

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. 7-day const. cal.: 659
Project work day: 869
Date the Shift Began: 10/2/08
 NIGHTWORK THURSDAY
Shift Hrs Start 6:30 Stop 17:00
Engineer's Hrs Start 7:00 Stop 15:30

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: E2 Cross Beam		Weather: partly cloudy
Remark: ironwork/formwork		Hi 71F/Lo 62F

Description of Operation:
ABF - setting form bolts/imbeds

RPS - continue placing transverse #57 bars

REC'D - CIVIL DIVISION 10/17/08 17:00 7518

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.					CONTRACTORS				
			38		48		133					
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	Structural Concrete, Bridge	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	Bar Reinforcing Steel (Bridge)	Construction Surveying	IDLE OR DOWN/ ELSEWHERE	REMARKS			
			RT	OT	RT	OT	RT		Name	Classification	Prime / Sub	
	1	General Foreman	8.00	2.00					Terry Cronk	Pile Butt	P	
	1	Foreman	8.00	2.00					Ben Neal	Pile Butt	P	
	1	Journeyman	8.00	2.00					Edward Mendoza	Pile Butt	P	
	1	Apprentice	8.00	2.00					Jamal Whitney	Pile Butt	P	
	1	Journeyman	8.00	2.00					Luke Paulk	Pile Butt	P	
	1	Journeyman	8.00	2.00					Maricio Montoya	Pile Butt	P	
	1		8.00	2.00					Byron Contreran	Laborer	P	
	1	Journeyman					8.00		Terri Dennis	Surveyor	P	
	1	Apprentice					8.00		Chris Roberts	Surveyor	P	
	1	Journeyman	8.00						Kevin Fitzgerald	Operator	P	
	1	Apprentice	8.00						Kevin Alger	Oiler	P	
	1	Ringer Barge #1						1.00	Manitowac Crane		P	
	1	Ringer Barge #2						1.00	Manitowac Crane		P	
002062	1	Lincoln Electric						8.00	Vantage 500	6008088	P	
002083	1	Lincoln Electric						8.00	Vantage 500	6008091	P	
002084	1	Lincoln Electric						8.00	Vantage 500		P	
002068	1	MQ Power Generator	8.00	1.00					Whisperwatt 25	6007939	P	
002069	1	MQ Power Generator	8.00	1.00					Whisperwatt 25		P	
002066	1	MQ Power Generator						8.00	Whisperwatt 25		P	
002137	1	Water Buffalo						8.00			P	
	1	Honda 115 Horse Skiff	1.00					7.00			P	
002075	1	Ingersoll Rand P185R						8.00			P	
002076	1	Ingersoll Rand P185R						8.00			P	
	1	Flex Anchor						8.00	Equipment Barge		P	
1080411	1	Genie Manlift S-125						8.00			P	
	1	Genie TML-4000N						8.00	light plant		P	
	1	Journeyman			8.00	2.00			Jorge Lopez	Ironworker	1	
	1	Foreman			8.00	2.00			Jon Van Brusselen	Ironworker	1	
	1	Journeyman			8.00	2.00			Juan Serrano	Ironworker	1	
	1	Journeyman			8.00	2.00			Roberto Berber	Ironworker	1	
	1	Journeyman			8.00	2.00			Reyes Garcia	Ironworker	1	
	1	Apprentice			8.00	2.00			Antonio Gomez	Ironworker	1	
	1	Journeyman			8.00	2.00			Jose Cervantes	Ironworker	1	

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1 Foreman	8.00 2.00	Bob Bognaes Ironworker 1

Bi-weekly safety meeting today: stored energy in springs, compressed air, etc.
ABF & RPS are working 10 hr days; RPS will work this weekend
Forecast calls for rain toward the end of tomorrow and through Saturday

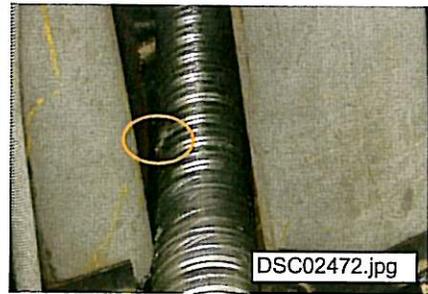
In the morning one of the pile butts was using a flame close to one of the ducts at the E2W column cages within the vicinity of the vertical rods. The duct tape caught fire and was quickly put out. It was at this time that I noticed a hole in the duct: left side of duct in DSC02472. The pile butt that was using the flame knew of this hole and was working on repairing it.
I also noticed how congested ABFs support system is. The channel beams supporting the large pipes have less than an inch of clearance. I am skeptical as to whether or not the aggregate will be able to flow through. Although they will be using SCC, if the opening of this hole is blocked, there will essentially be a rockpocket through the entire channel beam (DSC02470 & DSC02471).

To follow up from yesterday's concern about the rigging straps ("chokes"), I found the one that I saw damaged and brought it to the attention of the foreman (RPS-Jon) and asked if it belonged to either RPS or ABF. He said it belonged to RPS and acknowledged that it needed to be put out of commission. He immediately cut the strap (DSC02473).

In the afternoon, I noticed that the number of #57 bars in ABF's sketch of RFI 1495R2 did not match the number in the contract drawings. Specifically, the number of non-continuous bars (stretching from the north/south faces of the cross beam to 18 meters past the inside faces of the pier columns) did not match. The number of total bars was correct (124). It turned out that 8 bars were missing in the 'non-continuous bars' count. T.Y.Lin corrected ABF's RFI sketch to match the number of bars portrayed in Section B-B and C-C on sheet 512R1 in the contract plans.

ABF continued to work on form bolts and setting the vertical pipes in the column cages to their true position. Their survey crew set the E2E pipes to within 3 mm to their true position. The problem now is in keeping them in place without a template (this is one monolithic pour - what was done at W2 is not possible at E2).

In the morning I asked Ben (ABF foreman) to repair the plastic around the FW pipe posts. Although ABF went further and placed caulking around the inside perimeter of the sand jack, I felt the plastic tarp covering the sand jacks as a whole would not be a bad idea.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

David Chung
David Chung

TE/CT
Title