

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. 7-day const. cal.: 593
Project work day: 803
Date the Shift Began: 7/28/08
 NIGHTWORK MONDAY
Shift Hrs Start 6:30 Stop 15:00
Engineer's Hrs Start 6:30 Stop 15:00

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam	Weather: overcast
Remark: lost deck/ironwork	Hi 62F/Lo 56F

Description of Operation:
ABF - completed forming lost deck in northwest void
RPS - resume ironwork for longitudinal diaphragm/begin ironwork for deck

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

For equipment and personnel hours, please see LALIT MATHUR'S diaries.
Weekly internal meeting with Gil (CT) @ 0800
ABF has completed forming the northwest void lost deck. They are finishing up manhole details/fillets. They have left an opening to get into the void space (temporary) (DSC02154).
They installed the cooling pipes (DSC02156) for the thermal control last week and extended the water supply/exhaust lines to the top of the forms (DSC02159). They have laid out the manhole opening in pencil on the formwork for the ironworkers to work around.
Nigel (ABF foreman) asked about the bulkhead at the grade break. He asked if it was okay that the bars that will be placed on the sloped lost deck will be about 10mm higher than that shown on the plans. The rest of the bar will be placed as planned but the way the bulkhead was built for the bar on the flat lost deck, the bulkhead will bring the sloped bar up slightly higher. See 'W2 Cap Beam Reinforcement Details No. 8'. '25L5L01 will be about 10mm higher at the grade break. I told him this would be fine.
RPS has resumed work on the longitudinal diaphragm. They have started layout of the bottom mat and have started placing steel for the bottom mat (DSC02160). We told them that they had the wrong size dobe block for the clearances. They were placing 3" dobe blocks under a burried bar before placing the #25's on top.



Materials:

Insp. Hrs. REG: 8.0 OT: [grid] INTERMITTENT INSPECTION
REC'D 09 OCT 01 11006791
DAVID CHUNG TE/CT Title