

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.: 600  
Project work day: 810  
Date the Shift Began: 8/4/08  
 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  
Remark: ironwork  
Weather: overcast AM/clear PM  
HI 63F/Lo 53F

Description of Operation:  
ABF - continue to place tie-back rods through the deck of pour 3 - running east-west  
RPS - continue to place ironwork for the deck

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		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)	
<b>EQUIPMENT AND/OR LABOR:</b>		Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	IDLE OR DOWN/ ELSEWHERE			<b>REMARKS</b>		Prime / Sub
EQPT. NO.	NO. MEN						DESCRIPTION (Of Equipment or Labor)	RT	

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

ABF - continues to set the position of the manhole openings. They are making adjustments. Ladder rungs have been set. Voids between the CMP and lost deck have been filled with foam (DSC02187&8). They have also started placing tie-back rods longitudinally in the forms.  
RPS is continuing to place ironwork for the deck. The #43 transverse bars have been placed except for those on the south/north sides of the manhole. The #25 longitudinal bars (4 mats) have been started on both sides of the intermediate transverse diaphragm (DSC02191). The spacing of these bars have been placed correctly at the bottom where the vertical template bars are. The top spacing has yet to be done and therefore not determined if placed correctly. At the end of the shift, the northeast void was further along than the rest. None of the other bays had these longitudinal bars at the correct vertical spacing.  
Bob (RPS general foreman) knows little about the project. The RFI RPS sent to CT was unknown by Bob. He did not know who decided to place the #43 bars with the bend (DSC02190). He did not know about the 4 meter tail that was recommended to remedy the situation. He did not know about the bars around the 100mm fillet.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT INSPECTION
OT:	

*David Chung*  
DAVID CHUNG

TE/CT  
Title