

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: **4/16/08**

NIGHTWORK **WEDNESDAY**

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.: 490	Weather: clear
Remark: ironwork/formwork	Project work day: 700	Hi 67F/Lo 43F

Description of Operation:

RPS - continue ironwork in longitudinal diaphragm at jacking saddle/

ABF - continue to close up forms - close longitudinal diaphragm on east side of inter. trans. diaphragm/ continue to place tieback rods in west wall

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

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

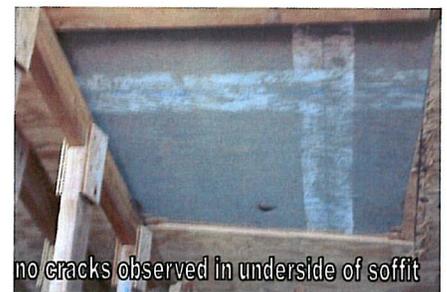
Weekly meeting with ABF today. They mentioned that they removed plywood under soffit at one of the core locations to see if the cracks propagated through the entire section. Upon checking this out, I did not see any cracks.

ABF mentioned that they will resume work on the Hinge K assembly. I did not see this thus far in the field. ABF has started closing the forms at the south face of the longitudinal diaphragm on the east side of the inter. trans. diaphragm. They had to untie some of the ironwork in order to get this panel in. They also closed up the forms on the north end of the east wall where the form panels did not meet. Toward the end of the shift, the carpentry crew was setting the panels for the east wall on the south side of the longitudinal diaphragm.

The survey crew has set red tape on the ironwork to indicate the top of concrete. These have not yet been checked.

The styrofoam previously seen on the ladder rungs on the inside of the forms have been trimmed and cleaned up.

RPS will need to come back to replace the #36 bars in the west wall (today will be their last day until they get the steel that they need). The bars that they have placed do not have the approved coupler on their ends. They will not place the transverse post tension ducts until they change out these bars. They adjusted the ironwork at the jacking saddle mentioned in Monday's diary, 4/14. The ironworkers left around 1300.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

Signature
DAVID CHUNG

TE/CT
Title