

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: **9/26/08**  
 NIGHTWORK **FRIDAY**  
Shift Hrs Start 6:00 Stop 14:30  
Engineer's Hrs Start 6:30 Stop 16:30

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

Location: Pier E2 & Berth 7	7-day const. cal.: 653	Weather: Sunny & Hot
Remark:	Project work day: 863	>80F

Description of Operation: Placement of Reinforcing Steel & the Assembly of Concrete Panel Forms

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					REMARKS		Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	48					Name	Classification	
		<b>Pier E2</b>								
		Pile Driver	8.00					Terry Cronk	General Foreman	p
		Pile Driver	8.00					Leo Vega	Foreman	p
		Pile Driver	8.00					Carl Nisley	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
		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					Jose Cervantes	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 Pelayo	Journeyman	S
		Iron worker	8.00					Lee Wachtler	Journeyman	S
		Iron worker	8.00					Salvador Roman	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>								
		Pile Driver	8.00					Leo Vega	Foreman	p
		Pile Driver	8.00					Karl Nisley	Journeyman	p
		Pile Driver	8.00					Harry Wheat	Journeyman	p
		Pile Driver	8.00					Richard Yambao	Journeyman	p
		Pile Driver	8.00					Jason Matlock	Journeyman	p
		Generator								

REC'D \*08 OCT -13 #007286

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**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

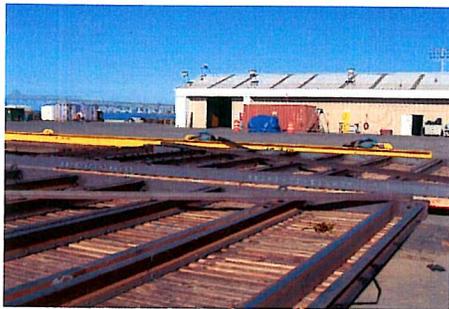
**REPORT**

Location: Pier E2 & Berth 7		7-day const. cal.: 653	Weather: Sunny & Hot
Remark:		Project work day: 863	>80F
	Welding Machine		Lincoln
	Air Compressor		Ingersol Rand

**Berth 7**

The crew of 5 men were working on the panel forms, putting the final touches on the ones already made and also preparing to build the last 2 panel forms.

Jason who was on a barge where the completed panel forms were located, was welding the padeyes for the panel forms for the purposes of lifting these panels. The railings have to be welded next before the panels are shipped to the job site.



Following my visit of Pier E2, I got a call from Massoud Modanlou who expressed concern over the placement of #36 hoops that are about 3" larger in diameter than the diameter of the column cage. There are 2-#36 reinforcing steel that need to be placed in lieu of a bundle of 2-#25 hoops. This change was discussed in RFI 962, "Issues Regarding E2 Column Hoops." I told him that I will talk to Alex about this matter and he said that he has already informed Ron Matin of this situation. Mike Lewis is in the field with Massoud discussing this very issue and for now the placement of hoops has stopped until an amicable solution is reached.

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**REPORT**

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<b>Remark:</b>	<b>Project work day:</b> 863	>80F

I went to the T. Y. Lin's office and met with Alex and rehashed the issue about the #25 hoops at this very location that are placed at the spacing of 175mm and are 25-35mm larger in diameter than the diameter of a pier cage. I reminded him that when we discussed this issue a couple weeks ago, he was not sure if all the hoops were going to have that problem. I told him that the hoops are all larger by that margin and we had listened to his recommendation of making sure the untied portion of the hoop is toward the center of the column. We now have the same problem, I continued, with these # 36 hoops, except that these 16 hoops (2 per cage) are even larger in diameter than those #25s. At this point in the conversation, Jim Davidson showed-up to talk about the same issue. It was only in this meeting that he realized that the issue with the #25 hoops are not completely resolved, yet, as he had imagined. Hearing the story from him and Mike Lewis who was still in the field, Alex said that he needs to look at some calculations to decide what needs to be done here. However, he seemed to think that the issue is not that problematic.

Following Jim's departure, I asked Alex if he had received RFIs in regards to the #25 T-heads that interfere with the ducts for the shear keys & bearings and the revision to RFI 1495, "Existing Column Vertical Reinforcing." He responded negatively to both of them. I called Mike Lewis immediately and reminded him that he had told us in the Wednesday's weekly meeting that he would be preparing these RFIs and sending them over to us on that day. He responded that he was busy in the field now and he will get to that when he gets back to the office.

Materials:

<b>Insp. Hrs.</b>	
REG: 8.0	<b>INTERMITTENT INSPECTION</b>
OT: 2.0	

Saman Soheili

ASR/CT  
Title