

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: **3/31/08**

NIGHTWORK **MONDAY**

Shift Hrs	Start	Stop
Engineer's Hrs	Start <b>7:00</b>	Stop <b>15:30</b>

**ASSISTANT RESIDENT ENGINEER'S DAILY**

**BRIDGE**

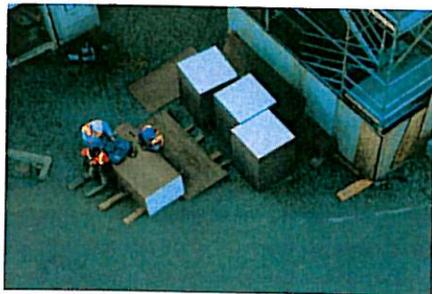
**REPORT**

Location: <b>W2 Cap Beam</b>	7-day const. cal.: <b>474</b>	Weather: <b>Clear</b>
Remark: <b>begin ironwork</b>	Project work day: <b>684</b>	<b>HI 59F/Lo 37F</b>

Description of Operation:  
RPS - begin unloading steel/steel placement  
ABF - fabricate manhole blockouts (to be hoisted from below)  
- continue formwork for concrete pour 2

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.						IDLE OR DOWN	CONTRACTORS					
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)							Prime	Sub #1	Sub #2	Sub #3	Sub #4	Sub #5
									American Bridge / Fluor JV	Regional				
For equipment and personnel hours, please see LALIT MATHUR'S (CT) diaries.									REMARKS		Name	Classification	Prime / Sub	

RPS began placing steel reinforcement for intermediate transverse diaphragm:  
4 - 36L11T40, 4 - 36L12T40, 4 - 36L13T40, 4 - 36L14T40, 2 - 36L15T40, 4 - 36L13T41, 4 - 36L14T41 --> two missing bars at layer 15 SE corner.  
Some of the verticals need to be plumbed up.  
Manhole blockouts were seen being fabricated below.  
Surveyors came to determine location of 1500mm imbedment of #36s into N & S diaphragms.  
The ironworkers state that their minimum lap splice for a #36 bar is 3048mm. CT's minimum lap splice is 60 x 36mm --> 2160mm.  
Page 497S2 of the project plans provide a dimension for the first layer of steel in the diaphragm (L15). I interpreted this 1000mm to be from the center of the coupled #43's in the soffit. Therefore, the first layer of steel should be 1000 + 80 clr + #43 + #25 = 1148mm. Since the soffit is roughly 800 mm, this would put the first layer of steel at 348mm from the soffit. However, this 1000mm dimension is not entirely clear. They interpreted this 1000mm dimension as from the bottom of the soffit and placed the first layer of steel at roughly 200mm from the soffit ~ 150mm lower. Seeing how this would shift all the bars down by 150mm. We had them increase the spacing evenly through the height of the diaphragm.



Materials: **Cesar Chavez Holiday**

Insp. Hrs.	
REG:	<b>INTERMITTENT INSPECTION</b>
OT: <b>8.0</b>	

*David Chung*  
REC'D 08 APR 25 #004404  
**DAVID CHUNG**

TE/CT  
Title