

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: **11/11/08**

NIGHTWORK **TUESDAY**

Shift Hrs Start 6:30 Stop 17:00
Engineer's Hrs Start 7:30 Stop 18:00

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: Pier E2	7-day const. cal.: 699	Weather: AM Overcast
Remark:	Project work day: 909	

Description of Operation: Placement of Reinforcing Steel; Panel Forms; PT Ducts

EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.						REMARKS		Prime / Sub
			38		38		48				
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	OT	RT	OT	RT	OT	Name	Classification	
		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				Jon Van Brusslen	Foreman	S
		Iron worker			8.00				Regis Garcia	Journeyman	S
		Iron worker			8.00				Jose Cervantes	Journeyman	S
		Iron worker			8.00				Jose Juarque	Journeyman	S
		Iron worker			8.00				Jorge Lopez	Journeyman	S
		Iron worker			8.00				Roberto Berber	Journeyman	S
		Iron worker			8.00				Juan Serano	Journeyman	S
		Iron worker			8.00				Daniel Gomez	Journeyman	S
		Iron worker			8.00				Jose Torres	Journeyman	S
		Iron worker			8.00				Eduardo Sanchez	Journeyman	S
		Iron worker			8.00				Byron Contreras	Laborer	S
		Pile Driver	8.00	2.00					Leo Vega	Foreman	p
		Pile Driver	8.00	2.00					Karl Nisley	Journeyman	p
		Pile Driver	8.00	2.00					Harry Wheat	Journeyman	p
		Pile Driver	8.00	2.00					Kim June	Journeyman	p
		Pile Driver	8.00	2.00					Richard Yambao	Apprentice	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					Doug Greene	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		

61E800#91NANEGE009

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: **11/11/08**
 NIGHTWORK **TUESDAY**
 Shift Hrs Start **6:30** Stop **17:00**
 Engineer's Hrs Start **7:30** Stop **18:00**

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: Pier E2	7-day const. cal.: 699	Weather: AM Overcast
Remark:	Project work day: 909	
002075	Honda 115 Horse Skiff	
	Ingersoll Rand P185R	
	Lincoln Electric	8 Vantage 500 768-50-4005
	Lincoln Electric	8 Vantage 500 468-50-4009
2381	MQ Power Generator	8 Whisperwatt

The RPS crew made good progress with the placement of top mat #57s that are to be placed as shown on *Sections B-B, C-C* and *Detail "B"* of the Plan sheet 512R1/1024. Of all the 78 reinforcing steel shown in Detail "B", 77 were placed by the close of the day up to the center of the cross-beam. There was a discussion, however, that was brewing in the afternoon. RFI 1495R2 issued on October 2, 2008 addressing conflict between the transverse and vertical rebars, showed 80-#57 reinforcing steel in the top section of the cross-beam. In Detail "B", however, 78 total rebars are to be placed at this location. John of RPS wondered which of the two documents he needs to follow. As they were 3 bars shy of 80, they did not have any directions as to how they should proceed laying out the steel. He made a call to Mike Lewis who told him to take rebars from one side to complete the layout on the other. Massoud told me about this exchange that took place between the ABF & RPS. I expressed that I believe the Plan should take precedence over the attached drawing of RFI 1495R2, for the mere reason that this RFI discussed changes to the reinforcing steel interfering with the coulmn rebars and is not meant to address other items. At any rate, due to the fact that today is a Veteran's day and the designers were not available, the final decision on this matter will be made tomorrow.



The two-man crew of Daniel & Eduardo continued with the installation of the PT ducts in the North side of the cross-beam. I asked John if he

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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: **11/11/08**
 NIGHTWORK **TUESDAY**
 Shift Hrs Start 6:30 Stop 17:00
 Engineer's Hrs Start 7:30 Stop 18:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: Pier E2	7-day const. cal.: 699	Weather: AM Overcast
Remark:	Project work day: 909	

would be ready for us to inspect the ducts tomorrow morning as had been discussed previously. He replied that the ducts will be ready for inspection on Thursday rather than tomorrow.

The ABF crew was in the process of the installation of all the 1" bolts for the panel remaining panel forms and the ones they placed yesterday to complete all panels on the East side of the cross-beam.

As Massoud & I were inspecting the reinforcement lay-out, Massoud noticed that a connection on the PVC cooling pipe is missing and brought it up to Allan Briney's attention who in turn began looking for someone who could fit through the tightly spaced rebars.

Finally, in a conversation with Terry Dennis, ABF surveyor, I inquired about window within which they will finalize the orientation of the Anchor Bolt ducts. These ducts are to be vertical inside the columns and at 2% slope outside the columns. I told him that I am trying to have our surveyor be present when they are conducting this task. He said that it'd be a little while before this takes place and I that I would get more accurate information by speaking to Dave Adams. It is obvious that the ironworkers have to leave the cross-beam before the ducts are surveyed as the rebar placement may knock the ducts out of position and render early surveying useless.

Materials:

Insp. Hrs.	INTERMITTENT INSPECTION
REG:	
OT: 8.0	

Saman Soheili
 Saman Soheili

ASR/CT
 Title