

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.: 684
Project work day: 894

Date the Shift Began: 10/27/08

NIGHTWORK MONDAY

Shift Hrs Start 7:00 Stop 17:30
Engineer's Hrs Start 7:00 Stop 15:30

46.B

ASSISTANT RESIDENT ENGINEER'S DAILY

BRIDGE

REPORT

Location: W2 Cap Beam	Weather: foggy/partly cloudy
Remark: cooling pipes/formwork/ironwork	Hi 72F/Lo 53F

Description of Operation:
ABF - continue to work on cooling pipes
RPS - continue placing ironwork

		HOURS - ITEM NO.					CONTRACTORS		
ITEM NO. >>		38	38	48	133				
		Structural Concrete, Bridge	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)	Construction Surveying				
EQUIPMENT AND/OR LABOR:									
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)		RT	OT	RT	RT		

For ABF equipment/personnel hours, please see Pamela Gagnier's and Lalit Mathur's diaries.

Weekly Internal Meeting: discussed progress of each project
I took my truck in to get my parking brakes replaced. I left it there.

In the field, I told the foreman that when the laborer climbs down to the bottom to retrieve objects like plastic bottles/paint cans/other debris, he needs to pick up the tire wire which he can reach. I agreed with the foreman that we do not want a mat of tie-wire but random ties are fine. I asked the foreman if ABF will have designated locations to which they will place the 'elephant truck' as they did in pour 2. He says that they will not but will try to be closer than the allowed max distance between pour locations (~7m). I forgot to ask him to put down walking planks for safe access during the concrete pour.

Ajay (CT) asked me for support for his safety meeting topic. I forwarded to him any material I had on cranes.

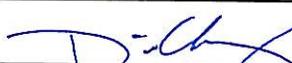
Pam (CT) and I continued to clean up the concrete cylinder cure room.

RPS continues to place ironwork. They have already started placing ironwork through the intermediate transverse diaphragm. The foreman asked whether or not the U-bars could be placed sideways around a duct. There was not enough adequate space for the two legs of the U-bar to clear the forms; also due to the specific requirement that the center leg had to be at the centerline of the trumpet. It is obvious that this cannot be allowed due to the direction of the prestressing. The designer agreed.

REC'D 08 DEC-04 007873

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION


David Chung

TE/CT
Title