



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: **10/7/08**  
 NIGHTWORK **TUESDAY**  
Shift Hrs Start 6:00 Stop 16:30  
Engineer's Hrs Start 6:30 Stop 16:30

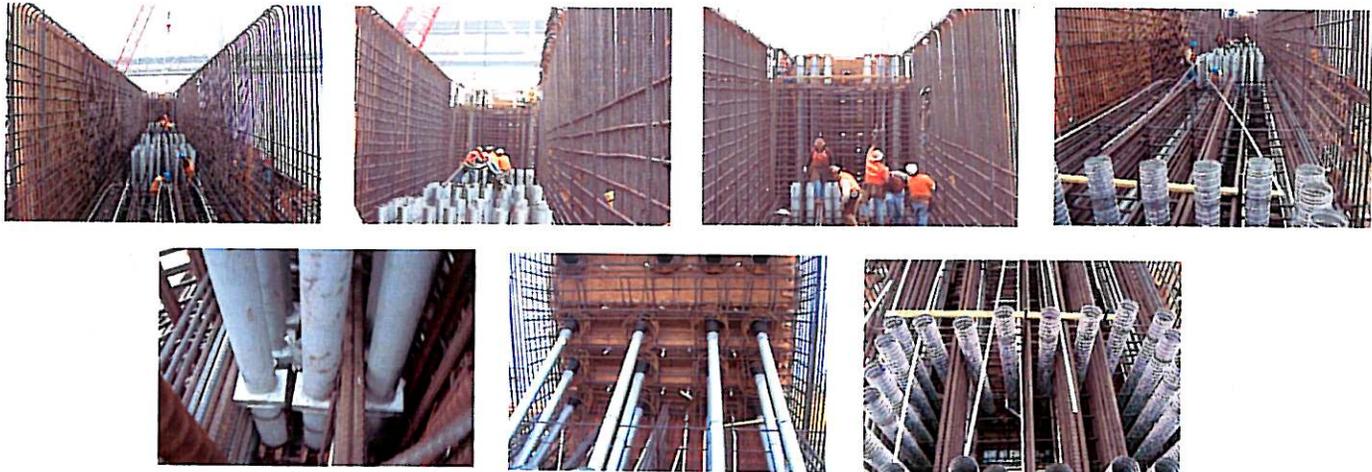
**ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT**

Location:	Pier E2 & Berth 7	7-day const. cal.:	664	Weather:	Early Morning Fog
	Pile Driver	8.00		Harry Wheat	Journeyman p
	Pile Driver	8.00		Jason Matlock	Journeyman p

**Pier E2**

Shortly before 7:00 AM today, I got on the boat with Mike Lewis, J. Duxberry, and Andrew to look at the interference between the short Anchor Bolts and the #57/#43 column cage verticals. It took all of 4 hours and more to put this issue to rest when the design team decided to that 59 verticals (#43 & 57) are to be cut in the N. Columns and 38 in the South column. There are a total of 18 short Anchor bolts per column (Plan Sheet 519R1/1204). These 2300 mm anchor bolts are housed in sleeves that are 770+83+2300 = 3153 mm long. The bearing Plates on these sleeves (guide pipes) interfere with the verticals. On Plan sheet 519R1/1204, 68 bars have been marked (with a triangle) as reinforcing steel that could be cut below the Anchor Bolts or Anchor Plates. With the depth of the cross beam at 6 meters, these bars are to be cut at 6000 - 3153 = 2847 mm from the top. This is exactly what Mike Lewis told his workers to do.

During our visit, the iron workers continued with the placement of the #57s in the bottom 1/3 of the cross beam, the majority of which are short bars projecting 18 m plus from either bulkheads toward the center of the beam. ABF crew was busy placing the cooling pipes for the thermal control of the SCC.



Moreover, the PT ducts on the North side, which had not been placed in accordance to the latest dimensions from **Schwager Davis**, were being adjusted by RPS foreman, John. At around 4:00 PM, I called M. Lewis and asked him for a copy of the drawings where all the cut bars are shown. He agreed to pass it on tomorrow at the weekly meetin. Moreover, I asked him if he is going to submit a RFI on the situation we have with the "T" & "L" bars wehre they are supposed to be placed at 350 mm on center inside the 4 barrels (column cages) of each column. The reason for my question was simply due to the congestion at the lower level close to the soffit and up to 1 meter above the soffit where it is not possible to place these bars as a grid. Only "T" or "L" bars could be placed. Mike told me that in a conversation that he had with J. Duxberry, he was told by him that a RFI on this matter is not necessary and they can go ahead placing these bars as had been discussed before.

**Materials:**

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

*Saman Soheili*  
**Saman Soheili**

ASR/CT  
Title