

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: **4/13/09**  
 NIGHTWORK **MONDAY**  
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.: 852	Weather: Sunny
Remark:	Project work day: 1062	

Description of Operation: Falsework Removal

			HOURS - ITEM NO.									
ITEM NO. >>			38						IDLE OR DOWN/ ELSEWHERE	Prime	American Bridge / Fluor JV	(P)
										Sub #1		(1)
										Sub #2		(2)
										Sub #3		(3)
										Sub #4		(4)
										Sub #5		(5)
EQUIPMENT AND/OR LABOR:			Structural Concrete, Bridge							REMARKS		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)		RT							Name	Classification
		<b>Pier E2</b>										
		Pile Driver	8.00							Terry Cronk	General Foreman	p
		Pile Driver	8.00							Alan Briney	Journeyman	p
		Pile Driver	8.00							Luke Paulk	Journeyman	p
		Pile Driver	8.00							Ed Mendoza	Journeyman	p
		Pile Driver	8.00							Karl Nisley	Journeyman	p
		Pile Driver	8.00							Harry Wheat	Journeyman	p
		Pile Driver	8.00							Jamal Whitney	Apprentice	p
		Pile Driver	8.00							Richard Yambao	Apprentice	p
		Laborer	8.00							Byron Contreras		p
		Operator	8.00							Brad Buffalow		p
		Operator	8.00							Tom Gutierrez		p
		Oiler	8.00							Theodore Rhor		p
		Oiler	8.00							Doug Greene	Apprentice	p
		Ringer Barge #1	8.00							Manitowac Crane		
		Crane Barge RT 160	8.00							60-Ton Mobile Crane		
002062		Lincoln Electric	8.00							Vantage 500	6008088	
002083		Lincoln Electric								Vantage 500	6008091	
002068		MQ Power Generator	8.00							Whisperwatt 25	6007939	
002069		MQ Power Generator								Whisperwatt 25		
		Honda 115 Horse Skiff										
002075		Ingersoll Rand P185R										
S-125		Manlift	8.00							Genie	481936009	

The operation at Pier E2 has been reduced to falsework removal and the crew is not making much headways. It became painfully evident during the lowering of the falsework that the support system ABF had designed for the shear keys and the bearing anchor bolts was done without much planning and forethoughts. They had screwed on doughnut shaped pieces onto the soffit in all locations where an anchor bolt was to be placed. As shown on the following photos, the corrugated metal pipe housing the anchor bolts would fit over these pieces. Choosing long screws, ABF screwed these pieces onto the soffit and joists. This has been the thorn in the side of ABF as they are struggling to break these pieces free of the soffit. There are two shear keys in the center of the cap, each with 48 of these doughnuts and 4 bearing assemblies each sporting 24 of these pieces for a grand total of 192 pieces.

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**ASSISTANT RESIDENT ENGINEER'S DAILY**

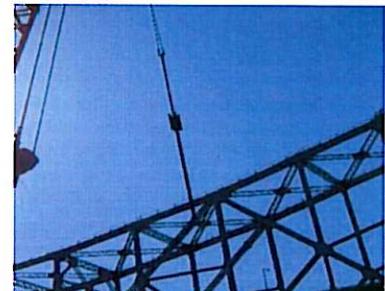
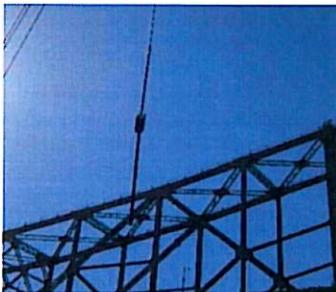
**BRIDGE**

**REPORT**

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Initially, ABF attempted to free the soffit by using a long pipe attached to the crane and using a couple of workers to bang on these doughnuts. But, since the ducts are not quite plumb, the pipe would hit the corrugated metal pipe. They had to forego this option and wait a few days to get a 24' solid rod and smaller in diameter (4") to achieve this goal.



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

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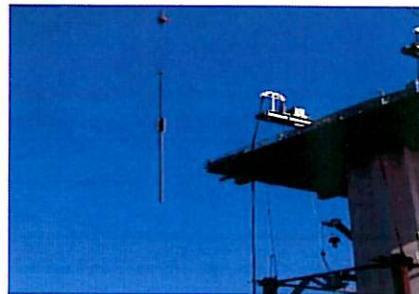
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This operation as described above continued for the duration of the week-April 13 thru. April 17th. As I am in transition to help out at the "W2" Cap Beam, Massoud Modanlou took care of this operation to srting out his assignment at Pier "E2." Thus please refer to his reports for more details on this operation.

Materials:

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

Saman Soheili

ASR/CT  
 Title