

TOLL PROGRAM/DIST. 4 CONSTR.

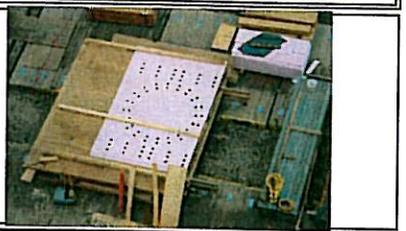
Job Stamp:  
04-SF-80-13.2/13.9 04-0120F4  
SFOBB SAS  
San Francisco Co. in San Francisco  
Fm 0.6 km to 1.3 km East of Yerba Buena  
Tunnel East Portal

Report No. **46.B**  
Date the Shift Began: **4/2/08**  
 NIGHTWORK WEDNESDAY  
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 Remark: ironwork for pour 2	7-day const. cal.: 476 Project work day: 686	Weather: Overcast Hi 61F/Lo 48F
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Description of Operation:  
RPS - continue placement of steel reinforcement  
ABF - complete drilling holes in styrofoam for Hinge K assembly.  
- continue fabricating panels for pour 2



		HOURS - ITEM NO.					IDLE OR DOWN	Contractors		
ITEM NO. >>		34	38	48				Prime		
	Prestressing Cast-In-Place Concrete (Pier W2)							American Bridge / Fluor JV	(P)	
	Structural Concrete, Bridge							Regional	(1)	
	Bar Reinforcing Steel (Bridge)								(2)	
									(3)	
									(4)	
									(5)	

EQUIPMENT AND/OR LABOR:								REMARKS		
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	RT	RT	RT			Name	Classification	Prime / Sub

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

Weekly meeting with ABF today. ABF will receive letter from CTL Group tomorrow (Thursday) and CT will receive it from ABF Friday. This letter is in regards to the cracks in pour 1 and how to treat/remedy the cracks. During the meeting, Alex (T.Y.Lin) thought this was a CCO because it sounded similar to "CTL". It was clarified, and ABF understood, that this is not a CCO.  
ABF was notified that the ironwork is covering the cracks within the diaphragm areas and that getting to the cracks through the ironwork would be difficult, if not, impossible. The duct work for Cap Beam Transverse tendons #23 & 24 will also be installed soon (possibly tomorrow).  
The concrete pour 2 is being extended two weeks and scheduled for Tuesday, May 6th. ABF requests to pour during the day. Gil (CT senior) asks Jim (ABF) to send an email stating the time window preferred so that Caltrans can see if the time window is possible - before an official letter is submitted.  
Pam (CT) requests to know when ABF will meet with Conco regarding pour 2. Gil states that someone from ABF should be on site to make decisions at all times. - this is a result of Conco ignoring Caltrans personnel during pour 1 - when 'wet' concrete was poured at the high end of the slope rather than the low end.  
ABF says pour 2 will be a ~485 m<sup>3</sup> concrete pour. However, the SCC placing plan states that it will be 265 m<sup>3</sup>.  
E2 survey plan requested during last week's meeting (03/26) will be submitted this Friday (04/04).

In my diaries (3/25 & 3/26) I mentioned 6" PVC pipes that were standing up. These are in face placeholders so the rebar does not get placed through there. From the "W2 Cap Beam Self-Consolidating Concrete (SCC) Placing Plan" -submittal ABF-SUB-0000191R00, "...150 mm diameter clear openings have been identified extending from the base slab vertically up through the top mat reinforcing. These clear openings will be used to place the concrete starting at the base slab working upwards. While placing the permanent steel reinforcing and embeds, a 150 mm diameter PVC pipe will be installed at the location of the identified clear opening...Prior to placing concrete, the PVC pipe will be removed. Concrete will be placed through the clear openings using a 6 meter long 130 mm diameter steel pipe...The pipe will be lowered into the clear opening until there is an approximate 500 mm distance between the existing base slab concrete and end of the pipe...As the concrete fills the form the end of the steel pipe will remain above the concrete surface." And as stated before, according to the standard specs (Section 51-1.09 Placing Concrete), concrete is not allowed to freefall more than 2.5 meters, to prevent segregation of the cement from the aggregate. Since this is SCC, this specification is more important. Lastly, according to this plan, the forms by ABF is designed for full liquid head. In this case, there will be a tremendous hydrostatic pressure at the bottom of these forms.



@ 13:48, I spoke to Terry (ABF foreman) regarding a layer of rust that I noticed on the threads of the Macalloy HS rods. I reminded him that these rods will be exposed to the elements for a long time before they are stressed and cast in concrete (see above). I asked if he could do something about it. He acknowledged.

REC'D '08 APR-25 #004406