

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: **5/13/08**
 NIGHTWORK **TUESDAY**
Shift Hrs Start **6:30** Stop **16:00**
Engineer's Hrs Start **6:30** Stop **16:00**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap/E2 Cross Beam	7-day const. cal.: 517	Weather: clear
Remark: Hinge K assembly	Project work day: 727	Hi 77F/Lo 46F

Description of Operation:
ABF - hoisted the Hinge K assembly and set it in place
RPS - continue placing CBT ducts in the south column area.

		HOURS - ITEM NO.							
ITEM NO. >>		34	38					IDLE OR DOWN	REMARKS
EQUIPMENT AND/OR LABOR:		Prestressing Cast-In-Place Concrete (Pier W2)	Structural Concrete, Bridge						
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT				< RT/OT	Name Classification

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

E2 Tour 0700-1000 - for equipment and personnel hours, please see Aaron Prchlik's (CT) diaries.
After an unsuccessful attempt yesterday to place the Hinge K assembly, ABF was able to place it today (far south). They spent the rest of the time welding brackets/securing the assembly to the supports. Their crew was reduced to working down below - may be setting up for next Hinge K assembly.
RPS placed more ducts in place. Tim (RPS foreman) states that these are the final positions that they are placing them at; it was previously stated that they will only be placing them and not setting them in their final position.
Matt (CT) and I spent the afternoon placing working elevation points on the cable tie-down pipes, east/west vertical rebar in the column cages, as well as two high strength rods protruding from pour 1.
We ran into some trouble with shooting elevations. Toward the end of the day, we attempted to check our 'HI' against another benchmark (#5033 provided by ABF). The elevations were different by 400mm - a bust. We each verified each other's work and everything checked out. We returned back to the original benchmark (#5031) and checked the elevations of our 'TBM' on the high strength rods protruding from pour 1. They also checked out. Our conclusion was that the elevation provided for either #5031 or #5033 is incorrect. It is not mathematically possible for our numbers to come out the way they did.

Materials:
1 HR OT - preapproved by Lalit Mathur - set working elevations

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT: 1.0	INSPECTION

REC'D 08 MAY 31 1005010

DAVID CHUNG
TE/CT
Title