

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: **4/4/08**
 NIGHTWORK **FRIDAY**
Shift Hrs Start **7:00** Stop **15:30**
Engineer's Hrs Start **7:00** Stop **15:30**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam	7-day const. cal.: 478	Weather: partly cloudy
Remark: ironwork/carpentry for pour 2	Project work day: 688	Hi 57F/Lo 45F

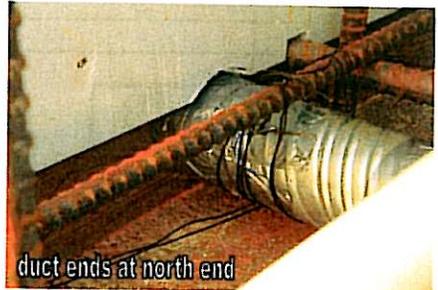
Description of Operation:
RPS - continue ironwork for east transverse diaphragm
ABF - continue formwork for jacking saddle & continue/complete bulkhead on north end of intermediate transverse diaphragm

		HOURS - ITEM NO.						
ITEM NO. >>		34	38	48				
		Prestressing Cast-In-Place Concrete (Pier W2)	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)			IDLE OR DOWN	
EQUIPMENT AND/OR LABOR:								
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)		RT	RT	RT	< RT/OT	

Contractors	
Prime	American Bridge / Fluor JV (P)
Sub #1	Regional (1)
Sub #2	(2)
Sub #3	(3)
Sub #4	(4)
Sub #5	(5)
REMARKS	
Name	Classification

For equipment and personnel hours, please see LALIT MATHUR'S (CT) diaries.

ABF has no intentions of placing the PT ducts through the bulkhead. They placed duct tape around the ends of the ducts and butt them against the forms (see pictures for both north & south bulkheads). I caught them right when they were about to cut them on the north side and asked if they really wanted to do that. They proceeded to cut the ducts. They taped an outer coupler sleeve on the ends of the ducts and expect to be able to twist them after the concrete is poured. In this case, they will have to chip around the duct in order to remove the tape and get access to the coupler sleeve.



ABF continues to form the haunch for the jacking saddle in the northeast void area. They have also started placing tie-back rods through the forms with PVC - they are about 15 feet from the south end of the intermediate diaphragm and working north.



RPS continues to tie #36 bars in the east transverse diaphragm wall. They have not yet completed the T-headed bars in the intermediate diaphragm wall. We have checked the grades of the rebar for the intermediate diaphragm wall from 6 points: 4 corners and 2 on the long sides. They were adequate for the clear cover. There are however, a few bars that were ordered too long above the access opening that will need to get cut and spliced for another T-head. As they are, they are well above the future finished grade of concrete surface. They know they will need to trim/extend these bars. Pam (CT) repeatedly remind them to place the #36 bar that they forgot for Pour 1: 1-36L14T91 along the east transverse diaphragm wall. They've acknowledged her but have not yet placed the bar.

TOLL PROGRAM/DIST. 4 CONSTR.

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ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

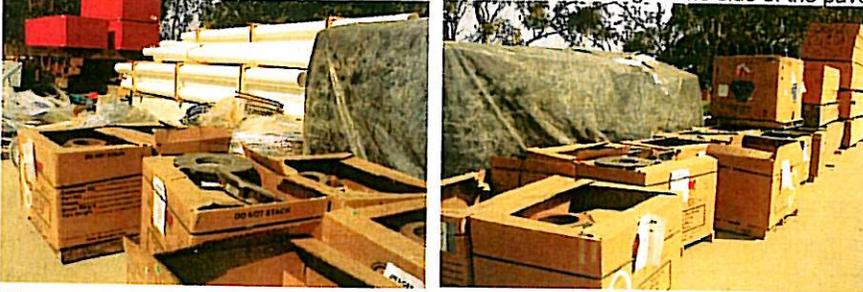
REPORT

Location: **W2 Cap Beam**

7-day const. cal.: **478**

Weather: **partly cloudy**

Since yesterday, bearing plates have been delivered and are sitting on the side of the paved area leading up to W2.



Other notes: unconsolidated concrete remains in the column area under the reinforcement.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

David Chung
DAVID CHUNG

TE/CT
 Title