

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: **9/24/08**  
 NIGHTWORK **WEDNESDAY**  
Shift Hrs Start **6:00** Stop **14:30**  
Engineer's Hrs Start **7:00** Stop **15:30**

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

Location: Pier E2	7-day const. cal.: 651	Weather: Sunny & Hot
Remark:	Project work day: 861	85F

Description of Operation: Placement of Reinforcing Steel

			HOURS - ITEM NO.							
ITEM NO. >>			48					Prime	American Bridge / Fluor JV	(P)
			Bar Reinforcing Steel (Bridge)					Sub #1	Regional Steel	(1)
								Sub #2		(2)
								Sub #3		(3)
								Sub #4		(4)
								Sub #5		(5)
EQUIPMENT AND/OR LABOR:								REMARKS		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)						Name	Classification	Prime / Sub
		Pier E2								
		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
			8.00					Terry Denis	Surveyor	p
			8.00					Chris Roberts	Surveyor	p

**Team Concrete Meeting**

This meeting was conducted with ONLY Dave Adams and Mike Lewis showing up for ABF and on our side we did not have Ron or the vacationing Gil.

The most important issue discussed regarding Pier E2, had to do with #57 reinforcing steel that can not be placed through the column cage due to the crowding caused by the oversized caps for the shear key anchor bolts. ABF issued RFI 1495, "Existing Column Vertical Reinforcing" to which T. Y. Li had responded with the alternative placement of rebars. Mike Lewis indicated that upon further review, that alternative is not going to

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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T. Y. Lin had responded with the alternative placement of rebars. Mike Lewis indicated that upon further review, that alternative is not going to work on the West side of the Cross beam as the two sides of the beam are not laid out symmetrically. Alex Sanjines agreed with Mike and upon the receipt of the RFI, Alex will respond as to how he would like to see these 6 rebars distributed.

I brought up the case of the #25 T-heads that was discussed with Massoud and M. MacDanold in the field last Thursday, where due to the vertical ducts, not all # 25s could be placed. Mark had said that they would generate an RFI to address this issue. Alex said that he had not heard of this problem whatsoever. Paraphrasing Mark, Mike Lewis said that he was told by Mark that the issue had been resolved. I explained that it may have been resolved in the field but not with the designers. Alex chimed in that it should be the other way around. I agreed, but commented that it is pretty obvious that the #25s do not fit, but I was under the impression that Mark was going to let him and Ron know about this issue that was discussed last Thursday. Mike promised to get on the horn and issue RFIs addressing both situations.

After the meeting, Massoud went to Pier E2, where he hooked up with Mike Lewis in regards to the former issue discussed here. Mike was supposed to assess the situation as to how best re-arrange the 6-#57s. For details of the discussion and the work that Mike & Massoud conducted in the field on this matter, please refer to Massoud Modanlou's diary.

There is no work at Berth 7.

Materials:

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

Saman Soheili

ASR/CT  
Title