

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: **4/10/08**  
 NIGHTWORK **THURSDAY**  
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: <b>W2 Cap Beam</b>	7-day const. cal.: <b>484</b>	Weather: <b>Clear/warm</b>
Remark: <b>ironwork/formwork/cooling pipes for pour 2</b>	Project work day: <b>694</b>	<b>Hi 67F/Lo 45F</b>

**Description of Operation:**  
**ABF - carpenters placed tieback bolts in the east transverse diaphragm wall/tied cooling pipes in the inter. diaphragm/placing tieback bolts in longitudinal wall**  
**RPS - continued to place steel for jacking saddle on west side of inter. transverse diaphragm/adjusted heights of hook bars/T-head bars for proper clearance**

		HOURS - ITEM NO.						Contractors		
ITEM NO. >>		38	48					Prime	American Bridge / Fluor JV (P)	
								Sub #1	Regional (1)	
								Sub #2	(2)	
								Sub #3	(3)	
								Sub #4	(4)	
								Sub #5	(5)	
EQUIPMENT AND/OR LABOR:		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					IDLE OR DOWN	REMARKS	
EQPT. NO.	NO. MEN			DESCRIPTION (Of Equipment or Labor)	RT	RT				Name

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

ABF continued to place tieback bolts in the east transverse diaphragm and longitudinal diaphragm. They also continued to place cooling pipes in the intermediate transverse diaphragm. They are getting ready to close the forms for the east transverse diaphragm. For the intermediate transverse diaphragm, there is styrofoam debris sticking to the rebar and formwork on the opposite side of the ladder rungs (left picture). RPS continued to place steel for the jacking saddle on the west side of the intermediate transverse diaphragm. ~1015 I told Lance (RPS foreman) that the ties in the longitudinal diaphragm on the east side of the intermediate diaphragm were placed wrong. According to the plans (sht 497S5), the ties alternate from being on top to being below the longitudinal steel in the longitudinal diaphragm. I told him this was also the case for the few ties they placed in the longitudinal diaphragm on the west side of the inter. trans. diaphragm. ~1030 Lance wanted to address the ties in the west trans. diaphragm. Shown on sht 495R2 (according to him), detail "headed tie alternate," the ties are staggered from being on top of the interior face single #36 to being below the exterior horizontal bundle #36s. I told him I was reading it that way as well. However, I noticed that was not how they were placing them. They were placing the ties all on top of the #36s. Lance asked if they could continue to place the bars that way. I asked Gil (CT) and he said it was okay.

Two of RPS crew were dedicated to adjusting all the hooks/T-heads in the inter. trans. diaphragm (center picture). They measured each one to be 55mm below the neon stringline which was set by ABF surveyors. By the end of the day, RPS had one row of hooks/T-heads complete. Matt (CT) and I checked the grades for the stringline set by ABF and it was right/within tolerance.



Materials:

Insp. Hrs.	
REG: <b>8.0</b>	<b>INTERMITTENT INSPECTION</b>
OT:	

*David Chung*  
REC'D \*08 APR 25 #004414  
**DAVID CHUNG**

TE/CT  
Title