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: **6/17/08**

☐ NIGHTWORK **TUESDAY**

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.:	552	Weather:	clear/warm
Remark:	Hinge/T-heads	Project work day:	762		Hi 75F/Lo 51F

Description of Operation:
ABF - lifted and placed the assembly on the north side of the E-line. They proceeded to remove the assembly on the south side of the E-line and are in the process of thread-testing the bolts.
RPS - continue placing mushroom heads and T-heads on column cage rebar
Patent - began assembling scaffolding on the west face of the cap beam - near C-L

HOURS - ITEM NO.

ITEM NO. >>	38	48					IDLE OR DOWN/ ELSEWHERE
	Structural Concrete, Bridge	Bar Reinforcing Steel (Bridge)					
	RT	RT					< RT/OT

CONTRACTORS

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

EQUIPMENT AND/OR LABOR:

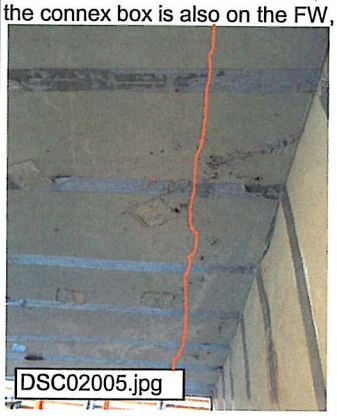
EQPT. NO.	NO. MEN	DESCRIPTION (Of Equipment or Labor)

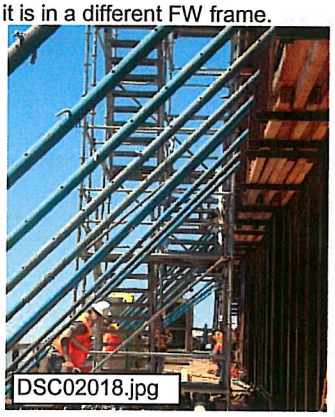
REMARKS

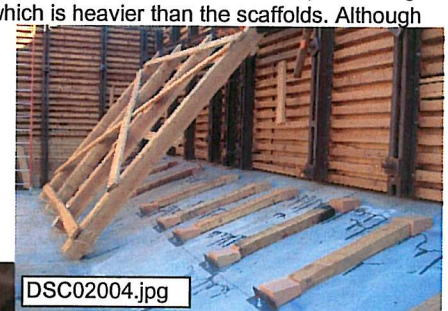
Name	Classification	Prime / Sub

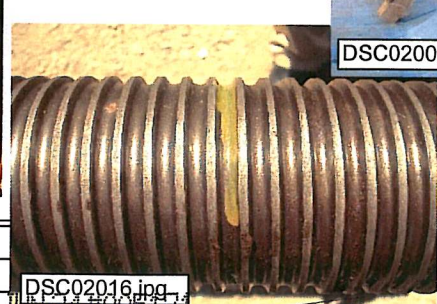
For equipment and personnel hours, please see LALIT MATHUR's (CT) diaries.

ABF has starting hoisting their pre-fabricated lost deck supports to the voids (DSC02004). This picture also shows how they will support the posts in the sloped region; timber blocks will be bearing on a bracket which is bolted into the concrete.
Nigel (ABF foreman) states that ABF may address coring the epoxy/cracks after the lost deck is removed. This would be a problem for CT since the void will be completely dark and finding a crack will be more difficult. Nigel also said that Conco will be deciding how they want to screed the concrete at the surface.
DSC02005 shows a longitudinal crack in the intermediate transverse diaphragm - roughly 6 inches from the south face.
The four rods that ABF stated were bad were examined by Mazen (CT) who originally inspected them in Germany where they were fabricated. He states that it is possible the rods were unloaded incorrectly; during unloading, the package may have slammed down on one end first instead of as a whole unit (these rods have the same stamp on the ends, i.e. same lot). This would have put a quick localized bending stress on the rod. He states that he noticed that the threads on one side of the rod looked closer than the threads on the opposite side (for the sake of explanation, top/bottom - DSC02016). ABF is now thread-testing the last of the Hinges. So far, from what I observed this afternoon, they have not had any problems with the threads.
Patent, a subcontractor for scaffolding has started to assemble scaffolds on the west side of the cap beam at/near the centerline. This will provide means to get inside the forms from the outside when the access openings in the side forms will be blocked off/closed up (DSC02018). The weight of the scaffolds should not be a problem. The FW was approved for a variable-location connex box which is heavier than the scaffolds. Although the connex box is also on the FW, it is in a different FW frame.


DSC02005.jpg


DSC02018.jpg


DSC02004.jpg


DSC02016.jpg

Materials: Gina Guido (Training coordinator) called and asked why I didn't up for the practical training for all protection. I told her I would forward her pictures to show that I did.

Insp. Hrs.	
REG: 8.0	INTERMITTENT INSPECTION
OT:	

REC'D '08 JUN 24 #0031F1

DAVID CHUNG

TE/CT
Title

46.002