

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: **4/29/08**

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.: 503	Weather: clear
Remark: formwork/cooling system	Project work day: 713	Hi 63F/Lo 51F

Description of Operation:
ABF - continue formwork/bracing bulkheads/close form at jacking saddle in northwest void area. Weld additional pipes for cooling system along column.
RPS - adjust ironwork in longitudinal diaphragm

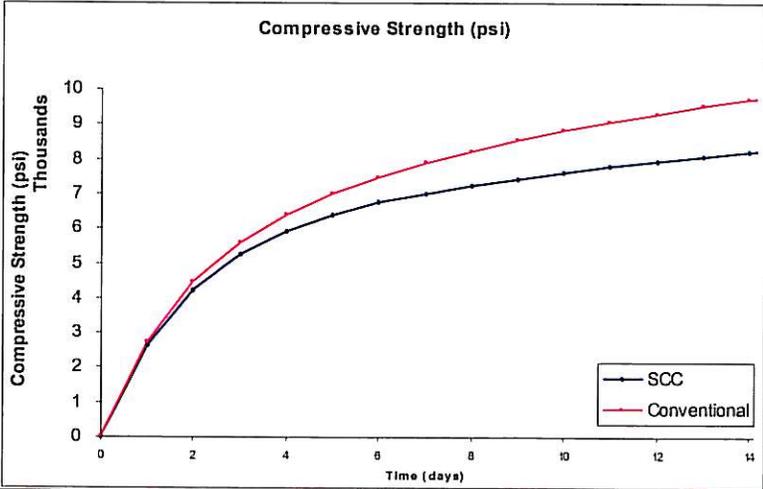
EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.						Contractors			
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)	ITEM NO. >>						Name	Classification	Prime / Sub
			38	48							
			Structural Concrete, Bridge							Prime American Bridge / Fluor JV (P)	
			Bar Reinforcing Steel (Bridge)							Sub #1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

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

ABF closed the form of the jacking saddle - this is the last panel. They are not just placing more bracing against their forms, i.e. additional kickers, brackets to help against static pressure at bottom of forms.
ABF also placed more water supply pipes for the thermal control system - along the height of the center FW column.
They have mobilized the manifolds for the water supply to each void area but have not attached this to any of the pvc pipes in the forms.

In the office I reviewed the thermal control plan and created graphs to represent the concrete compressive strength. The completion of the thermal control will be determined when "the hottest measured location in the placement has cooled from its maximum temperature an dis cooler than the sum of the current temperature difference limit and the averag dialy air temperature for a period of 3 consecutive days"; the current temperature difference limit is determined by the concrete compressive strength. ABF has elected to use the "primary procedure" to determine the concrete compressive strength rather than using cylinders. Using the coefficients for the compressive strength provided by CTLGroup, I generated a graph that predicts the strength of the concrete. The only difference is that this is generated for the previous mix design in the original thermal control plan. The concrete mix for SCC has changed (though approved) since then.

Conco was on site briefly in the afternoon.
RPS personnel were also on site to try and plan their next steel placement procedure. ABF will want to erect their exterior forms for pour 4 and 5 right after pour 2; this will make it extremely difficult for RPS to place steel and ducts in the column area.



Materials:

Insp. Hrs.	
REG: 8.0	INTERMITTENT
OT:	INSPECTION

REC'D 08 MAY 31 #004999
DAVID CHUNG

TE/CT
Title