

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: **4/8/08**

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.: 482	Weather: partly cloudy/very windy
Remark: ironwork/formwork for pour 2	Project work day: 692	Hi 56F/ Lo 49F

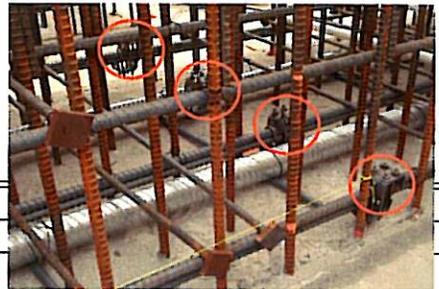
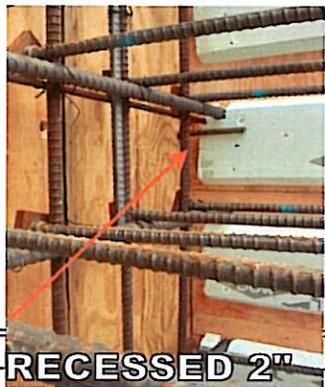
Description of Operation:
ABF - begin/complete building bulkheads on north/south ends of east diaphragm wall.
 - Blockout ends of CBT duct.
 - continue to place tieback rods in forms with PVC.
RPS - continue ironwork for longitudinal diaphragm.

		HOURS - ITEM NO.						Contractors		
ITEM NO. >>		38	48					Prime	American Bridge / Fluor JV	(P)
								Sub #1	Regional	(1)
								Sub #2		(2)
								Sub #3		(3)
								Sub #4		(4)
								Sub #5		(5)
EQUIPMENT AND/OR LABOR:		Structural Concrete, Bridge		Bar Reinforcing Steel (Bridge)		IDLE OR DOWN		REMARKS		Prime / Sub
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)		RT	RT			Name	Classification	

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

Read Thermal Control Plan
 RPS continue to place ironwork for the longitudinal diaphragm. They may start placing transverse bars in the longitudinal diaphragm (jacking saddle reinforcement) tomorrow.
 ABF carpentry crew asked if they could recess the keyway from the exterior (east) face to prevent seeing a jagged line in the concrete after the forms are removed. I talked to Brandon (ABF engineer), ~11:32, at the north bulkhead, regarding this keyway. It was okay with him for them to recess the keyway by 2 inches from the east face (see picture).
 Terry (ABF general foreman) placed styrofoam blockouts around the ends of the CBT ducts. This will allow easier access to grab the splice sleeve after the concrete has been placed. He says that he may start placing the PVC cooling pipes tomorrow.
 The couplers I mentioned yesterday was not a ironwork detail. These are couplers (see picture) added by ABF to allow them to use these #36 bars as tieback rods within the forms. For the bottom bars (shown in the pictures), they will be experiencing ~3 meters (~9.8 ft) of concrete above them. In effect, these #36 bars will be experiencing tension/stress before any load is on the cap beam.

Pressure varies linearly with depth, given by
$$p = \frac{\rho g h}{g_c} = \gamma h$$
 an incompressible fluid (concrete). For this case the pressure exerted at the bottom will be $150\#/ft^3 \cdot 9.8 ft = 1470\#/ft^2 = 10.2 \#/in^2$
 This force exerted on the bars is of no great concern given: 1. the capacity of these bars; 2. the wedged double-channel walers on the opposite side of the bulkhead.



Materials: **RECESSED 2"**

Insp. Hrs.	
REG: 8.0	INTERMITTENT INSPECTION
OT:	

David Chung
 APR 25 4004112
DAVID CHUNG

TE/CT
 Title