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: 4/14/08

☐ NIGHTWORK MONDAY

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

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location:	W2 Cap Beam	7-day const. cal.:	488	Weather:	Overcast AM/ WINDY
Remark:	ironwork/formwork/cooling pipes	Project work day:	698		Hi 61F/Lo 51F

Description of Operation:
ABF - placing cooling pipes/tieback rods in longitudinal diaphragm (west side of inter. trans. diaphragm)/ begin north bulkhead in west trans. diaphragm
RPS - continue ironwork in west trans. diaphragm. /jacking saddle ironwork.

HOURS - ITEM NO.

ITEM NO. >>	38	48					IDLE OR DOWN
	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					
	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)

EQUIPMENT AND/OR LABOR:

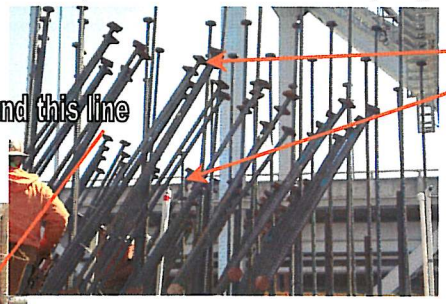
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)

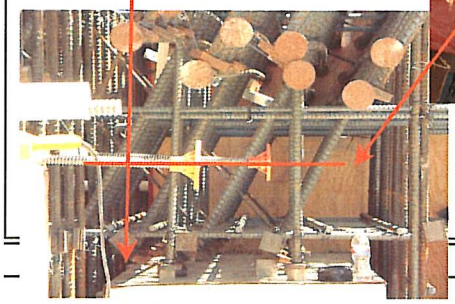
REMARKS

Name	Classification	Prime / Sub

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

Weekly staff mtg w/Gil: ABF still has not submitted a letter regarding how they will be addressing the cracks in the concrete - originally stated in weekly meeting on 4/2 that they will submit the letter on Friday 4/4. State lock not yet placed on stair tower lock - Gil gave ABF the state lock during last weeks meeting and told them not to engage the lock prior to placing the lock on the chain. Also mentioned, ABF does not have a first aid kit on site. If an employee is injured, s/he will need to be transported to Pier 7 for treatment. Pamela (CT) states that the workers said that they were not allowed to bring their own first aid kits.
In the field: Pam noticed that some bars were not placed correctly within the longitudinal diaphragm. Sheet 497S8R1, Section C-C clearly shows that the 29HV02 (#36 substituted) bars are in line with the 29HV03 (#32 substituted) bars. Lance (RPS foreman) interprets this drawing and the detail on sheet 497S7R1 as these bars placed at the typical clearance off the access opening (i.e. 75mm). These bars were fabricated at the correct length (3650mm), but they should be 350mm from the bottom (the '29HV05' bars are 4000mm and are flush at the top with the '29HV03' bars --> 4000-3650).
In the same zone, the transverse bars through the longitudinal diaphragm sagged to the point where the ironwork is too low to allow the formwork to fit. The haunch detail is higher on the north side of the diaphragm and would therefore, the ironwork would need to be higher than the other side (the metal sheeting on the opposite haunch can be seen through the steel).
ABF has started forming the bulkhead at the end of the shift. They placed more cooling pipes on the west side of the intermediate transverse diaphragm in the longitudinal diaphragm. The also placed tieback rods in this diaphragm.





Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

REC'D 08 APR-26 #004487
DAVID CHUNG

TE/CT
Title