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: 4/24/08

☐ NIGHTWORK THURSDAY

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

ASSISTANT RESIDENT ENGINEER'S DAILY BRIDGE REPORT

Location:	W2 Cap Beam	7-day const. cal.:	498	Weather:	clear
Remark:	ironwork/formwork	Project work day:	708		Hi 64F/Lo 42F

Description of Operation:
ABF - continue to form west wall, continue with bulk head on south end of west wall
RPS - replace #36 transverse bars in west wall - north of longitudinal diaphragm. Place longitudinal bars in longitudinal diaphragm (previously placed but taken out by carpenters)

HOURS - ITEM NO.

EQUIPMENT AND/OR LABOR: EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	ITEM NO. >>	38	48					IDLE OR DOWN
				Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					
				RT	RT					< RT/OT

Contractors

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

REMARKS — Name / Classification / Prime / Sub

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

ABF continued to form the bulk head at the south end of the west wall. They continued to brace up the haunch in the southwest void area. They cut back styrofoam from the ladder rungs - the foam was thick enough to inhibit the rungs from imbedding in the concrete.
RPS removed/replaced the #36 transverse bars in the west wall that had the wrong coupler. In the process, they damaged the bulkhead on the north end of the west wall. The ironworkers also re-placed the longitudinal bars in the longitudinal diaphragm -removed by the carpenters while erecting the forms for the intermediate transverse diaphragm (DSC01530).
The ducts in the west wall are okay as placed - provided that they are not moved/damaged before the concrete pour.

According to the special provisions (Section 10-1.75 Miscellaneous Metal) and the standard specifications (Section 75-1.05 Galvanizing, pg 548), the ABF will need to wire brush and repair the zinc coating on the ladder rungs (Galvanized surfaces that are abraded or damaged at any time after the application of zinc coating shall be repaired by thoroughly wire brushing the damaged areas and removing loose and cracked coating, after which the cleaned areas shall be painted with 2 applications of unthinned zinc-rich primer...). During installation, I noticed that the carpenters were slamming the rungs with their hammers. Also, the method that they used to secure the rungs - with nails - they could have damaged the zinc coating.
Furthermore, under Section 10-1.74 NonSkid Surface on page 391 of the Special Provisions, "ladders shall receive a nonskid surface consisting of epoxy mixed with grit."


DSC01530.jpg

Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

REC'D *08 MAY -31 #004996

DAVID CHUNG — TE/CT
Title