

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: **10/15/08**
 NIGHTWORK WEDNESDAY
Shift Hrs Start 6:30 Stop 17:00
Engineer's Hrs Start 7:30 Stop 17:30

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: IER e2 & Berth 7	7-day const. cal.: 672	Weather: Sunny & Hot
Remark: [REDACTED]	Project work day: 882	[REDACTED]

Description of Operation: Placement of the Reinforcing Steel & preparation in advance of the placement of the Pedestrian Bridge

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.								REMARKS		Prime / Sub		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	38	38	48	48	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		Name	Classification
												RT		
		Pier E2												
		Pile Driver	8.00	2.00								Terry Cronk	General Foreman	p
		Pile Driver	8.00	2.00								Ed Mendoza	Journeyman	p
		Pile Driver	8.00	2.00								Jason Matlock	Journeyman	p
		Pile Driver	8.00	2.00								Alan Briney	Journeyman	p
		Pile Driver	8.00	2.00								Luke Paulk	Journeyman	p
		Pile Driver	8.00	2.00								Ben Neal	Foreman	p
		Laborer	8.00	2.00								Byron Contreras	Laborer	p
		Iron worker			8.00	2.00						Robert Bognaes	Foreman	S
		Iron worker			8.00	2.00						Jose Cervantes	Journeyman	S
		Iron worker			8.00	2.00						Jose Juarquie	Journeyman	S
		Iron worker			8.00	2.00						Jorge Lopez	Journeyman	S
		Iron worker			8.00	2.00						Roberto Berber	Journeyman	S
		Iron worker			8.00	2.00						Ronaldo Vasquez	Journeyman	S
		Iron worker			8.00	2.00						Jon Van Brusslen	Journeyman	S
		Iron worker			8.00	2.00						Salvador Roman	Journeyman	S
		Pile Driver	8.00	2.00								Ben Neal	Foreman	p
		Deck Engineer	8.00	2.00								Ryan Oku	Journeyman	p
		Operator	8.00	2.00								Kevin Fitzgerald	Journeyman	p
		Oiler	8.00	2.00								David Bian	Apprentice	p
		Operator	8.00	2.00								Mark Mom	Journeyman	p
		Oiler	8.00	2.00								Kevin Alger	Journeyman	p
		Ringer Barge #1	8.00	2.00								Manitowac Crane		
		Ringer Barge #2	8.00	2.00								Manitowac Crane		
002062		Lincoln Electric										Vantage 500	6008088	
002083		Lincoln Electric										Vantage 500	6008091	
002068		MQ Power Generator										Whisperwatt 25	6007939	
002069		MQ Power Generator										Whisperwatt 25		
		Honda 115 Horse Skiff												
002075		Ingersoll Rand P185R												
		SKYWAY												
		Pile Driver	8.00									Leo Vega	Foreman	p
		Pile Driver	8.00									Karl Nisley	Journeyman	p
		Pile Driver	8.00									Harry Wheat	Journeyman	p

9063006 501105 JAN 05 #008306

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ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: IER e2 & Berth 7		7-day const. cal.: 672				Weather: Sunny & Hot		
	Pile Driver	8.00				Kim June	Journeyman	p
	Pile Driver	8.00				Richard Yambao	Apprentice	p
	Lincoln Electric				8	Vantage 500	768-50-4005	
	Lincoln Electric				8	Vantage 500	468-50-4009	
2381	MQ Power Generator				8	Whisperwatt		

At Berth 7

The crew were getting everything ready for the shipping of the panels and the W36x302s to Pier E2 for the assembly of the pedestrian bridge. These guys will no longer work at the Berth 7, except for picking up the last form panels. But, all work at this location has concluded officially as of today.

At Pier E2

At this location, the ABF crew continued work on the Pipe Guides for the short Anchor Bolts and completed it by tacking small angle irons where the base of these Guide Pipes rest on the base plates supporting these Pipe Guides. This work was carried out at the North column and the the work on the installation of the 18 Short Anchor Bolt Pipe Guides is now complete. This concludes all work on this type of Anchor Bolt Pipe Guides for the E2 X-beam. In addition, RPS was working on the flared section of the South column placing #25 reinforcing steel.



Earlier this morning, following the weekly Team Concrete meeting, James Duxberry & Jim Davidson set out to go to Pier E2. It was reported by Massoud that they talked about 5-#43 bars that should run through the middle of the short Anchor Bolts, but there is not enough space for these bars to be placed between the anchor bolts. J. Duxberry told Jim that they could place these 5 bars in a corridor to the right of its current location as shown in a sketch 1495R2-1, which is an attachment for RFI 1495R2.

Pursuant to the conversation I had with J. Duxberry last week, which culminated with an e-mail to R. Morrow in regards to the CT/ABF/TYLIn relationship, which in turn resulted in a conversation between James & Rick, I had expected that ABF/TYLIn would keep us abreast of their meetings. This was in particular not acceptable due to the mere fact that Massoud was in the meeting with these parties and they did not bother to inform him about their intention and the latest problem.

I called James and let him know that he is supposed to follow this protocol that was laid out by Rick Morrow and told explained that the meetings behind CT personnel's back is not beneficial to this relationship. He promised that it will not happen again and that in regards to all E2 issues, he would get a hold of me or Massoud.

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

Saman Soheili
Saman Soheili

ASR/CT
Title