

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: **9/19/08**  
 NIGHTWORK **FRIDAY**  
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.: 646	Weather: Sunny & Hot
Remark:	Project work day: 856	

Description of Operation: Placement of Reinforcing Steel

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					REMARKS		Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	ITEM NO. >>	48				Name	Classification	
		<b>Pier E2</b>								
		Pile Driver		8.00				Terry Cronk	General Foreman	p
		Pile Driver		8.00				Karl Nisley	Foreman	p
		Pile Driver		8.00				Leo Vega	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				Roberto Berber	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
		<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

REC'D \*08 OCT-13 #007281

At Berth 7, the work on the assembly of the last 30 long (5231mm) *Shear Key Rod Assemblies* was complete and the rack of the 30 rods was placed on a barge ready to be shipped to the job site. To-date 60 of these assemblies have been put together, 30 of which had already been shipped to the site and 1/2 of them assembled as of yesterday. The crew then assembled the short (3031 mm) *Shear Key Rod Assemblies*.

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**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

**REPORT**

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The assembly is similar to the one with the long rods, except for the sleeve being 2250 mm (Type A) instead of the 4450 mm (Type B) used for the long ones. **A NOTE:** The sleeve for the long Anchor Bolts was measured to be 4430 mm and for the short ones 2230 mm, instead of 4450 & 2250, respectively, as indicated in **Submittal 689R1**. There are 36 short Rod assemblies for both columns, which along with the 60 long ones, make up the 96 Anchor Bolts that are connecting the Shear Keys to the x-beam in the column regions.

At Pier E2, the ABF crew had placed 5 more of the Shear Key Rod Assemblies as of 11:30 AM (at the time of our departure.) The 3rd layer of the #57s were placed and according to Massoud torqued as well. While at the job site, M. Mac Danold showed us a conflict created by the 300x250x83 mm Bearing Plate and the #43 vertical reinforcing steel in the N. E. column cage of the South column. The said Bearing Plate connects the Top Hat (770 mm bottom section of the Anchor Bolt sleeve) to the top sleeve section. We told Mark that the Bearing Plates could be rotated to make room and if needed, the #43 reinforcing steel can be cut as outlined on the Plan sheet 519R1 of 1204.



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The torquing of all #57s making up the third layer of the bottom mat was also complete today. Torquing was done by the approved operator **Roberto Berber** and witnessed by **Massoud Modanlou**.

The following photos show the #25 T-heads that were discussed yesterday in my report. These are the T-heads that replaced the hairpins (RFI 967) and it was reported that due to the conflict with the ducts they can not be placed at 150 mm spacing as called out in Section C-C of Plan sheet 512R1 of 1204. Thus, wherever this conflict exists, the rebar was eliminated.



Materials:

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

Saman Soheili

ASR/CT  
Title