

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: **4/7/08**
 NIGHTWORK **MONDAY**
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.: 481	Weather: party cloudy
Remark: ironwork/formwork for pour 2	Project work day: 691	Hi 60F/Lo 41F

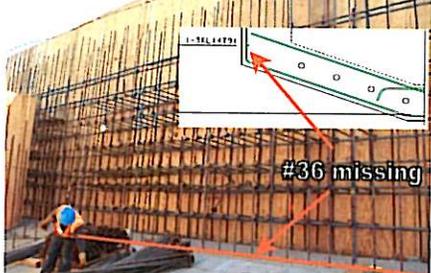
Description of Operation:
ABF - ladder rung placement/couplers for #36 rebar
RPS - T-head bars in east transverse diaphragm/



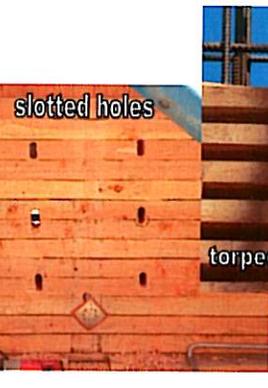
		HOURS - ITEM NO.						Contractors	
ITEM NO. >>		34	38	48				Prime	
								American Bridge / Fluor JV	(P)
								Regional	(1)
									(2)
									(3)
									(4)
									(5)
EQUIPMENT AND/OR LABOR:								REMARKS	
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)						Name	Classification
		RT	RT	RT					Prime / Sub

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

ABF's electrical conduit was stolen over the weekend. They could not supply any electricity from the generator. They supplied electricity by other means until an identical one (mobile) showed up. --> "MQ Power 220" - #549-96-6027
RPS started placing T-head ties in the east transverse diaphragm. Pam (CT) reminded them that they still need to place a #36 bar at the bottom 1-36L14T91. They fought this with Pam for a short time. They have not yet placed this bar. RPS also tried to place replacement bars for the long T-bars above the access opening. They again were fabricated too long.



ABF has started placing couplers on the #36 bars in the intermediate diaphragm wall.
ABF has started and completed the installation of the ladder rungs for the south manhole. They are drilling slotted holes in their forms/support members in order to insert the ladder rungs. They are using a torpedo level to make sure the rungs are level. They have also started placing support members (double channel beams used as waters) for both bulkheads in the intermediate transverse diaphragm, but have not yet placed any kickers. After I repeatedly told them that they need to make sure the bulkhead is plumb, I again spoke to one of the carpenters and he said, "that's as plumb as you're going to get." As the south bulkhead exists, you do not need a level to tell that the bulkhead is out of plumb. They continue to place tieback rods with PVC.



RECT'08 APR 25 #004411

RPS has moved on to place longitudinal bars in the longitudinal diaphragm, but they have not yet placed the bar that Pam had told them was missing. They are pulling them through from the west side of the intermediate transverse diaphragm.

TOLL PROGRAM/DIST. 4 CONSTR.

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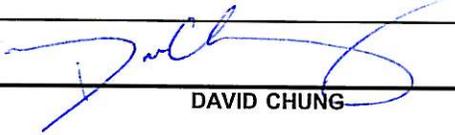
Shift Hrs Start **7:00** Stop **15:30**
 Engineer's Hrs Start **7:00** Stop **15:30**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam	7-day const. cal.: 481	Weather: party cloudy
missing. They are pulling them through from the west side of the intermediate transverse diaphragm. Matt (CT) and I checked the grades of the reinforcement at the east transverse diaphragm. They are within tolerance.		

Materials:

Insp. Hrs.	INTERMITTENT INSPECTION
REG: 8.0	
OT: 7:00	


 DAVID CHUNG

TE/CT
 Title