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. **46.B**

Date the Shift Began: **3/5/08**

☐ NIGHTWORK WEDNESDAY

Shift Hrs	Start		Stop	
Inspector's Hrs	Start	7:00	Stop	15:30

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location:	W2 Cap Beam	7-day const. cal.:	448	Weather:	clear, cold
Remark:	Hinge K Assembly	Project work day:	658		Hi 65F/Lo 53F

Description of Operation:
up above:
- **Continue to sandblast/clean concrete surface**
- **begin building scaffolding on west verticals of W2**

down below:
- **continue formwork for Hinge K on ground (place panels/template/begin drilling holes)**

ITEM NO. >>

IDLE OR DOWN

RT/OT

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

EQUIPMENT AND/OR LABOR:

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

REMARKS

Name	Classification	Prime / Sub

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

During the weekly meeting with the contractor, Jim Davidson (ABF) mentioned that the workers were sliding the template on the HS rods. A site visit (~0900) shortly after revealed they were far from it. The workers were nailing the panels down on the 4x6's.
They will place the template over the panels to get the holes as close as possible to the correct position.
Davidson revealed that the optional oversized hole (96mm) is in fact what they have to work with. In this case, the smaller template holes of ~80mm will aid the HS rods to their final position. After they are cast in concrete, the final Post-Tens. plate will slide on with ease.
Furthermore, since the wood panels/formwork will go on *before* the template, this would allow the template to slide on slightly easier as well - provided that the holes in the panels are near *perfect* to the correct position. The holes in the panels/formwork will be drilled slightly larger to allow the Densyl tape to go through. Although there is no fear of the wood panels damaging the threads (when comparing the hardness of the materials), there could be harm to the Densyl tape.
A site visit in the afternoon by Caltrans/ABF/T.Y.Lin took place to begin an initial survey of the cracks.
Locations for core samples were circled with white paint. Caltrans has not yet informed ABF of the need to core them. The first is located ~10 feet into the south end from where the face of concrete would be, ~ 5 feet west of the west side of the intermediate diaphragm. The second is about 7 feet north of the north manhole of the intermediate diaphragm. The 3rd is about halfway on the east side of the cap beam on the slope about halfway between the longitudinal diaphragm and east mass pour. The fourth is on adjacent to the east face of the longitudinal diaphragm, on the west side of the cap beam.
A large crack found at the construction joint in the intermediate diaphragm on the north side of the longitudinal diaphragm, roughly 10 feet from the manhole. The crack was investigated by chipping until the crack showed no evidence of further propagation. Ron Matin (CT) poured water in this groove; after rougly 4 seconds, air bubbles were seen coming up. However, when the water was blown out, the crack could not be located. The overall consensus is that these are surface cracks and may not be critical - though a final decision has not yet been made.

Materials:

Insp. Hrs.	
REG:	INTERMITTENT
OT:	INSPECTION

DAVID CHUNG
Title

RECD '08 MAR-22 A10:05