandez		p
		Laborer	4.00	1.00				Froilan Ruis		p

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**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

Location: Pier E2 & Berth 7	7-day const. cal.: 643	Weather: Overcast in the AM
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At Pier E2 this morning, another interesting issue reared its head. About a few weeks ago, I had told Bob to make sure that the #25 hoops around the column cages be installed parallel to the soffit-maintaining a 2% slope. To that end, I continued, the hoops should be either larger in diameter or be oblong in order to fit over the rebar cages at a 2% slope. He agreed. However, when Massoud called me this morning and informed me that the hoops are about **35 to 40 mm** larger than the column cages, it became apparent that our notice was not heeded. I asked Massoud to let Bob know that he can not continue with the installation of the hoops. I called Mark MacDonald immediately and left a voice-mail. This was followed by a phone call to Ron Matean, who did agree with me that RPS can not proceed (unless they do so at their own risk) with the installation of the hoops. The escalated conversation resulted in Ron and Mark heading to the field to meet with Massoud. The end result of this meeting was that Ron called the problem a minor one as he thought the hoops were only **10-20 mm** larger in diameter. Mark, I followed up the conversation with **Alex, T. Y. Lin designer** who had previously talked about this matter with **Ron** and **Mike Lewis**. Convinced by Ron's assertion on the insignificance of the diameter difference, he stated that the hoops should be tied up firmly against the #57 verticals on the outside of each Pier cage which would mean on the inside (toward the center of column) the hoops will be extending beyond the column cages and not tied up to #57 verticals. Alex continued that since #57s extending just above the top of the concrete can not be bent, the hoops at the lower end of the cages will be left in the position described above. However, as the hoops move away from the top of the concrete one can bend the #57s, which in turn enables the iron workers to bend the #57s slightly outward in order to tie these hoops to the verticals. Alex underscored the fact that he wants the hoops to be tied firmly to the outsides of the pier cages and the loose ends shall be toward the center of the column. I mentioned that with Massoud measuring and inspecting these hoops closely, I lean toward his findings and believe that the hoops are larger in diameter by 35-40 mm rather than 10-20 mm. I wondered if he would be willing to have the #57s pushed out by that amount if the hoops are consistently larger by that margin (very likely that would be the case.) He said if the diameter is consistently larger by that margin, then we would have a problem and a solution needs to be provided.

In addition, Massoud was frustrated with the fact that RPS had begun the placement of the #19s for the blisters (see 9/15/08 diary) without having addressed this issue. There was not anyway that we could have checked the placement of these #19s for accuracy. I discussed this matter with Alex and he told me that ABF was supposed to provide a RFI addressing this issue. He called Mike Lewis and the three of us discussed this matter. Alex asked him about the RFI and Mike indicated that he was involved in more pressing issues but he would get on it. I told Mike that without a RFI on which CT & T. Y. Lin have to concur, this operation shall not take place in the field for there is no way that we can inspect it for compliance, yet RPS is going ahead with the installation. He said that he would have it ready by tomorrow.

At Berth 7, the Iron workers and two of the laborers were continuing with the assembly of the Shear Key Anchor Bolts. I did find out from Ajay that the work is paid under **CCO 71** to which I said that we were not made aware of this fact. He added that the workers stayed until 5:00 PM and he did stay on for that work. This was quite strange to me that Ajay who argued that the work should be inspected by us and went on to say that the decision for this division of work had been made at the highest level of management, did not let us know about the crew working overtime and chose to stay on himself!!!

**CCO #71**

At any rate, he told me that **ONLY** the Material is paid for under this CCO. Furthermore, he said that earlier this morning 2 laborers worked 45 minutes to finish applying, **Denzo Paste, Denzo Tape, and Denzo PVC Tape** on the remaining 4 Anchor Bolts.

Tom Gibson, ABF superintendent for this operation told me that the laborers were sent off after working for four hours today. I will have to verify with him that the four hour work day for the laborers was due to the Labor Compliance Laws and not CCO related.

The 3 iron-workers in addition to Tom, finished off a whole rack (**30**) anchor bolts today. They are all the **5231mm** long Anchor Bolts. There are **30** more long ones and **36 short (3031 mm)** ones remaining to be assembled.

The following photos show ABF installing the **7" sleeve** over the long Anchor Rods and tightening the **6-6mm dia.** bolts through the **ASTM A709 Gr. 345 Bearing Plate (300 x 250 x83)**. Said plate is already connected with the same number of bolts to a 770 mm sleeve called a Top Hat, thus forming the **Shear Key Rod Assembly** that is to be installed inside the columns.

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

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**ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT**

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Materials:

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

Saman Soheili

ASR/CT  
 Title