

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: **4/17/08**

NIGHTWORK **THURSDAY**

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

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

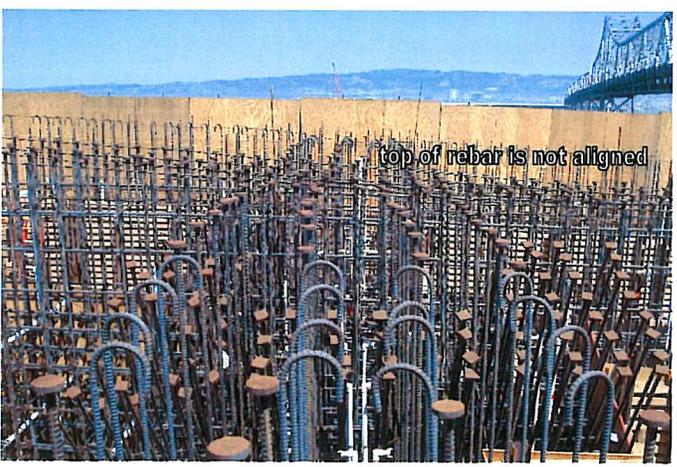
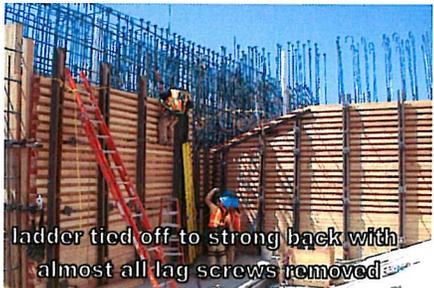
Location: W2 Cap Beam	7-day const. cal.: 491	Weather: clear
Remark: formwork/ironwork	Project work day: 701	

Description of Operation:
RPS - adjusted steel on punchlist
ABF - continue forming for pour 2

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:							REMARKS		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT			Name	Classification	Prime / Sub

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

safety meeting today - crane/marine safety
RPS adjusted their ironwork based on Pam's punchlist.
ABF continued to close up the forms. Today, they placed the forms for the east side of the longitudinal diaphragm on the south side of the longitudinal diaphragm. They have not yet closed it completely, they are removing some of the lag screws to move the double channels (strong backs). Two of the workers reported to us that their co-workers was removing lag screws to a strongback that he was tied off to (lanyard). Also, the ladder that he was on was also tied off to this same strong back that he was removing the lag screws from.
What also could be of a concern is that the lag screws are fairly large - enough to split the wood. If one of these timber members fail, it could put more stress on the adjacent members. According to the SCC placement plan, ABF's forms are supposed to be designed for full fluid pressure.
ABF continued to form the bulkhead at the south end of the west wall. They are not complete, they have not yet placed any styrofoam for the keyway at this bulkhead.
Concern arose over the placement of the vertical ironwork in the diaphragms/walls. Looked at from above, they do not align very well. They will have difficulty placing the future horizontal bars under the T-heads and hooks.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION


 APR 26 10:44:90
 DAVID CHUNG

TE/CT
Title