STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CP-CEM 4601 (Rev. 4/99) (Old HC-10A)

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. | 7-day const. cal.: 602 | Project work day: 812

Date the Shift Began: 8/6/08

☐ NIGHTWORK WEDNESDAY

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
Hi 65F/Lo 56F

Description of Operation:
ABF - continue
RPS - continue to place ironwork for pour 3

HOURS - ITEM NO.							
ITEM NO. >>	38	48					
	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					IDLE OR DOWN/ ELSEWHERE
	RT	RT					< RT/OT

EQUIPMENT AND/OR LABOR:

EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)

CONTRACTORS

Prime	American Bridge / Fluor JV	(P)
Sub #1	Regional	(1)
Sub #2		(2)
Sub #3		(3)
Sub #4		(4)
Sub #5		(5)

REMARKS

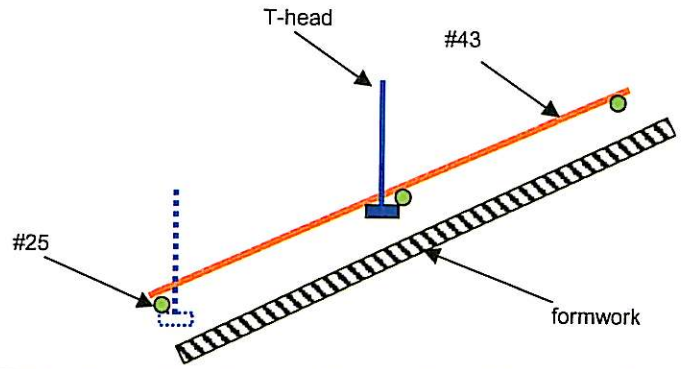
Name	Classification	Prime / Sub

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

Weekly meeting with ABF today:
Pam (CT) mentioned pins with T-heads that may conflict with the clear cover if placed on the wrong side of intersection of #43/25. See diagram. The orange line represents the #43 transverse bar. The green dots represent the longitudinal #25 bars and the blue represents T-heads that are placed vertically. In the bottom dashed blue T-head where the bar is place above the intersection, the clearance is compromised. However, if the bar is placed below the intersection as in the solid blue, the proper clearance can be achieved.
She also mentioned 9 bars within the longitudinal diaphragm where there should be only 4. Tim (RPS foreman) has removed them.

Reviewd contract plans and RFIs for E2.

REC'D '08 OCT-01 #006798



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT INSPECTION
OT:	

DAVID CHUNG — TE/CT
Title