

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: **7/10/08**
 NIGHTWORK **THURSDAY**
Shift Hrs Start **6:30** Stop **17:00**
Engineer's Hrs Start **6:30** Stop **17:00**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam	7-day const. cal.: 575	Weather: party cloudy/fog on bay
Remark: bulkheads/access/ducts	Project work day: 785	Hi 75F/Lo 61F

Description of Operation:
ABF - resume building bulkheads for walls/continue access openings/close access opening/fabricate supports/
RPS - layout T&L bars in W2W column area/continue duct placement

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

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

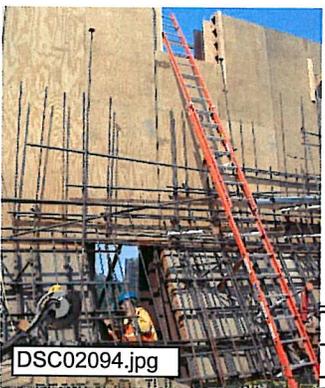
Bi-weekly safety meeting today/Marine Safety Meeting held by ABF safety coordinator

ABF resumed forming the bulkheads at the north ends of the east diaphragm and intermediate diaphragm. ABF formed up the south access opening below (DSC02094). The stair scaffold is complete with platforms and handrails. Down below, ABF continues to fabricate supports for the remaining two lost decks. According to the foreman (Nigel), the southwest lost deck will be the next to be formed; now that ABF is done closing up the opening, they will wait for the ironworkers to place steel in this area before continuing to with forms. Nigel also states that they will not be placing chamfer strips on the bottom 90 deg. edges of the haunch in the northeast and southeast voids; the reasoning being that they are not external exposed corners. Nigel confirmed that the stringlines placed by their surveys crew are for top of finished concrete. They are going to use the round manhole detail instead of the square manhole.

Matt (CT) and I noticed large steel sections in the southwest and northwest voids adjacent/parallel to the longitudinal diaphragm (DSC02108). Based on dimensions measured and dimensions listed in the steel manual, these are W36x232. These may be to support the jacking saddle.

Matt and I checked the placement of a few ducts in the W2W area and marked on the tie down pipes where the ducts should be (elevation). We also spent after hours transferring benchmarks to the top of the concrete of pour 2 (placed on short segments of steel protruding from concrete - marked with green). Our intent was to check the grades of the stringline. We now have elevations marked on ABFs wood supports of their stringline to measure up from.

RPS placed ducts in the W2W column area and marked the locations of T&L bars with orange paint. We overheard from RPS (Bob) that they did not order enough T&L bars to do the work. Steel placement in this vicinity may be slightly delayed.



Materials:

Insp. Hrs.	REG: 8.0	INTERMITTENT INSPECTION
	OT: 2.0	

RECEIVED JUL 22 2008
DAVID CHUNG

TE/CT
Title