

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: **3/18/08**
 NIGHTWORK **TUESDAY**
Shift Hrs Start **7:00** Stop **15:30**
Engineer's Hrs Start **7:00** Stop **15:30**

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location: W2 Cap Beam	7-day const. cal.: 461	Weather: clear
Remark:	Project work day: 671	Hi 62F/Lo 48F

Description of Operation:
 ABF - continue to erect formwork for end diaphragms
 - install handrail, sill beam for Hinge K assembly (E line)
 - steel supports for concrete around jacking saddle is started
 Regional - scheduled to start yesterday (according to 4 week rolling schedule), but forms are not ready for steel installation

<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">ITEM NO. >></td></tr> <tr><td style="height: 20px;"> </td></tr> </table>	ITEM NO. >>			<table border="1" style="width: 100%;"> <tr><th colspan="2" style="text-align: center;">CONTRACTORS</th></tr> <tr><td>Prime</td><td style="text-align: center;">American Bridge / Fluor JV (P)</td></tr> <tr><td>Sub #1</td><td style="text-align: center;">(1)</td></tr> <tr><td>Sub #2</td><td style="text-align: center;">(2)</td></tr> <tr><td>Sub #3</td><td style="text-align: center;">(3)</td></tr> <tr><td>Sub #4</td><td style="text-align: center;">(4)</td></tr> <tr><td>Sub #5</td><td style="text-align: center;">(5)</td></tr> </table>	CONTRACTORS		Prime	American Bridge / Fluor JV (P)	Sub #1	(1)	Sub #2	(2)	Sub #3	(3)	Sub #4	(4)	Sub #5	(5)
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EQUIPMENT AND/OR LABOR:		REMARKS																
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)																
		Name Classification																

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

The busheling of the concrete off the steel reinforcement has been effective. The larger chunks of concrete have been knocked off. Since this is a larger size bar (#43) that is threaded through the column area, it would make sense that these bars were designed to take shear (transferring the load uniformly across the four columns), in which case the development length would not be as important as it would be for taking tension. In addition, by removing the large chunks of concrete around the bars, any voids or unconsolidated concrete on the bars would also be removed, and therefore, decreasing the chances for a crack to propagate through, around the bars. -- The busheling operation is not complete; concrete still remains on some of the concrete.

After shooting for grade at the Hinge K support plates at all four locations, we determined that the plates are placed low, on the order of 15-20mm. After talking to James (ABF surveyor), he stated that he did not yet check the grades that were generated and sent to us. He also said that he would expect that they (ABF) would be shimming the Hinge K assembly to meet the contract grades. From prior meetings with ABF, I was under the assumption that they would have done this regardless. Due to the weight of the concrete for pours 4 and 5, the falsework would be expected to settle, and therefore affecting the grades of the Hinge K assemblies. They mentioned they would be checking the grades and adjusting the Hinge K grades concurrently with the concrete pours.



Materials:

Insp. Hrs.	
REG:	INTERMITTENT
OT:	INSPECTION


 DAVID CHUNG
 Title

REC'D 08 APR 05 #004082